AGENDA

VALLEJO PLANNING COMMISSION
REGULAR MEETING – 7:00 P.M.
COUNCIL CHAMBERS

555 Santa Clara Street, Vallejo, California

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

September 4, 2024

NOTICE: Members of the public will be able to participate in-person or remotely via Zoom. City Hall and the Council Chambers will be open to members of the public 30 minutes prior to the start of the meeting.

VIEW THE MEETING:

There are four different ways you can view this public meeting:

- In Person
- Watch Vallejo local channel 28
- Stream from the City website: www.cityofvallejo.net/Streaming
- Join the Zoom webinar: https://ZoomRegular.Cityofvallejo.net

IMPORTANT NOTICE

Pursuant to Government Code Section 54954.3 of the Brown Act, members of the public shall be afforded the opportunity to speak on any agenda item of interest to them after being recognized by the presiding officer. Members of the public wishing to be so recognized are requested to submit a completed speaker card to the Secretary of the Planning Commission prior to the consideration of the item or raise their hand via ZOOM:(https://ZoomRegular.Cityofvallejo.net) or by phone: Dial (669) 900-6833. Enter Meeting ID: 914 0075 0676#. Press * 9 to digitally raise your hand from the phone. For additional instructions on how to speak remotely during public comment, please visit www.cityofvallejo.net/publiccomment. In person speakers will be recognized first.

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 the decision by filing a written appeal with the Director of Planning and Development Services. 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 Director of Planning and Development Services 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.

	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. OATH OF OFFICE OF NEWLY APPOINTED COMMISSIONER(S)

4. ROLL CALL

5. CONSENT CALENDAR AND APPROVAL OF AGENDA

Upon motion of any Commissioner, all items placed upon the consent calendar may be acted upon collectively, and each shall be deemed to have received the action recommended by the Secretary or City Attorney; except that if any Commissioner objects to the placement of an item on the consent calendar, or if any member of the public wishes to address the Commission on any such item, the item shall be removed from the consent calendar and shall be heard and acted upon in its proper place on the agenda as designated by the Presiding Officer.

After making changes in the agenda, if any, as permitted under these rules of order and procedure, the Commission shall approve the agenda which shall constitute the agenda of business to be considered at the meeting. The motion offered to approve the agenda shall include the adoption of the consent calendar.

A. APPROVAL OF AGENDA

B. APPROVAL OF MINUTES

a. June 3, 2024 - Regular Meeting

C. OTHER CONSENT ITEMS -None.

6. REPORT OF THE CITY COUNCIL LIASION

The City Council Liaison may, from time to time, wish to make announcements and report on items of activity that may be of interest to the Commission and the general public.

7. COMMUNITY FORUM

The Presiding Officer shall announce that members of the public have the opportunity to directly address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission and not on the current agenda. Up to fifteen (15) minutes shall be set aside for the community forum and each speaker shall be allocated up to three (3) minutes, unless time is extended by the Presiding Officer with the Commission's consent. Items of business listed on the agenda shall not be further discussed under the community forum. Anyone desiring to address the Commission may indicate such interest in one of the two ways listed below:

1. Any interested members of the public desiring to communicate with the Planning Commission for this item may approach the podium to speak when the Presiding Officer opens the Community Forum and indicate that they would like to do so.

*2.Any interested members of the public desiring to communicate with the Planning Commission for this item may do so via ZOOM:(https://ZoomRegular.Cityofvallejo.net), or by phone: Dial (669) 900-6833. Enter Meeting ID: 914 0075 0676#. Press * 9 to digitally raise your hand from the phone. For additional instructions on how to speak remotely during public comment, please visit www.cityofvallejo.net/publiccomment. Please know that in-person speakers will be recognized first.*

8. PUBLIC HEARINGS

A. PROJECT TITLE **1765 Broadway**

PROJECT NUMBER:
Design Review (DR23-0004)
Landscape Review (LR23-0001)
Development Review (DVR23-0005)
Minor Use Permit (MUP23-0001)
Zoning Compliance (ZC23-0007)

PREPARED BY: Cesar Orozco, Planning Manager

PROJECT LOCATION: 1765 Broadway / APN: 0052-160-100, 0052-172-170

PROJECT SUMMARY: The project consists of Design Review, Development Review, Landscape Review, Minor Use Permit, Zoning Compliance, and Lot Line Adjustment to merge two vacant parcels and to construct 111 dwelling units distributed across five buildings and one amenity building. The project also includes site improvements including 44,890 square feet of new landscaping, new lighting throughout the site, pedestrian paths along the new buildings, short- and long-term bicycle racks and a total of 128 new off-street parking spaces.

CALIFORNIA ENVIRONMETAL QUALITY ACT: Staff recommends that the Planning Commission find the project categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines (Class 32 “Infill Development Projects”).

RECOMMENDATION: Staff recommends that the Planning Commission adopt a Resolution Approving Design Review (DR23-0004), Landscape Review (LR23-0001), Development Review (DVR23-0005), Minor Use Permit (MUP23-0001), and Zoning Compliance (ZC23-0007), to allow construction of a 111-unit multi-family residential project, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution.

B. PROJECT TITLE **Panda Express**

PROJECT NUMBER(S):
Major Use Permit (UP22-0004)
Development Review (DVR22-0012)
Design Review (DR22-0006)
Landscape Review (LR22-0002)
Exception (EXC22-0011)

PREPARED BY:	Cesar Orozco, Planning Manager
PROJECT LOCATION:	Vacant site north of 4301 Sonoma Boulevard APN: 0051-250-680
PROJECT SUMMARY:	The proposed project consists of a Major Use Permit, Design Review, Development Review, Landscape, and Exception Review to construct a 2,700-square-foot quick service restaurant with a drive-through with associated on-site improvements, landscaping and 33 off-street parking spaces.
CALIFRONIA ENVIRONMENTAL QUALITY ACT (CEQA):	Staff recommends that the Planning Commission determine that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines) after making the required findings.
RECOMMENDATION:	Staff recommends that the Planning Commission Adopt Resolution Approving Major Use Permit (UP22-0004), Development Review (DVR22-0012), Design Review (DR22-0006), Landscape Review (LR22-0002), and Exception (EXC22-0011), to allow the construction of 2,700 square-foot restaurant with drive-through, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution**.**

C. PROJECT TITLE — Raising Cane's

PROJECT NUMBER(S):	Major Use Permit (MJP24-0001) Development Review (DVR24-0007) Design Review (DR24-0004) Landscape Review (LR23-0007) Zoning Compliance (ZC24-0021)
PREPARED BY:	Cesar Orozco, Planning Manager
PROJECT LOCATION:	Vacant lot at corner of Admiral Callaghan Lane and Turner Parkway / APN:0069-480-020
PROJECT SUMMARY:	The project consists of a 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-through canopy for double drive-through lanes, and a 525 square-foot trash enclosure: totaling a total of 4,659 square feet in new structures. In addition, the project will include site improvements for a new surface parking lot with 21 off-street parking spaces and 1,465 square feet of new landscaping. Requesting to operate seven days a week from 9 a.m. to 3 a.m.
CEQA:	The project is categorically exempt from the requirements of the California Environmental

Quality Act (CEQA) pursuant to Section 15303(c) of the CEQA Guidelines (Class 3 "New Construction or Conversion of Small Structures") because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

RECOMMENDATION: Staff recommends that the Planning Commission adopt a Resolution to APPROVE MJP24-0001, DVR24-0007, DR24-0004, LR24-0007, and ZC24-0021, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution.

8. WRITTEN COMMUNICATIONS

Written communications from the public will be received and filed. Written communications regarding items on the agenda will be noted at the time the item is considered.

9. REGULAR REPORTS

A. SECRETARY'S REPORT

The Secretary may, from time to time, report on items that may be of interest to the Commission and general public.

B. CITY ATTORNEY'S REPORT

The City Attorney may, from time to time, report on items that may be of interest to the Commission and general public.

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

The Presiding Officer and any Commissioner may, from time to time, wish to make certain announcements, request information from staff, and to report on items of activity that may be of interest to the Commission and the general public.

D. REPORT OF THE SUBCOMMITTEES

10. OTHER AGENDA ITEMS

A. DISCUSSION OF FUTURE AGENDA ITEMS

a. Phase 2 Zoning Code Updates
b. Housing, Safety and Environmental Justice Elements
c. Overview of new State housing laws

d.

11. ADJOURNMENT

I, Cesar Orozco, 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. on Friday, August 30, 2024.

Dated: August 30, 2024

Cesar Orozco .

Cesar Orozco

CITY OF VALLEJO PLANNING COMMISSION
Regular MEETING MINUTES
COUNCIL CHAMBERS
June 3, 2024

1. CALL TO ORDER

The meeting was called to order by Chair Stamps at 7:00pm.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Chair Stamps, Vice-Chair Blind, Commissioners Cohen-Thompson, Douglass, Madeiros, Taylor, Douglass and Beasley-Stansberry

Absent: Vice-Chair Blind (excused)

Staff present: Planning Manager Orozco, Assistant City Attorney Zagaroli, Assistant Public Work Director/City Engineer Sequeira, Assistant City Manager Haen, City Attorney Nebb

4. CONSENT CALENDAR AND APPROVAL OF AGENDA

A. APPROVAL OF AGENDA

B. APPROVAL OF MINUTES

a. May 6, 2024 – Regular Meeting

C. OTHER CONSENT ITEMS – None

Action: Moved by Commissioner Cohen-Thompson, seconded by Commissioner Beasley-Stansberry, the Commission approve the agenda, and meeting minutes with the following vote:

VOTE:
AYES: Chair Stamps, Commissioners Cohen-Thompson, Douglass, Madeiros, Taylor and Beasley-Stansberry
NOES: None
ABSENT: Vice-Chair Blind
ABSTAIN: None

5. REPORT OF THE CITY COUNCIL LIASION – None

6. COMMUNITY FORUM – None

7. PUBLIC HEARING

A.

PROJECT NUMBER(S): Major Use Permit (UP22-0004)
Planned Development (PD22-0001)

Development Review (DVR22-0012)
Design Review (DR22-0006)
Landscape Review (LR22-0002)
Exception (EXC22-0011)

PROJECT PLANNER: Douglass Fenn, Contract Planner

PROJECT LOCATION: 4301 Sonoma Blvd / APN: 0051-250-440

PROJECT SUMMARY: The proposed project consists of a Major Use Permit, Planned Development Modification, Design Review, Development Review, Landscape, and Exception Review to construct a 2,700-square-foot quick service restaurant with a drive-through with associated on site improvements, landscaping and 33 off-street parking spaces.

CEQA DETERMINATION: Staff recommend that the Planning Commission determine that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines) after making the required findings.

RECOMMENDATION Staff recommend the Planning Commission open the public hearing, accept comments, and then continue to the item to a date uncertain.

Chair Stamps opened the public hearing and then closed the public hearing due to comments on the item.

Action: Moved by Commissioner Cohen-Thompson, seconded by Commissioner Taylor, to continue the item to a date uncertain, with the following vote:

VOTE:
AYES: Chair Stamps, , Commissioners Cohen-Thompson, Douglass, Madeiros, Taylor and Beasley-Stansberry
NOES: None
ABSENT: Vice-Chair Blind
ABSTAIN: None

B. PROJECT: Capital Improvement Program (CIP) for Fiscal Year 2024-2025 to be in Conformance with the General Plan.

PROJECT PLANNER: Daniel Sequeira, PE, Assistant Public Works Director/City Engineer

PROJECT SUMMARY: Discuss, Consider and Possibly adopt a Resolution Finding the Proposed Capital Improvement Program (CIP) for Fiscal Year 2024-2025 to be in

Conformance with the General Plan and Finding that the General Plan Conformity Review is Not a Project Pursuant to CEQA Guidelines Section 15378.

RECOMMENDATION Adopt Resolution PC 24-XX N.C. finding that the proposed Quarter's A project as part of the fiscal year 2024-25 Capital Improvement Program is in conformance with City of Vallejo General Plan 2040.

Assistant Public Works Director/City Engineer Sequeira presented the item.

Commissioners asked questions and Staff responded.

Chair Stamps opened public hearing.

Chair Stamps opened closed the hearing.

Action: Moved by Commissioner Cohen-Thompson, seconded by Commissioner Madeiros, to Adopt Resolution finding that the proposed Quarter's A project as part of the fiscal year 2024-25 Capital Improvement Program is in conformance with City of Vallejo General Plan 2040., with the following vote:

VOTE:
AYES: Chair Stamps, , Commissioners Cohen-Thompson, Douglass, Madeiros, Taylor and Beasley-Stansberry
NOES: None
ABSENT: Vice-Chair Blind
ABSTAIN: Commissioner Douglass

C. PROJECT NUMBER(S): Code Text Amendment (CTA24-0002)

PROJECT PLANNER: Gillian Haen, Assistant City Manager

PROJECT SUMMARY: Proposed amendments to Title 16 of the Vallejo Municipal Code (Zoning) related to tobacco retail licensing within the City of Vallejo to further the goal of smoking prevention.

CEQA DETERMINATION: This action is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), the "common sense exemption," because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

RECOMMENDATION: Staff recommend the Planning Commission consider a recommendation to the City Council for the proposed amendments to Title 16 of the Vallejo Municipal Code (Zoning) related to tobacco

retail licensing within the City of Vallejo to further the goal of smoking prevention.

Assistant City Manager Haen and City Attorney Nebb presented the item.

Commissioners asked questions and Staff responded.

Chair Stamps opened the public hearing.

Public Speakers: Paul Hare, David Hare, Brian Davis, Klevin, Majit Tunach, Abdul Nasher, Ben Sandu, Amit Powell, Jimmy, Tera LayMartin, Amy Whitting, Milo Trojo, David T., JC Ratliffe, Blake Young, Jenn Gramahano, Louise Williams, Akba Alezo, Akira

Chair Stamps closed the public hearing.

Commissioner made comments and asked questions on the items.

Action: Moved by Commissioner Cohen-Thompson, seconded by Commissioner Beasly-Stansberry, to Adopt Resolution making a recommendation to the City Council for the proposed amendments to Chapter 16.301, 16.340, 16.701 of Title 16 of the Vallejo Municipal Code (Zoning) related to tobacco retail licensing within the City of Vallejo to further the goal of smoking prevention, with the following vote:

VOTE:

AYES:	Chair Stamps, , Commissioners Cohen-Thompson, Douglass, Madeiros, Taylor and Beasley-Stansberry
NOES:	None
ABSENT:	Vice-Chair Blind
ABSTAIN:	Commissioner Douglass

8. **WRITTEN COMMUNICATIONS –** None

9. **REGULAR REPORTS**

   A. SECRETARY'S REPORT

   Planning Manager Orozco made an announcement the Assistant City Manager Hean is interim Planning and Development Director and made an announcement on staffing levels.

   B. CITY ATTORNEY'S REPORT - None

   C. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION - NONE

   D. REPORT OF THE SUBCOMMITTEES – None

10. **OTHER AGENDA ITEMS**

   A. INFORMATIONAL ITEM - None

   B. Discussion of Future Agenda Items

   a. Phase 2 Zoning Code Updates
   b. Housing, Safety and Environmental Justice Elements

c. Overview of new State housing laws
The Planning and Development Services Director provided an update on items under Discussion of Future Agenda Items.

ADJOURNMENT

Chair Stamps adjourned the meeting at 9:00 p.m.

ATTEST:

_____
_____, CHAIR

ATTEST:

_____
Cesar Orozco
SECRETARY

DRAFT

STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION

I. PROJECT INFORMATION

Item No. 9A

DATE OF MEETING:	September 4, 2024
PROJECT NUMBER:	Design Review (DR23-0004) Landscape Review (LR23-0001) Development Review (DVR23-0005) Minor Use Permit (MUP23-0001) Zoning Compliance (ZC23-0007)
PREPARED BY:	Cesar Orozco, Planning Manager
PROJECT LOCATION:	1765 Broadway / APNs: 0052-160-100; 0052-172-170
APPLICABLE ZONING CODE SECTION(S):	Development Review (VMC Chapter 16.605) Design Review (VMC Chapter 16.604) Landscape Review (VMC Chapter 16.504) Minor Use Permit (VMC Chapter 16.606) Zoning Compliance (VMC Chapter 16.603)
PROJECT SUMMARY:	The project consists of a Design Review, Development Review, Landscape Review, Minor Use Permit, and Zoning Compliance to construct 111 dwelling units distributed across five buildings and one amenity building. The project also includes site improvements including 44,890 square feet of new landscaping, new lighting throughout the site, pedestrian paths along the new buildings, short- and long-term bicycle racks and a total of 128 new off-street parking spaces.
CALIFORNIA ENVIRONMETAL QUALITY ACT:	Staff recommends that the Planning Commission determine that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines) after making the required findings.
RECOMMENDATION:	Staff recommends that the Planning Commission Adopt a Resolution Approving Design Review (DR23-0004), Landscape Review (LR23-0001), Development Review (DVR23-0005), Minor Use

Permit (MUP23-0001), and Zoning Compliance (ZC23-0007), to allow construction of a 111-unit multi-family residential project, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution.

II. PROJECT DATA SUMMARY

APPLICANT:	Redwood Residential Development, LLC Maya Theuer P.O. Box 641651 San Francisco, CA 94164
PROPERTY OWNER:	Swiss Investments, LCC 6334 Wilshire Boulevard Los Angeles, CA 90048
GENERAL PLAN DESIGNATION:	Neighborhood Commercial (NC)
ZONING DISTRICT:	Office (O)
EXISTING LAND USE:	Vacant Land
SURROUNDING LAND USE:	North – Commercial East – Commercial/Residential South – Multi-Family Residential / Commercial West – Medical Office Building
TOTAL LOT AREA:	4.1 – acres (174,588 square feet)

III. PROJECT DESCRIPTION

A. Background

On November 21, 2022, the applicant, Redwood Residential Development, LLC, submitted a Preliminary Review request in compliance with California Senate Bill (SB) 330, “the Housing Crisis Act of 2019.”

On December 21, 2022, the proposal was determined to be consistent with the SB330 preliminary review checklist.

On January 12, 2023, the applicant formally submitted a planning application for Design Review, Development Review, Landscape Review, Minor Use Permit, Zoning Compliance, and a Lot Line Adjustment to merge two parcels together and construct 111 dwelling units distributed across five buildings, with one amenity building and 44,890 square feet of new landscaping on a vacant site at 1765 Broadway, between Sereno Dr. and Garibaldi Drive. The project plans were routed to various agencies for their review, and on July 27, 2022, the City determined the application to be complete.

On May 9, 2024, staff presented the project to the Design Review Board for consideration. The Design Review Board unanimously recommended that the Planning Commission approve the project with the recommendation to 1) explore a different color palette to replace the yellow color proposed; and 2) explore a different tree type to replace the Crepe Myrtle trees proposed.

Location and Land Use Context

The project site is located between Sonoma Boulevard and Broadway. It is surrounded by existing residential uses, commercial uses, and an industrial use, as shown in Table 1 and Figure 1, below:

Table 1 – Surrounding Uses	
Direction	**Land Uses**
North	Commercial Center
East	Broadway Commercial Single-family Residential
South	Multi-family Residential Train Tracks Commercial
West	Medical Offices White Slough Sonoma Boulevard (State Route-29)

Interstate 80 (I-80) is approximately 1.5 miles to the east and State Route 37 (SR 37) is approximately 0.75 mile North and Sonoma Boulevard (State Route 29) is approximately 0.25 miles to the west of the project site. Each provides regional access while Broadway provides direct access to the project site. The site's General Plan 2040 Land Use Designation is Neighborhood Corridor (NC) and the Zoning District is Office (O).

Figure 1 – Vicinity Map

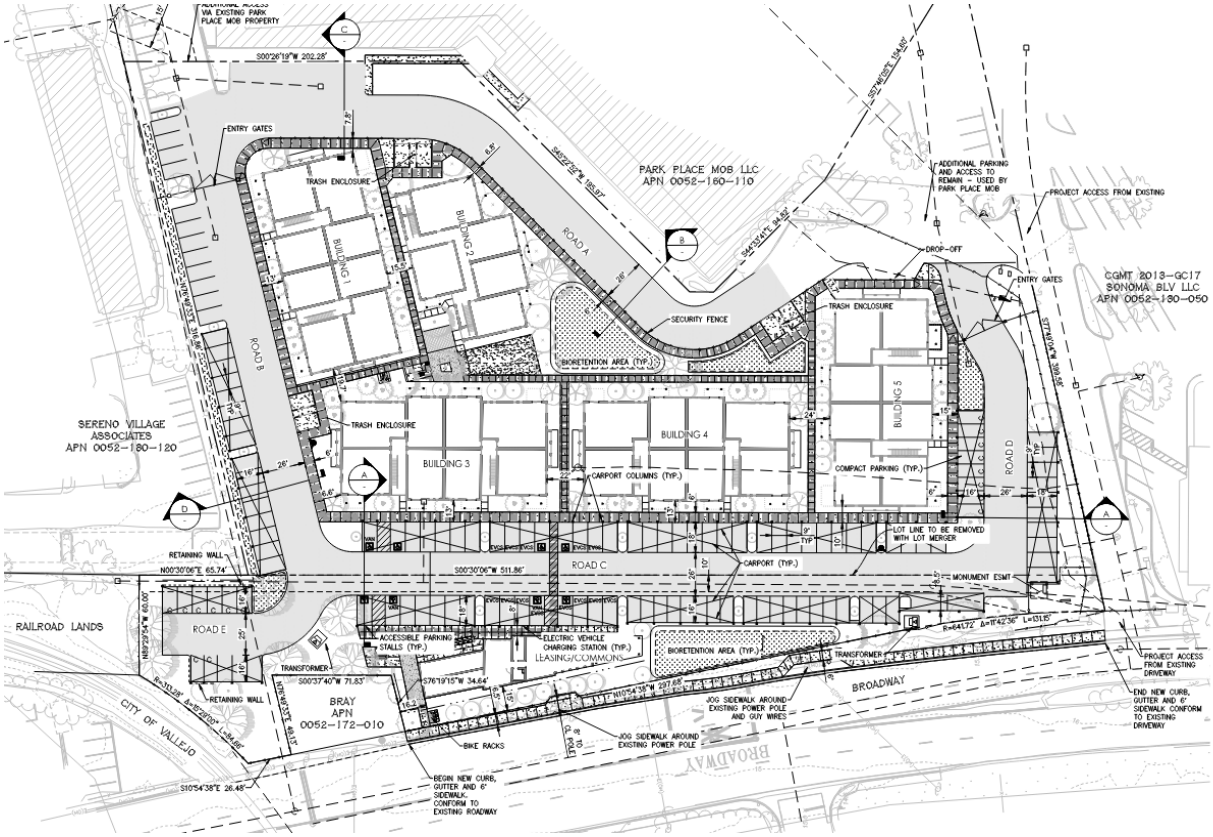
B. Project Description

The proposed project consists of a Development Review, Design Review, Landscape Review, Minor Use Permit, Zoning Compliance, and a Lot Line Adjustment for construction of a total of five multi-family residential buildings containing 111 dwelling units; 96 units of which would be distributed between four "Building A" types (include buildings 1, 3, 4 and 5 on site plan) with each Building "A" including 24 units per building. The remaining 15 units would be in one "Building B" type. Both Buildings A and B include three stories of residential units with an overall building height of 36 feet and six inches. The unit breakdown is as follows:

Table 2 – Unit Breakdown				
Building	Unit A 1 bed/1 bath 839 sq.ft.	Unit A2 1bed/1 bath 694 sq.ft.	Unit B1 2 bed/2 bath 1,079 sq.ft.	Until Total
1	6	6	12	24
2	3	9	3	15
3	6	6	12	24
4	6	6	12	24
5	6	6	12	24
Total	27	33	51	111

Proposed site improvements include 44,890 square feet of new landscaping, new exterior lighting, pedestrian paths, 18,005 square feet of common open space, short-term bicycle racks, frontage improvements, six trash enclosures and a total of 128 off-street parking spaces. The project would also include a 2,648 square-foot amenity building containing the leasing offices, restrooms, a fitness room, bicycle storage with wall mounted racks, and a 4.3 square-foot monument sign with an overall height of four feet would be fronting Broadway (see Figure 2).

Figure 2 – Proposed Site Plan



IV. STAFF ANALYSIS

Required Permits

The project requires the following approval under the VMC:

Table 2 – Required Permits

Permit Type	Description	VMC Chapter	Review Authority
Design Review	Residential projects of 50 or more units.	16.604	Design Review Board Recommendation to Planning Commission
Landscape Review	Installation of new landscaping exceeding 500 square feet.	16.504	Design Review Board Recommendation to Planning Commission
Development Review	Construction of six new buildings.	16.605	Planning Commission Action

Minor Use Permit	Minor Use Permit to allow residential	16.606	Planning Commission Action
Zoning Compliance	Installation of a new sign	16.603	Planning Commission Action

The Planning Commission shall act on the Development Review, Design Review, Landscape Review, Minor Use Permit, and Zoning Compliance with the recommendation from the Design Review Board. In addition to these entitlements, this project would also require building permits from the City of Vallejo.

General Plan Consistency

The General Plan 2040 Land Use Designation for the subject property is Neighborhood Corridor (NC). The General Plan characterizes this designation as follows:

> *The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre.*

The project is consistent with the NC land use designation in that it incorporates multi-family residential development, which is expressly permitted under this designation. Additionally, the development would support nearby services and activities in the area. The project site allows a total of 120 units on a 4.1-acre (174,588 square feet) lot. The project is proposing 111-units meeting the allowed density of the General Plan. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions. Key policies and actions relevant to the project are shown in **bold**, followed by staff's analysis in *italic* (see Table 3 below):

Table 3 – General Plan 2040 Policies and Actions	
Policies and Actions	**Staff's Analysis**
Policy NBE-1.8: **Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking and create a stronger sense of identity.**	*The project involves the planting of many trees, shrubs, and groundcovers contributing to the beautification of Vallejo and the cultivation of an urban forest. The construction of sidewalk improvements along the new residential buildings would contribute to the pedestrian realm within the subject site.*
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 unarticulated planes.*
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 project would result in the development of additional housing units and would fulfill a need in the community that is compatible with surrounding uses.*
Policy NBE-1.15: **Energy Efficiency: Support measures to reduce energy consumption and increase energy efficiency in residential, commercial, industrial, and public buildings.**	*The project shall be required to comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CBC Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The project includes sustainable and energy-efficient features, including solar panels, electric vehicle (EV) chargers, and an all-electric design, each provided at or exceeding City requirements.*

Vallejo Municipal Code Compliance

The project site has a zoning designation of Office (O). The Zoning Code provides the following description for the O Zoning District:

> *The O Zoning District is intended to create and establish regulations for areas having an employment focus, but also supporting a mix of uses, especially business supportive uses. Residential-only development and office development with a residential component are allowed as major uses if design and compatibility standards are met.*

Per VMC Table 16.301 – A: Land Use Regulations, a Multi-Unit Residential development of 50 or more units requires a Design Review Board recommendation and Planning Commission final action.

The project is consistent with the applicable standards in the O zoning districts as demonstrated in the Table 4, below:

Table 4 – Office – Development Standards (VMC16.205-B)			
Development Standard		Proposal	Compliant
Density: Max.	16-30 units/acre (Allowed 66 – 123 units)	111 units	Yes
Building Form and Location			
Maximum Height (ft.)	75 feet or 35 feet within 50 ft. of a Residential District	36.5 feet (70 feet from a Residential District)	Yes
Minimum Setbacks (ft.)			
Front	15	15	Yes
Interior Side	5 plus 2 ft. for each story over two.	Five feet	Yes
Rear	10 or 15 when adjacent to Residential District	52.5	Yes
Open Space			
Minimum Private Open Space (sq. ft. per unit)	40	40	Yes
Minimum Common Open Space (sq. ft. per Unit)	150 (Total 16,650 sq.ft.)	18,005	Yes
Landscaping			
Minimum Amount of Landscaping (% of Site)	25% (Toal of 43,647 sq.ft.)	44,890 sq.ft.	Yes
Street Trees (ft. frontage)	1 per 30 ft. of frontage 455.31 ft. frontage = 15 street trees	16	Yes

Discussion

The following comments provide a summary of the staff analysis of the project. They are separated by subject to facilitate the review by the Planning Commission. The information provided is also referenced in Section IV, the Findings section at the end of the report.

Architecture

The architectural design would reflect a modern and minimalist style with recessed windows and rooflines. As noted above, the 111 units would be distributed between five residential buildings. The proposed buildings are intended to be visually interesting, as they would be constructed with a variety of high-quality building materials and painted with different colors. Vertical and horizontal façade breaks, building massing and undulation have been incorporated into the design of the buildings. Staff

notes that under State Housing law (see further discussion below, under Section V. Findings), the project cannot be denied based on subjective design standards.

The two building types (A and B) are proposed with a mixture of one- and two-bedroom units. Both building types would have an overall building height of 36 feet and six inches tall and would be oriented towards the interior of the lot. The buildings would have a total of three stories with residential units on each floor. Exterior materials would include a mixture of cement plaster and vertical shiplap siding, painted an off-white and dark grey, with accent colors to include gold, red, green, blue, and purple, as recommended by the Design Review Board. (See Figures 3 and 4 below).

Figure 3 – Building A (Front and Rear)

Figure 4 – Building B (Rear of the building)

In addition to the residential buildings, an amenity building containing a leasing office, an office, restrooms, a gym, an outdoor area, and bicycle storage with wall mounted racks. Mailboxes and large parcel boxes would be located adjacent to the building. The amenity building would have an overall building height of 12 feet and overall building length of 106 feet, seven inches. Like building types A and B, the amenity building would have exterior materials of cement plaster and shiplap siding painted dark grey and off-white (see Figure 5 and 6 below) .

Figure 5 – Amenity Building (Facing the Interior of the site)

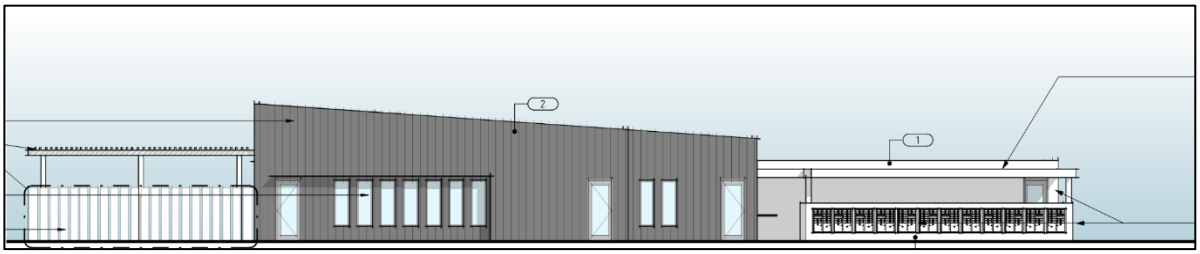
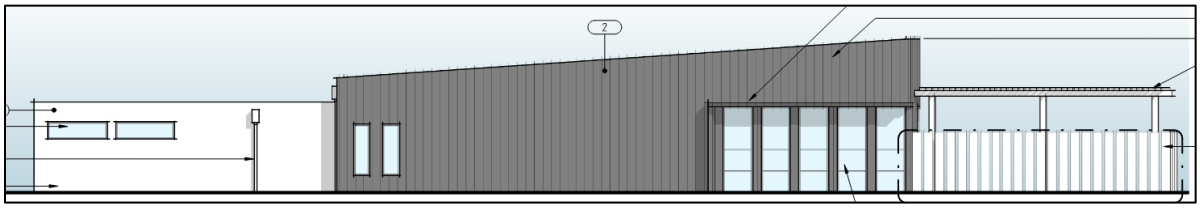


Figure 6 – Amenity Building (Facing Broadway)



Landscaping and Open Space

The proposed landscaping is designed to complement the new buildings and provide transition from the buildings to the public realm. A variety of new drought tolerant shrubs, ground cover and trees, totaling 44,890 square feet of new landscaping, are included in the plan. A total of 16 new street trees, shrubs and ground cover would be planted along the Broadway frontage, and 87 trees would be added throughout the site to enhance the public realm within the interior of the project. Staff has determined that the new landscaping would create a visually pleasing setting (see Figure 7). A six-foot tubular steel fence with vehicular and pedestrian gates would be installed around the property site.

Various outdoor amenity areas would be provided for residents and visitors, including a courtyard with picnic tables, built-in BBQ with bar top seating, and a fire pit. In total, the project would provide 18,005 square feet of common open space. In addition to the common open space, private outdoor space would be provided via balconies and ground-level patios.

Figure 7 – Proposed Landscaping

Lighting

Outdoor lighting would be provided throughout the project site, within the landscaped and paved areas, along pedestrian pathways, internal vehicular roadways, and within parking areas. Pole mounted streetlights would be installed along internal roadways within the project site. In addition, wall-mounted lights and downlights would be installed on proposed buildings. Light levels would be sufficient for safety and wayfinding but would be directed downward to avoid light spillover to adjacent land uses.

Access, Circulation and Parking

Primary access to the project site would be via an existing 30-foot-wide driveway on Broadway Street and the existing internal drive aisle between the project site and the office building to the west. The proposed project would construct a new entrance at the northern and southern ends of the existing drive aisle to access the site. The two entrances would connect to a new 26-foot-wide internal drive aisle, which would loop around the site and provide access to the covered parking areas.

The project would construct sidewalks around the perimeter of the residential buildings, which would connect to the internal walkways between the buildings. The proposed project would also construct a new 6-foot-wide sidewalk along the frontage of Broadway. The new sidewalk would be designed to accommodate the existing overhead utility lines and guy wires along Broadway.

The proposed project would provide 128 covered parking spaces, exceeding the required 111 covered parking spaces. The covered parking would have a maximum height of 10 feet with a clearance of 9

feet. Of the 128 parking stalls provided, the proposed project would provide 4 Americans with Disabilities Act (ADA) compliant standard stalls, 2 ADA-compliant van stalls, 12 Electric Vehicle (EV) standard stalls, 1 EV ADA-compliant stall, and 1 EV ADA-compliant van stall.

Vehicle Miles Traveled (VMT)

Vallejo's Interim CEQA Transportation Impact Analysis Guidelines (Vallejo ITIAG) set forth the current analysis methodologies and significance thresholds to be used when analyzing potential VMT impacts of a proposed project in the City. The City's interim VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the interim VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant VMT impact and a detailed VMT analysis is not required.

Land use projects that meet at least one of the following screening criteria are presumed to result in a less than significant impact related to VMT:

- **Transit Priority Area (TPA) Screening.** Located in a TPA (within 0.5-mile of a major transit stop).
- **Project Type Screening.** Multi-family residential development projects that generate 110 daily vehicle trips or less (corresponds to 16 dwelling units or less).
- **Low VMT Area Screening**. Residential projects located within a low-VMT generating area of the City.

The VMT Study determined the proposed project would not meet the TPA or Project Type Screening Criteria as the project site is not located in a TPA, and it would develop more than 16 dwelling units. As outlined in the VMT Study, the project area VMT is estimated to be 14.88 VMT per resident which is approximately 43 percent lower than the City's VMT average baseline of 26.0 VMT per resident. Therefore, the VMT Study determined the proposed project is located within a low VMT area and would meet the City's Low interim VMT Area Screening Criteria. Additionally, the proposed project is consistent with the General Plan land use designation and would not substantially alter the travel patterns in the area.

Signage

VMC Chapter 16.509, calls out specific requirements for monument sign, allowing one square-foot for each linear foot of primary building or store frontage. The total area of all signs on a single building frontage shall not exceed the total linear feet in the frontage. Each sign area shall be at least 10 square feet, but no more than 100 square feet is allowed unless approved in a separate sign program. Monument signs shall also be located a minimum of five feet behind the property line or sidewalk, whichever is greater. The maximum height for a monument sign is seven feet.

A monument sign is being proposed south of the access driveway with an overall height of four feet, setback a total of five feet from the front property line (or six feet from the back of the sidewalk), with a total area of six square feet. As conditioned, the proposed monument sign area will need to be increased to a minimum of 10 square-feet to be consistent with the VMC.

V. FINDINGS

Design Review Findings

VMC Section 16.604.03 (B) requires the Design Review Board to make a recommendation to the Planning Commission for final design review approval. The required findings for the Planning Commission are in bold, and staff's analysis follows in italics:

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

Purposes of the Chapter

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

   As proposed, the project meets the objective design standards called out in VMC Chapter 16.205 – Office and Medical Districts, as discussed in detail below.

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

   The project would be constructed with a variety of high-quality building materials and painted with simple, bold colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building and would create distinction in the established neighborhood. The project would incorporate a fully electric proposal, provide electric vehicle chargers and solar panels to be environmentally sustainable. Additionally, the project would be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The project would be comprised of a mixture of cement plaster and vertical shiplap siding and would be painted an off-white and dark grey with accent colors of gold, red, green, blue, and purple. Overall, the project uses high-quality, long-lasting material resulting in quality development.

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

   The project proposes infill development that targets underutilized sites, which is a policy identified in the General Plan. The project would not obstruct scenic views.

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

   The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:

   1. The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and

2. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.

As described in Table 4 of the staff report above, the project complies with the applicable, objective general plan and zoning standards and no reduction in density is requested. Therefore, the city may not deny the project or approve the project at a reduced density without basing its decision on the written findings under Section 65589.5(j), above.

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

   The project includes a total of 44,890 square feet of new drought tolerant landscaping throughout the site. A total of 16 new street trees, shrubs and ground cover would be planted along the Broadway facing property line and 87 trees throughout the site.

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

   Not applicable; the existing trees on the subject site do not meet the minimum dimensions of 24-inches in diameter as measured six-inches from the ground and therefore are not considered significant or specimen trees.

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

   One four-foot-tall monument sign with 6 square-foot of overall signage, will be located next to the drive aisle would be visually harmonious with the surrounding development. As conditioned, the proposed monument sign area will need to increase to meet the minimum sign area of 10 square feet.

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

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

Design policies of the General Plan

The project site is designated as Neighborhood Corridor (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. As proposed, the project is consistent with the NC land use designation in that it incorporates high-density residential development that would support nearby and future services and activities in the area. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted applicable design guidelines.

The subject site is not within an adopted specific plan and design guidelines have not been adopted for this location.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the Office (O) zoning district in that it is a proposal of a new 111 dwelling unit multi-family residential project and meets all appropriate development standards of the Vallejo Municipal Code. Vallejo Municipal Code Section 16.604.01(K.1.c), states residential projects with 50 or more units require a Design Review Board recommendation to the Planning Commission. The final authority of this action is the Planning Commission.

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

Not applicable; there are no additional city policies or regulations that are applicable to the project.

Development Review Findings

VMC Section 16.605.03, requires the review authority make the following findings prior to granting a Development Review (the findings are in bold, and staff's determination follows in italics):

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Office (O). As noted in Table 4 above and as conditioned, the project is consistent with the applicable development standards outlined in VMC Title 16.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as Neighborhood Commercial (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre. As proposed, the project is consistent with the NC General Plan land use designation in that it consists of a total of 111-units multi-family residential with associated amenities and on and off-site improvements. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The project would comply with the approved design and conditions of approval imposed by the Planning Commission in the attached Resolution.

D. Is in substantial compliance with any applicable adopted design guidelines.

Not applicable; City does not have any adopted design guidelines for multi-family development.

E. Will serve to achieve groupings of structures that are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the

total setting as seen from key points in the surrounding area; only elements of design which have some significant relationship to outside appearance shall be considered.

Not applicable; City does not have any adopted design guidelines for multi-family development. In the O zoning district.

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

Not applicable; City does not have any adopted design guidelines for multi-family development in the O zoning district. .

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

As noted above and the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

Minor Use Permit Findings

VMC Section 16.606.03, requires the review authority make the following findings prior to granting a Development Review (the findings are in **bold**, and staff's determination follows in *italics*):

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

The proposed use of 111 multi-family residential would be constructed on a site zoned Office. Vallejo Municipal Code Table 16.301-A: Land Use Regulations, states multi-unit residential (three or more units) requires a Minor Use Permit, subject to a limitation that 50 or more units requires Design Review Board recommendation and Planning Commission decision. The project is being processed under a Minor Use Permit, Development Review, Design Review, Landscape Review, Zoning Compliance and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

The project site is designated as Neighborhood Commercial (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre. As proposed, the project is consistent with the NC General Plan land use designation in that it consists of a total of 111-units multi-family residential with associated amenities and on and off-site improvements. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The subject parcels would have a total area of 4.1-acres (174,588 square feet) that allows 16-30 units an acre. A maximum of 123 units is allowed on the subject site of 4.1-acres. The parcel is

physically suitable for the proposed 111-multi-unit residential and associated on and off-site improvements as proposed and conditions.

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

The immediate vicinity of the project site is characterized by existing commercial uses, medical offices, multi-family residential and single-family residential. As proposed, the project is compatible with existing and permissible land uses within the zoning district in the area in which the proposed use is to be located within.

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

The physical location or placement of the proposed 111- multi-unit residential project is compatible with surrounding uses and would not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

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

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

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

As noted above and within the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

Zoning Compliance

VMC Section 16.509.02 (D), requires the review authority make the following findings prior to granting a Zoning Compliance for signs (the findings are in **bold**, and staff's determination follows in *italics*):

A. The proposed signs do not exceed the standards of this chapter and are of the minimum size and height necessary to enable motorists and pedestrians to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site.

As described above, the proposed monument sign is consistent with VMC Chapter 16.509, in that it meets all development standards and the proposed signage is necessary to enable motorists and pedestrians to readily identify the facility from the front of the building and parking lot.

B. The size, location, and design of the signs are visually complementary and compatible with the scale and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street.

The proposed monument sign along Broadway, which includes an overall height of four feet, is located five feet behind the property line and has a total sign area of 6 square feet, is visually complementary and compatible in scale and architectural style with the primary structures proposed on the site. As conditioned, the monument sign would be increased to a minimum of 10 square-feet to meet the minimum allowed by VMC.

C. The proposed signs are in substantial conformance with the design criteria in the any adopted city design guidelines.

The proposed monument sign along Broadway is in substantial conformance with the design and development standards contained in VMC Chapter 16.509, such as monument setback, overall height and total sign area.

VI. ENVIRONMENTAL REVIEW

Under CEQA, the State has identified a list of classes of projects, which have been determined to not have a significant effect on the environment and are therefore exempt from the requirements of CEQA. The proposed project is exempt under CEQA Guidelines, Section 15332 (Class 32 "In-Fill Development Projects"), because:

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 4.1 – acres, not exceeding 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.

To further support and confirm the conditions described above, qualifying the project for a Class 32 CEQA exemption, the City retained Stantec Consulting Services, Inc. (Stantec), to conduct a comprehensive environmental review of the project, including preparation of technical studies for Air Quality Assessment and Biological Resources Assessment, The full report prepared by Stantec is included as Attachment 2 to this staff report, and it concludes 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.

VII. NOTICING AND PUBLIC COMMENTS

On August 21, 2024, pursuant to VMC Section 16.602.08(A), a notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups, all property owners within 500 feet of the subject property, and any other interested parties and local agencies expected to provide water, wastewater treatment, and/or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner.

Staff have not received any comments or questions from the public on the application as of writing this staff report.

VIII. CONCLUSION / STAFF RECOMMENDATION

Based on the analysis contained in this staff report and attachments, staff recommends that the Planning Commission hold a public hearing, consider and approve the CEQA determination that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines and then approve Design Review (DR23-0004), Landscape Review (LR23-0001), Development Review (DVR23-0005). Minor Use Permit (MUP23-0001), and Zoning Compliance (ZC23-0007) based on the findings and provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the Resolution.

IX. EXPIRATION

Pursuant to VMC Section 16.602.12 (A.2), the approval of the Design Review (DR23-0004), Landscape Review (LR23-0001), Development Review (DVR23-0005), Minor Use Permit (MUP23-0001), and Zoning Compliance (ZC23-0007), shall automatically expire two years after approval, unless authorized construction has commenced prior to the expiration date (September 4, 2026; if approved at this meeting and not appealed).

X. APPEAL PROCEDURE

VMC Section 16.602.14, Appeals provides that the applicant, or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendering of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with a fee as specified in the master fee schedule with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

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

XI. LEVINE ACT: GOVERNMENT CODE 84308

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

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

XII. ATTACHMENTS

1. Resolution No. PC24-XX
    a. Exhibit A – Conditions of Approval
2. Class 32 – Categorical Exemption Report
3. Resolution No. DRB23-01
4. Project Plans
5. Material Sample Board

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC24-XX

A RESOLUTION APPROVING DESIGN REVIEW (DR23-0004), LANDSCAPE REVIEW (LR23-0001), DEVELOPMENT REVIEW (DVR23-0005), MINOR USE PERMIT (MUP23-0001), AND ZONING COMPLIANCE (ZC23-0007), FOR CONSTRUCTION OF 111 MULTI-FAMILY DEVELOPMENT ON THE VACANT SITE OFF BROADWAY (APN: 0052-160-100, 0052-172-170)

* *

I. RECITALS

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

WHEREAS, on July 22, 2021, the City Council adopted a new Zoning Code and Zoning Map; and

WHEREAS, on January 12, 2023, Redwood Residential Development, LLC submitted an application seeking a Design Review, Development Review, Landscape Review, Minor Use Permit, Zoning Compliance and a Lot Line Adjustment for the construction of a 111-dwelling unit multi-family complex (Project) located on a vacant site off Broadway (APN: 0052-160-100 and 0052-172-170); and

WHEREAS, the Project has a General Plan 2040 land use designation of Neighborhood Corridor; and

WHEREAS, the Project is located in the Office Zoning District; and

WHEREAS, on July 27, 2023, the application for the Project was determined to be complete for processing; and

WHEREAS, on April 25, 2024, pursuant to Vallejo Municipal Code (VMC) Section 16.602.08(A), a notice of the hearing before the Design Review Board was published in the Times Herald, mailed to all active neighborhood groups, all property owners within 500 feet of the subject property, and any other interested parties and local agencies expected to provide water, wastewater treatment, and/or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner; and

WHEREAS, on May 9, 2024, the City of Vallejo Design Review Board, after giving all public notices required by State law and the City of Vallejo Municipal Code, conducted a duly noticed public hearing on the Project; and

WHEREAS, the Design Review Board 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 Design Review Board made a recommendation to the Planning Commission to approve the project with the recommendation to consider a different color palette, specifically with regard to the yellow color, and explore a different tree to replace the Crepe Mrytle with a different tree; and

WHEREAS, on August 21, 2024, pursuant to VMC Section16.602.08(A), a notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups, all

property owners within 500 feet of the subject property, and any other interested parties and local agencies expected to provide water, wastewater treatment, and/or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner; and

WHEREAS, on September 4, 2024, 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 evidence received in the staff report and at the public hearing, the Planning Commission makes the following factual findings:

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING

Based on the facts set forth in the Vallejo Broadway Apartments: Class 32 Categorical Exemption Report dated August 2024 and prepared by Stantec, the project is categorically exempt from requirements of 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 (Class 32 "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.

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

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

Purposes of the Chapter

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

   As proposed, the project meets the objective design standards called out in VMC Chapter 16.205 – Office and Medical Districts, as discussed in detail below.

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

   The project would be constructed with a variety of high-quality building materials and painted with simple, bold colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building and would create distinction in the established neighborhood. The project would incorporate a fully electric proposal, provide electric vehicle chargers and solar panels to be environmentally sustainable. Additionally, the project would be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The project would be comprised of a mixture of cement plaster and vertical shiplap siding and would be painted an off-white and dark grey with accent colors of gold, red, green, blue, and purple. Overall, the project uses high-quality, long-lasting material resulting in quality development.

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

   The project proposes infill development that targets underutilized sites, which is a policy identified in the General Plan. The project would not obstruct scenic views.

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

   The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:

   1. The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and

   2. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.

   As described in Table 4 of the staff report above, the project complies with the applicable, objective general plan and zoning standards and no reduction in density is requested. Therefore, the city may not deny the project or approve the project at a reduced density without basing its decision on the written findings under Section 65589.5(j), above.

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

   The project includes a total of 44,890 square feet of new drought tolerant landscaping throughout the site. A total of 16 new street trees, shrubs and ground cover would be planted along the Broadway facing property line and 87 trees throughout the site.

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

   Not applicable; the existing trees on the subject site do not meet the minimum dimensions of 24-inches in diameter as measured six-inches from the ground and therefore are not considered significant or specimen trees.

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

   One four-foot-tall monument sign with 6 square-foot of overall signage, will be located next to the drive aisle would be visually harmonious with the surrounding development. As conditioned, the proposed monument sign area will need to increase to meet the minimum sign area of 10 square feet.

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

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

Design policies of the General Plan

The project site is designated as Neighborhood Corridor (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. As proposed, the project is consistent with the NC land use designation in that it incorporates high-density residential development that would support nearby and future services and activities in the area. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted applicable design guidelines.

The subject site is not within an adopted specific plan and design guidelines have not been adopted for this location.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the Office (O) zoning district in that it is a proposal of a new 111 dwelling unit multi-family residential project and meets all appropriate development standards of the Vallejo Municipal Code. Vallejo Municipal Code Section 16.604.01(K.1.c), states residential projects with 50 or more units require a Design Review Board recommendation to the Planning Commission. The final authority of this action is the Planning Commission.

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

Not applicable; there are no additional city policies or regulations that are applicable to the project.

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

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Office (O). As noted in Table 4 above and as conditioned, the project is consistent with the applicable development standards outlined in VMC Title 16.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as Neighborhood Commercial (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre. As proposed, the project is consistent with the NC General Plan land use designation in that it consists of a total of 111-units multi-family residential with associated amenities and on and off-site improvements. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The project would comply with the approved design and conditions of approval imposed by the Planning Commission in the attached Resolution.

D. Is in substantial compliance with any applicable adopted design guidelines.

Not applicable; City does not have any adopted design guidelines for multi-family development.

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

Not applicable; City does not have any adopted design guidelines for multi-family development.
In the O zoning district.

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

Not applicable; City does not have any adopted design guidelines for multi-family development in the O zoning district. .

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

As noted above and the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

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

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

The proposed use of 111 multi-family residential would be constructed on a site zoned Office. Vallejo Municipal Code Table 16.301-A: Land Use Regulations, states multi-unit residential (three or more units) requires a Minor Use Permit, subject to a limitation that 50 or more units requires Design Review Board recommendation and Planning Commission decision. The project is being processed under a Minor Use Permit, Development Review, Design Review, Landscape Review, Zoning Compliance and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

The project site is designated as Neighborhood Commercial (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 18 dwelling units per acre up to 30 dwelling units per acre. As proposed, the project is consistent with the NC General Plan land use designation in that it consists of a total of 111-units multi-family residential with associated amenities and on and off-site improvements. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The subject parcels would have a total area of 4.1-acres (174,588 square feet) that allows 16-30 units an acre. A maximum of 123 units is allowed on the subject site of 4.1-acres. The parcel is physically suitable for the proposed 111-multi-unit residential and associated on and off-site improvements as proposed and conditions.

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

The immediate vicinity of the project site is characterized by existing commercial uses, medical offices, multi-family residential and single-family residential. As proposed, the project is compatible with existing and permissible land uses within the zoning district in the area in which the proposed use is to be located within.

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

The physical location or placement of the proposed 111- multi-unit residential project is compatible with surrounding uses and would not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

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

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

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

As noted above and within the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

VI. FINDINGS RELEVANT TO THE APPROVAL OF ZONING COMPLIANCE (VMC SECTION 16.509.02.D)

A. The proposed signs do not exceed the standards of this chapter and are of the minimum size and height necessary to enable motorists and pedestrians to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site.

As described above, the proposed monument sign is consistent with VMC Chapter 16.509, in that it meets all development standards and the proposed signage is necessary to enable motorists and pedestrians to readily identify the facility from the front of the building and parking lot.

B. The size, location, and design of the signs are visually complementary and compatible with the scale and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street.

The proposed monument sign along Broadway, which includes an overall height of four feet, is located five feet behind the property line and has a total sign area of 6 square feet, is visually complementary and compatible in scale and architectural style with the primary structures proposed on the site. As conditioned, the monument sign would be increased to a minimum of 10 square-feet to meet the minimum allowed by VMC.

C. The proposed signs are in substantial conformance with the design criteria in the any adopted city design guidelines.

The proposed monument sign along Broadway is in substantial conformance with the design and development standards contained in VMC Chapter 16.509, such as monument setback, overall height and total sign area.

VII. RESOLUTION APPROVING THE PROJECT ON VACANT SITE OFF BROADWAY (APN: 0052-160-100, 0052-172-170)

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission approve the CEQA determination that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines and APPROVES Design Review (DR23-0004), Landscape Review (LR23-0001), Development Review (DVR23-0005), Minor Use Permit (MUP23-0001), Zoning Compliance (ZC23-0007), on the above findings and subject to the Conditions of Approval attached to this Resolution.

VIII. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 4th day of September 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____,
CHAIRPERSON
City of Vallejo Planning Commission

Attest:

_____
CESAR OROZCO, SECRETARY
City of Vallejo Planning Commission

CONDITIONS OF APPROVAL

DEVELOPMENT REVIEW (DVR23-0005)
DESIGN REVIEW (DR23-0004)
LANDSCAPE REVIEW (LR23-0001)
MINOR USE PERMIT (MUP23-0001),
ZONING COMPLIANCE (ZC23-0007)

VACANT SITE OFF BROADWAY
(APN: 0052-160-100, 0052-172-170)

PERMIT DESCRIPTION: The project consists of a Design Review, Development Review, Landscape Review, Minor Use Permit, and Zoning Compliance construct 111 dwelling units distributed across five buildings and one amenity building. The project also includes site improvements such as 44,890 square feet of new landscaping, new lighting throughout the site, pedestrian paths along the new buildings, short- and long-term bicycle racks and a total of 128 new off-street parking spaces.

A. **PLANNING DIVISION**
Staff Contact: Cesar Orozco, Planning Manager
cesar.orozco@cityofvallejo.net | 707.648.5436

Pre-Building Permit

1. Prior to building permit issuance, Applicant shall submit a numbered list to the Planning Division with a written response on how each condition of approval contained in this report will be satisfied. The list shall be submitted to the project planner who will coordinate continued development of the project. The approved list of conditions shall be included in the permit set, after the cover sheet w.

2. Prior to building permit issuance, Applicant shall apply for and receive a Temporary Use Permit from the Planning Division for any temporary office or construction trailer, as may be needed.

3. Prior to building permit issuance, the Planning Division shall confirm that the building permit, grading permit and all other drawings and documents substantially conform with the documents and/or representations, whether oral or written that were presented to and approved by the Planning Commission on September 4, 2024. Pursuant to VMC 16.602.10.b the site plan, floor plans, building elevations and/or any additional information or representations, whether oral or written, indicating the proposed structure or manner of operation submitted with an application or submitted during the approval process shall be deemed conditions of approval. Any approval may be subject to requirements that the applicant guarantees, warranties, or ensures compliance with the plans and conditions in all respects.

4. Prior to building permit issuance, the Applicant shall provide proof of recordation of the lot line adjustment with Solano County Assessor's office.

5. Prior to building permit issuance, the applicant shall provide proof of a recorded accesses easement with the adjacent parcel to the north.

6. Prior to building permit issuance, the Planning and Development Services Director may require the applicant to submit such information as proposed machinery, processes, products, or environmental impacts as may be necessary to demonstrate the ability of the proposed uses to comply with applicable performance standards. Such required information may include reports by expert consultants. Whenever an environmental impact report has been submitted and determined to be adequate under state and city guidelines, no further information shall be required. (VMC Section 16.505.02 (B).)

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Before Construction

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

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

   If less than a 100-foot nest buffer is necessary and determined to be appropriate for a particular nest or nests, a qualified biologist shall monitor the nest(s) before construction to document baseline nesting behavior and monitor the nest during construction to ensure nesting birds are not exhibiting signs of stress and territorial behavior. If signs of stress are observed during the monitoring, construction activities shall cease or the buffer shall increase, as determined by a qualified biologist, to a sufficient distance where the nesting birds are longer exhibiting signs of stress.

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

8. Prior to any tree removal during the maternity roosting period (April 15 to August 31) or hibernation period (October 15 to February 28), a focused tree habitat assessment shall be conducted by a qualified bat biologist of all trees that would be removed or impacted by construction activities. Trees containing suitable potential bat roosting habitat features would then be clearly marked. The habitat assessments should be conducted enough in advance to allow preparation of a report with specific recommendations, and to ensure tree removal can be scheduled during seasonal periods of bat activity if required. If it is determined that day roosting bats are unlikely to occur, the tree may be removed as described below. If the absence of roosting bats cannot be confirmed, then the removal of trees providing suitable maternity or hibernation roosting habitat should only be conducted during seasonal periods of bat activity, including:

   Prior to any tree removal during the maternity roosting period (April 15 to August 31) or hibernation period (October 15 to February 28), a focused tree habitat assessment shall be conducted by a qualified bat biologist of all trees that would be removed or impacted by construction activities. Trees containing suitable potential bat roosting habitat features would then be clearly marked. The habitat assessments should be conducted enough in advance to allow preparation of a report with specific recommendations, and to ensure tree removal can be scheduled during seasonal periods of bat activity if required. If it is determined that day roosting bats are unlikely to occur, the tree may be removed as described below. If the absence of roosting bats cannot be confirmed, then the removal of trees providing suitable maternity or hibernation roosting habitat should only be conducted during seasonal periods of bat activity, including:

   A. Between March 1 (or after evening temperatures rise above 45 degrees Fahrenheit (F) and/or no more than 1/2 inch of rainfall within 24 hours occurs) and April 15; or

B. Between September 1 and about October 15 (or before evening temperatures fall below 45 degrees F and/or more than 1/2 inch of rainfall within 24 hours occurs).

Appropriate methods shall be used to minimize the potential harm to bats during tree removal. Such methods may include but are not limited to using a two-step tree removal process. This method is conducted over two consecutive days and works by creating noise and vibration by cutting non-habitat branches and limbs from habitat trees using chainsaws only (no excavators or other heavy machinery) on Day 1. The noise and vibration disturbance, together with the visible alteration of the tree, is very effective in causing bats that emerge nightly to feed, to not return to the roost that night. The remainder of the tree is removed on Day 2. A bat biologist qualified in two-step tree removal is required on Day 1 to supervise and instruct the tree-cutters who will be on the site conducting the work, but only for a sufficient length of time to train all tree cutters who will conduct two-step removal of habitat trees. The bat biologist is generally not required on Day 2, unless a very large cavity is present and a large colony is suspected.

During Construction

9. Construction activities shall be managed in compliance with the following requirements:
    a. Site Watering. During the construction of a project, all portions of the site shall be watered as necessary to reduce emissions of dust and other particulate matter, and all stockpiles shall be covered.
    b. Maintenance. Streets and sidewalks shall be made dirt free at the completion of construction.
    c. Noise. All construction and transport equipment shall be muffled in accordance with state and federal laws.
    d. Emissions. Construction and transport equipment shall be operated so as to minimize exhaust emissions. During construction, trucks and equipment should be running only when necessary.
    e. Hours of Operation. Grading and pile driving operations within ¼ mile of residential units shall be limited to between 8:00 am and 5:00 p.m. on weekdays to ensure compliance with the requirements for construction activity in Subsection 16.502.12.D.1., Maximum Noise Level for Temporary Construction Activity, or as otherwise restricted as part of an approval.
    f. Water Run-off. All water run-off from construction sites shall be controlled. During construction, trucks and equipment should be running only when necessary, and shall comply with Chapter 12.41 of the Vallejo Municipal Code.

10. No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any excessive noise, annoying noise, amplified sound or vibrations that are physically annoying to reasonable persons of normal sensitivity or that are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons of normal sensitivity located at the lot line of the property from which these noises emanate or that interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or that may detrimentally or adversely affect such residences or places of business. (VMC Section 16.502.09 (C))

11. Construction, demolition, and related loading/unloading activities that may generate noise shall be limited to the following: 7 a.m. and 6 p.m. in Monday- Friday, Saturday 9 am- 6 pm and Sundays and holidays not allowed. (VMC Section 16.502.09 (D))

12. The fencing for construction sites shall not be installed until a building permit or grading permit has been issued, and said fencing shall be removed prior to final inspection. In the event that the building permits expire before the construction is completed, the Planning and Development Services Director may issue a temporary use permit pursuant to VMC Chapter 16.339, Temporary Uses, to allow the fencing to remain for a longer period of time. (VMC Section 16.505.08 (B))

Pre-Operation

13. Prior to operation/final building inspection, the landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC Section 16.504.09 - Water Efficient Landscape Requirements. The documentation shall include the following:
    a. Certificate of Completion (VMC Section 16.504.09 (G.9))
    b. Irrigation Scheduling (VMC Section 16.504.09 (G.9.c))
    c. Schedule of Landscape and Irrigation Maintenance (VMC Section 16.504.09 (G.9.d))
    d. Landscape Irrigation Audit Report (VMC 16.504.09 (G.9.e))
    e. Soil Analysis Report (VMC Section 16.504.09 (G.9.f))

14. Prior to first 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 final building inspection, all new American Disabilities Act (ADA) improvements shall be to the satisfaction of the Building Official.

16. Prior to final inspection, install all Public Improvements, per City of Vallejo standards, such as

    a. Sidewalks. Sidewalks shall be provided if none already exist or if the existing sidewalks are in poor condition.
    b. Street Furniture. Trash receptacles, benches, bike racks, and other street furniture shall be provided.
    c. Streetlights. Pedestrian-scale streetlights shall be provided.
    d. Street Trees. Shade trees shall be planted no more than thirty feet on center. Tree guards shall be provided. Trees shall be a minimum fifteen gallons in size, and at least ten percent of the required trees shall be twenty-four-inch box size or larger.

Landscaping Maintenance

17. All landscaping shall be permanently maintained in a healthy and thriving condition at all times, in compliance with the approved landscape plan. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the original approved design or upgraded to reflect current best practices for water efficiency. Regular maintenance shall include but is not limited to:
    a. Adjusting, checking, and repairing irrigation equipment; resetting automatic controllers; aerating and de-thatching turf areas; adding/replenishing fertilizer, mulch, soil amendments; insect control; the replacement of dead or diseased plants; pruning; watering; and weeding all landscaped areas.
    b. The trimming of vegetation is necessary to maintain the effective functioning of solar energy facilities and passive solar design features installed both on site and on adjacent properties.
    c. The trimming of vegetation is necessary to keep pedestrian and bicycle paths clear. (VMC Section 16.504.08 (A).)
    d. Pruning, cultivating, weeding, fertilizing, replacement of plants, and watering on a regular basis.
    e. Pruning or removal of overgrown vegetation, cultivated or uncultivated, that may harbor rats, vermin, or other nuisances, or otherwise be detrimental to neighboring properties.

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f. The removal of dead, decayed, diseased, or hazardous trees, weeds and debris that create an unsightly appearance and may be dangerous to public safety and welfare or detrimental to neighboring properties or property values. Compliance shall be by removal, replacement, or maintenance.
g. Landscaping (trees, shrubs, ground cover, turf, etc.) which, due to accident, damage, disease, lack of maintenance, or other cause, fails to show a healthy appearance and growth, shall be replaced. Replacement plants shall conform to all standards that govern the original planting installation, approved landscaping plan, or as approved by the director. (VMC Section 16.504.08 (D).)

18. Litter shall be removed from all landscaped areas in a timely fashion. (VMC Section 16.504.08 (B).)

19. Turf areas shall be mowed on a regular basis and be kept green. Accumulation of leaves, twigs, bark, and other similar materials shall be removed on a regular basis. Planting areas shall be kept free of weeds at all times. (VMC Section 16.504.08 (C).)

Fences, Walls, and Screening

20. Fencing and walls shall be continuously maintained with no sign of rust or disrepair. The graffiti shall be removed within forty-eight hours of discovery by the property manager. (VMC Section 16.505.02 (B).)

21. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry section, back-up and emergency generators, and similar utility devices.
    a. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure.
    b. Equipment shall be screened on all sides, and screening materials shall be opaque.
    c. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed so that, at the time of building occupancy, such plants effectively screen their respective equipment.
    d. The use of wood expanded metal lath, and chain link for the purpose of screening is prohibited. (VMC Section 16.505.10)

Lighting

22. Lighting shall be designed, located, and installed to be directed downward or toward structures, be shielded or fully shielded, and shall be well-maintained in order to prevent glare, light trespass (unwanted light on adjacent lots and public rights-of-way), and light pollution to the maximum extent feasible. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Planning and Development Services Director . (VMC Section 16.506.04 (B))

23. All outdoor lighting in non-residential zoning districts shall be turned off during daylight hours and during any hours when the building is not in use and the lighting is not required for security. (VMC Section 16.506.04 (D))

Parking

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24. At least three percent of the total parking spaces provided on-site shall be electric vehicle (EV) charging stations.
    a. Size. Electric vehicle charging stations shall be the same size as other spaces, and electric vehicle charging equipment shall not reduce the size of the space.
    b. Signage. Each electrical vehicle charging station shall be clearly marked with a sign reading "Electrical Vehicle Charging Station" and the associated California Vehicle Code restrictions, and only a vehicle that is connected for electric charging shall be allowed to park in the stalls or spaces so designated.
    c. Equipment. Electrical vehicle charging stations shall be equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment, as necessary for public use. (VMC Section 16.508.09)

Signs

25. All signs shall be installed as shown on approved project plans. Any changes to the proposed signage shall receive approval by the Planning and Development Services Director.

26. No moving, rotating, flashing, or changing of color intensity or signs with electronic/digitally created content (i.e., electronic reader board signs), and no windblown signs, such as posters, pennants, streamers, or strings of light bulbs, balloons, or other inflated objects are permitted. The only exceptions to these requirements are time and temperature devices and signs installed by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare. (VMC Section 16.509.07 (C))

27. Portable "A" frame signs, or other signs attached to a device used to allow the sign to be rolled or moved around, are prohibited. Included in this category are signs larger than three square feet affixed to a vehicle intended for the purpose of business identification, directional to a business, or advertisement of a business. (VMC Section 16.509.07 (D))

General Requirements

28. A final decision on an application for any discretionary approval subject to appeal shall become effective after the expiration of ten calendar days following the date of action unless an appeal is filed. No building permit or business license shall be issued until the 11th day following the date of the action. If a different termination date is fixed at the time of granting, or if actual construction or alteration has begun under valid building permits, the ten-day period may be waived. (VMC Section 16.602.11)

29. This approval shall automatically expire within two years of the effective date (September 2, 2026) (VMC Section 16.602.12 (A)), unless exercised or extended. Issuance of a building permit shall constitute exercise of rights; provided, however, that, unless otherwise specified as a condition of project approval, the permit shall expire if:
    i. The Building Permit expires.
    ii. Final inspection is not completed, or certificate of occupancy issued within the time specified as a condition of project approval.
    iii. The rights granted under the permit are not exercised within one year following the earliest to occur of the following: issuance of a certificate of occupancy; or if no certificate of occupancy is required, the last required final inspection for the new construction. (VMC Section 16.602.11 (B))

30. The Planning and Development Services Director may approve a one-year extension of any permit or approval granted for a residential or non-residential project under the Zoning Code upon receipt of a written application and fees received fifteen calendar days (January 22, 2025) before the expiration date with the required fee prior to expiration of the permit. (VMC Section 16.602.11 (C.1))

31. No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in the Zoning Code. For the purpose of this chapter, the modification of a permit may include minor modification of a development review approval that is in substantial compliance as determined by the Planning and Development Services Director. (VMC Section 16.602.11 (D))

32. Applications for changes to an approved permit must be filed and processed in compliance with the requirements in VMC Section 16.602.02, Application Forms and Fees, and shall be subject to a fee established by the Master Fee Schedule.
    b. Minor Modifications. The Planning and Development Services Director may approve minor changes to approved plans that are consistent with the original findings and conditions approved by the hearing body and would not intensify any potentially detrimental effects of the project.
    c. Major Modifications. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan that would affect the findings adopted as a basis for project approval shall be treated as a new application. (VMC Section 16.602.11 (E))

33. A request for major changes to an approved site plan or building plan that will not affect the findings adopted as a basis for project approval, but are still considered substantial, shall be forwarded to the original review authority for the discretionary permit for review and approval. Any changes to the proposed colors shall require approval by the Planning and Development Services Director. (VMC Section 16.602.11 (F))

34. For new developments, utilities including, but not limited to, all electrical, telephone, cable television, fiber-optic cable, gas, water, sewer, irrigation/recycled water, and similar distribution lines providing direct service to a project shall be installed underground within the site. This requirement may be waived by the Planning and Development Services Director upon determining that underground installation is infeasible, or the electrical line is otherwise exempt from an under-grounding requirement. (VMC Section 16.501.10)

35. Within five business days after project approval, the Applicant 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 CEQA legal challenges.

36. Applicant shall obtain an inspection from the Planning Division prior to final building inspection. All Building inspections require a minimum of 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finaled in accordance with the approved plans and required conditions of approval or a bond has been posted to cover all costs of any unfinished work as agreed to by the Planning and Development Services Director.

37. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers and affiliates and each of them from any and all claims, demands, causes of action, damages, costs, expenses, actual attorney's fees, applicant's fees, expert fees, losses or liability, in law or in equity, of every kind and nature whatsoever arising out of or in connection with Applicant's operations, or any subcontractor's operations, to be performed under this agreement for Applicant's or subcontractor's tort negligence including active or passive, or strict negligence, including but not limited to personal injury including, but not limited to bodily injury, emotional injury, sickness or disease, or death to persons and/or damage to property of anyone, including loss of use thereof, caused or alleged to be caused by any act or omission of Applicant, or any subcontractor, or anyone directly or indirectly employed by any of them or anyone for the full period of time allowed by the law, regardless to any limitation by insurance, with the exception of the sole negligence or willful misconduct of the City. No modification of the project, any

application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's indemnity obligation.

B. BUILDING DIVISION

Staff Contact: Building Division
Building.division@cityofvallejo.net | 707.648.4387

1. Plans and permits are required for building, mechanical, plumbing and electrical work per California Code of Regulations, Title 24 and applicable City Ordinance in effect at the time of completed Building Permit application date and required fees shall be paid at time of application.

2. Soils report shall be required for foundation design plan reviews.

3. Separate permits for each structure shall be required.

4. Housing Accessibility shall be required per the California Building Code (CBC)_11A, CBC_11B, 2010 ADA, UFAS and Universal Design/AB2787.

5. An ADA accessible route shall be provided from the public way to all accessible building entrances, accessible parking stalls, trash enclosures, and common area amenities.

6. All ground floor units shall be adaptable. Sliding door thresholds shall be recessed to provide maximum threshold compliance.

7. Carports/garages shall provide a minimum 8'2" clearance for access per 1109A.8.1. Accessible Parking and EVCS may need relocation to comply with intent of access requirements. Access shall be provided to trash enclosures from all adaptable units and within enclosures to receptacles.

C. PUBLIC WORKS - ENGINEERING

Staff Contact: James Paluck, PE, Consulting Senior Engineer
james.paluck@cityofvallejo.net | 707.554.5902

Frontage Improvements:

1. The Developer shall design and construct frontage improvements along Broadway, including but not limited to: curb, gutter, sidewalk, streetlighting with pedestrian-scaled streetlights and any pavement widening. The location of the curbline and sidewalk shall match the location and width of the existing improvements on the neighboring property (City of Vallejo Municipal Code Chapter 16.204.03.F).

Site Grading and Drainage:

2. Grading and drainage shall be designed so that surplus drainage is directed overland so as not to jeopardize existing or proposed buildings with flooding. If the project overland releases to the private property to the west, show documentation that gives permission to allow secondary flowage to occur across this private property.

Private Onsite Utilities/Easements:

3. All onsite utilities are shown to be privately owned and maintained. Any onsite utility connecting to the existing public utility outside of the project boundary shall require easements to be obtained from the offsite property owner(s).

Onsite Circulation and Access:

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4. Provide the necessary documentation to show that the proposed property has legal reciprocal access to the existing drive aisles on the neighboring property.

5. Entry gates shall be designed to avoid the blockage of drive aisles, in particular the main drive aisle to the north of the project that serves adjacent developments.

Lot Merger:

6. If proposed, a Lot Merger package, including legal descriptions and plats shall be submitted to the City for review and approval. Construction shall not commence until the Lot Merger has been approved by the City and recorded. The Developer shall furnish to the City appropriate fees for the processing of the Lot Merger.

Permits:

7. Prior to beginning construction of public improvements, the Developer or his contractor shall obtain all necessary permits from the City of Vallejo Public Works Department. The Developer or his contractor shall furnish the necessary insurance, bonds and pay all fees associated with the necessary permits.

GENERAL CONDITIONS OF APPROVAL

Adherence to City of Vallejo Design Standards:

8. All public improvements shall be designed and constructed to current City of Vallejo Design Standards.

9. Existing public facilities damaged during the course of construction shall be repaired by the Developer, at his sole expense, to the satisfaction of the City Engineer.

Geotechnical Investigation:

10. The Developer shall retain a registered Geotechnical Engineer to conduct a Geotechnical Investigation of the project area. Two copies of the project Geotechnical Report shall be submitted to the Public Works Department prior to submittal of Construction Plans. The Geotechnical Report shall include details and recommendations regarding the following:
    a. Geologic Hazards
    b. Grading Limitations and Requirements
    c. Foundation Design
    d. Settlement
    e. Retaining Wall Design as Required
    f. Parking Lot Pavement Sections

Grading:

11. The Project Engineer shall coordinate grading design closely with the project Geotechnical Engineer. Specifically, the Geotechnical Engineer shall be consulted to evaluate and address issues related to:
    a. Geologic Hazards
    b. Retaining Wall Design Parameters
    c. Parking Lot Pavement Sections

12. A grading plan shall be prepared by the Developer's Civil Engineer and approved by the City Engineer. The following information shall be shown on the Grading Plan:
    a. Existing contours, landscaping, fences, buildings, or other improvements
    b. Existing trees to be saved in place or removed
    c. Furnish all necessary details to clearly convey recommendations outlined in the project geotechnical investigation
    d. Cut/Fill interfaces and limits of grading

e. Limits of existing geologic hazards as identified by the Geotech. Engineer
f. Lot boundaries and road rights-of-way
g. Proposed pad elevations, finished contours and lot grading details
h. Top of curb elevations
i. Perimeter cross-sections along all sides of the project to show the proposed project's interface with abutting properties and streets
j. Plan view of proposed drainage facilities including storm drains, catch basins, manholes and underdrains
k. Parking lot surface drainage, pavement grades, ridge lines, etc.

13. Slope grading shall comply with the Geotechnical Report. Slopes steeper than 3H:1V shall not be allowed in the public right-of-way. Slopes steeper than 2H:1V shall not be allowed on-site.

Stormwater Quality:

14. The project shall comply with the requirements of the most current National Pollutant Discharge Elimination System (NPDES) permit issued to the City of Vallejo, which incorporates Low Impact Development (LID) Best Management Practices in the overall design to address the issue of ongoing post-construction stormwater quality for the project site. Examples of LID treatment measures include: bio-retention, harvesting and reuse, infiltration, and evapo-transpiration.

15. The Developer shall prepare a Storm Water Control Plan and Report for the project, consistent with the City of Vallejo requirements. Please refer to the Stormwater C.3 Guidebook prepared by the Contra Costa Clean Water Program. The Report shall provide documentation of whether Hydromodification Compliance is required or not.

16. All stormwater treatment measures shall be adequately operated and maintained. To ensure operation and maintenance of stormwater treatment measures, the property owner shall enter into a Stormwater Treatment Measures Maintenance Agreement with the City. This agreement shall be signed by the property owner and submitted to the Department of Public Works prior to the issuance of the building permit. It is included in the document entitled "Storm Water Requirements for Development Projects- Packet for Project Applicants."

Erosion Control:

17. The Developer shall obtain all necessary permits for storm water discharges, including but not limited to the State Water Resources Control Board Construction General Permit. Applicants whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (State Water Resources Control Board Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

18. An erosion and sedimentation control plan shall be included and prepared by the Developer's Civil Engineer. The erosion control plan shall include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details.

19. The Developer shall be responsible for developing and implementing a Storm Water Pollution Prevention Plan which shall be reviewed and approved by the City of Vallejo.

Trash Enclosure and Recycling:

20. The location of trash enclosures shall be shown on the improvement plans. Drive aisle pavement sections between driveways and trash enclosures shall be designed to accommodate garbage truck traffic. There shall be a concrete slab that extends 10 feet from the front of the enclosure, and shall be a minimum of 6" of reinforced concrete over 6" of Class II aggregate base compacted to 95%.

21. All Trash Enclosures shall have roofs, as well as a sewer drain/connection and water provided to each Trash Enclosure.

Landscaping:

22. The project architect and engineer shall coordinate design closely with the project landscape designer. Specifically, they shall consult the landscape designer to evaluate and address issues related to:
    a. Fencing/wall layout and details
    b. Locations and sizes for irrigation services
    c. Sight distance constraints for fencing and landscaping

23. Landscaping plans shall be prepared by a registered Landscape Architect and City-maintained landscaping shall be designed per City standards. Landscaping and irrigation plans shall be designed to comply with the City's Water Efficient Landscaping Ordinance. Use of turf and other water intensive landscaping shall be minimized.

D. Public Works – Traffic

Staff Contact: Charmine Solla, PE, TE, PTOE, PMP, Consulting Traffic Engineer
charmine.solla@cityofvallejo.net | 707.648.4300

1. Applicant shall install a southbound left turn lane on Broadway at Sala Street, and provide a signing and striping plan for the safety improvement.

E. Water

Staff Contact: Kent Carothers, P.E.
Kent.carothers@cityofvallejo.net | 707.648.4309

Standard Conditions of Approval

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.

    a. 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:
        i. Location and size of fire sprinkler service connection(s).
        ii. Location and size of existing and proposed domestic service connection(s).
        iii. Location and size of irrigation service connection(s), if any.
        iv. Location of fire hydrants.
        v. Location of structures with respect to existing public water system improvements, such as mains, meters, etc.
        vi. Location and size of any new water mains.
        vii. 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).

    b. 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.
        i. For single family residential units, the fire flow is 1,500 gpm.

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ii. For other developments, see the Vallejo Water System Master Plan, 2015, prepared by Kennedy Jenks.

c. HYDRAULIC CALCULATIONS (VSSSD Section 4.1). Prior to the Improvement Plan and building permit issuance, hydraulic calculations shall be submitted to the Water Director demonstrating that the fire flow requirements are complied with.

d. 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.

e. 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:
   i. 15 ft. wide (minimum) for water mains.
   ii. 10 ft. wide (minimum) for fire hydrants, water meters, backflow preventers, double detector check valves, etc.
   iii. Other facilities will be reviewed by the Water Department.

f. 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.

g. 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.

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

3. 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.
   a. ESTIMATE OF FEES: Until Building Plans, Water Meter Data Card and Fire Flow Test results are submitted.

F. Fire Prevention

Staff Contact: Vincent Sproete, Fire Prevention Manager
vincent.sproete@cityofvallejo.net | 707.648.4565

Code Requirements

FIRE ACCESS

1. All buildings, facilities, and developments shall be accessible to Fire Department Apparatus by way of approved access roadways. Access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing 60,000 lbs. with an all-weather driving surface.

2. 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.

    a. Turning radius of all fire access roadways must be approved prior to Building Permit issuance. Please submit a scaled drawing for review and approval. 1" = 40', 1" = 20', 1" = 40'

3. All access roads shall be installed and maintained serviceable prior to and during combustible construction.

4. 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 area's shall be determined prior to final inspection.

5. 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.

6. 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.

7. 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.

8. 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 minimium 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

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9. Keys for the Knox Box entry system required by the Fire Department shall be attached to durable tags with permanent marking identifying the door(s) or lock(s) that the key functions with. i.e. “MASTER” or “MECHANICAL ROOM”.

10. Approved address numbers shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall clearly contrast with their background. The characters shall be a minimum of 4" high with a 1/2" stroke. The size of the building and distance or location of the address numbers from the roadway may necessitate larger numbers. All units shall have a address number or letter.

    a. An address mapping sign shall be located at all entrances to accurately direct emergency services.

11. Provide “Roof Access” sign at roof ladder location.

MEANS OF EGRESS

12. All bedrooms shall have rescue escape sized windows.

13. Locking devices on exit doors shall conform to the 2022 California Fire Code. Only one lock or latch requiring one motion/operation to open/unlock is required. No double keyed dead-bolts are permitted on exit doors.

14. 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.

15. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal.

16. All emergency lighting and exit sign lights shall have two separate sources of power as required by the California Building Code.

17. Provide an approved exit sign over all required exit doors.

18. All floors above the first floor shall have two means of egress exits.

19. Stairway shafts shall be 1 hour rated or non-combustable open to the outside.

FIRE PROTECTION SYSTEMS

20. Prior to final inspection, the minimum fire-extinguisher requirement shall be one 2A-10BC rated portable unit in such locations so that maximum floor-travel distance does not exceed 75' to the nearest extinguisher from any portion of the building with a maximum of 3,000 square feet of floor area surveyed. Plan submittal shall include the proposed location of extinguishers. Final location shall be approved in the field by the Fire Department.

21. All fire extinguishers shall be mounted in a conspicuous and readily accessible location either on a bracket or within an approved storage cabinet. Fire extinguishers shall be mounted so the top

of the unit is 3 feet to 5 feet off the finished floor. If the extinguisher is not readily visible, a sign shall be located directly above the extinguisher. The sign shall be legible and of a contrasting color with its background. Final installation measures and indentification signage shall be approved in the field by the Fire Department prior to final inspection sign-off.

22. 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.

23. If carbon monoxide producing appliances are present, provide carbon monoxide detectors outside each sleeping area in the immediate vicinity of the bedrooms.

24. Automatic fire sprinkler systems are required for all R-2 residential buildings please submit 2 sets of plans, for each building, and hydraulic calculations, to the Fire Marshal's Office and obtain permit prior to installation. Permit fee is $645 plus $6.71 per head for each building. All fire-sprinkler systems shall be designed and installed in accordance with NFPA13R.

    CFC 901.4.4 The fire sprinkler system be installed on each floor as the wood frame construction progresses. Example: Once the first floor framing is completed the fire sprinkler system shall be installed and in service, once the second floor is completed floor one and two shall be in service. Once the third floor framing is completed floors one, two and three shall be in service. This will help prevent the loss of the structure should a fire start in the building.

25. A fire alarm system is required for these buildings, please submit 2 sets of fire alarm plans and obtain permit from the Fire Marshal's Office prior to installation. Please include listed device selections cut sheets. Fire Alarm System'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. Permit fee is $573 plus $6.71 per device for each building.

26. 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 2,000 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.

FIRE PROTECTION WATER SUPPLY

27. This project shall comply with the 2022 California Fire Code regarding Fire Flow requirements, including Appendix B. Please check with the City of Vallejo Water Division for fire flow calculations.

28. Fire hydrants must be installed and approved by the fire department prior to combustible construction. Fire hydrants shall be spaced a maximum of 400 feet apart. Please indicate on the plans the location of all existing and proposed fire hydrants.

29. Approved impact protection shall be installed as necessary to protect hydrants from vehicular damage.

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30. An underground fire service main is required for these buildings. Underground fire service mains require a separate permit from the Fire Prevention Division. Please submit 2 sets of plans for the underground fire service main for review by the Fire Official prior to installation. Permit fee is $781.

31. The contractor 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 responsibility of the property owner. Private hydrants shall be painted yellow.

MISCELLANEOUS

32. 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 2022 California Fire Code.

33. All 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.

34. If access gates are to be installed the 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

35. All roof material shall be rated class "C" or better.

G. VALLEJO FLOOD AND WASTEWATER DISTRICT

Alan L. Mitchell, P.E, Principal Engineer | alan.mitchell@ponticellonic.com | 530.681.0553

1. Provide sanitary sewer and stormwater capacity studies, to confirm off-site systems are adequate for flows. Please contact West Yost – Doug Moore, Engineering Manager, office 530.792.3275, dmoore@westyost.com.

2. It has been determined that the sewer shed that drains into Sears Point Pump Station does not have wet weather capacity. Therefore, the District is working on a method to mitigate the development impact. Developer shall pay an additional impact fee to mitigate their impact (per EDU).

3. Sanitary sewer and/or storm drain easements shall be confirmed and conform to VFWD standards outside the public right of way. The easements shall be indicated on the plans and all recorded maps.

4. There is an existing sanitary sewer or storm easement on this subject parcel. No trees or other permanent structures shall be allowed within this easement area.

5. Applicant shall provide details for the connection points to the VFWD system, whether new or existing SSMH.

6. Applicant shall provide confirmation that all five buildings can be served with sewer.

7. Applicant shall confirm location of flow for the existing 12" SD in NW. Drainage flows are not allowed to enter neighboring adjacent parcels without a variance or agreement. If Applicant wishes to discharge drainage flows onto adjacent parcel, they must submit an agreement with the adjacent parcel identifying who is responsible for maintaining the shared drainage infrastructure.

8. Prior to building permit issuance, a VFWD Connection Permit shall be required. The Applicant shall be required to pay all applicable review and connection fees.

9. All project plans proposing new public utilities owned by VFWD shall be updated following construction with as-built and record information, and submitted to the VFWD in electronic and CAD format prior to final occupancy.

10. Sanitary sewer line will need an easement as it crosses property line.

11. Applicant shall clearly label all private vs. public improvements.

12. Applicant shall comply with the final terms of the VFWD reimbursement agreement and pay required deposit to cover for VFWD fees per the agreement.

GENERAL

13. In the event any claim, action or proceeding is commenced naming VFWD or its agents, officers, and employees as defendant, respondent or cross defendant arising or alleged to arise from VFWD's approval of the project, the project Applicant shall defend, indemnify, and hold harmless VFWD or its agents, officers and employees, from liability, damages, penalties, costs or expense in any such claim, action, or proceeding to attach, set aside, void, or annul an approval of the City of Vallejo, or any advisory agency to the City. Project applicant shall defend such action at applicant's sole cost and expense which includes court costs and attorney fees. VFWD shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense. Nothing in this condition shall be construed to prohibit the VFWD from participating in the defense of any claim, action, or proceeding, if VFWD bears its own attorney fees and cost, and defends the action in good faith. Applicant shall not be required to pay or perform any settlement unless the applicant in good faith approves the settlement, and the settlement imposes no direct or indirect cost on VFWD, or its agents, officers, and employees.

14. The Applicant shall comply with all aspects of the latest VFWD Engineering Standards and Details.

15. If comments from VFWD and the City of Vallejo or County of Solano call for differing standards of development, the higher standard shall apply.

16. If any of the VFWD comments conflict with comments from the City of Vallejo or County of Solano, please request clarification.

17. Prior to building permit issuance, submit complete improvement plans and support documentation, for proposed sanitary sewage and storm drainage work, to VFWD for review and approval.

18. Prior to building permit issuance, a VFWD Connection Permit is required. Pay all applicable review and connection fees.

19. VFWD comments shall be understood to require modification of the project to any extent necessary to meet VFWD requirements, unless specifically stated.

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20. All individual parcels shall drain and sewer directly to the public system. Non-VFWD facilities serving more than one lot will not be allowed.

21. Comply with the current VFWD regulations regarding improvement of existing offsite storm drains and/or sanitary sewer facilities.

22. VFWD sanitary sewer or storm drains shall not be installed in the rear of any of the lots. Prior to building permit issuance, provide an agreement establishing maintenance/repair responsibility among commercial parcels using common private storm or sanitary sewer systems.

23. Prior to occupancy/final building inspection, provide all weather access to District facilities for VFWD maintenance vehicles. Backing more than 50 feet shall not be allowed.

24. VFWD uses a consultant to review sanitary sewer and stormwater capacity studies, to assess impact of new flows into existing VFWD systems. Applicant shall contract directly with the consultant for any required studies and pay all costs.

25. VFWD may use a consultant to provide plan review for new development. Applicant shall be responsible for all costs associated with consultant's review.

26. VFWD does not require trash enclosures to include drains that connect to the sewer. No sewer connections are allowed without VFWD approval. Drains shall not connect to the storm drain.

27. Verify adequate vertical separation between on-site sewer and storm drain.

28. Approval for re-use of existing facilities is conditioned upon CCTV inspection (TVI) of existing facilities prior to connection. TVI to be performed by the applicant, and satisfactorily reviewed by VFWD at the time of TVI.

29. Provide design details for the connection points to existing (private or VFWD) MH's.

30. All project plans proposing new public utilities owned by VFWD shall be updated following construction with as built and record information and submitted to the VFWD in electronic PDF and CAD format prior to final occupancy.

31. If relocation of existing VFWD facilities is deemed necessary, it shall be performed by the Applicant who will also be responsible to bear all expenses associated with this condition.

32. Applicant shall pay appropriate reimbursements for benefiting improvements installed by others in the amount and at the time specified by existing reimbursement agreements.

33. Applicant shall contact VFWD prior to beginning construction, for a pre-construction meeting.

34. Existing public and private VFWD facilities damaged during construction shall be repaired by the Applicant, at his/her sole expense, to the satisfaction of VFWD.

35. Prepare improvement plans for work within the public right-of-way, including an on-site grading plan, and submit them to VFWD for review and approval.

36. Proposed improvements have not been reviewed in detail and are not approved at this time. VFWD and the City shall review the design of all improvements during the plan check process and those plans shall be revised, as needed, at the discretion of VFWD and the City.

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37. The conditions as set forth in this document are not all inclusive. The Developer shall thoroughly review all VFWD, City, State, and Federal planning documents associated with this map and comply with all regulations, mitigations, and conditions set forth.

GRADING

38. If a grading permit is required, the grading and erosion control plans shall be submitted to VFWD for review and comment.

39. Prior to building permit issuance, submit grading and erosion control plans, to VFWD for review and approval. Do not block drainage from adjacent lands.

DRAINAGE

40. The cover of the drainage report shall include a statement signed by the developer's engineer stating, "I am familiar with the Engineering Design Standards and Policies of the VFWD. These hydrology/hydraulic calculations have been prepared by me, or under my direction, and have been prepared in accordance with said Standards and Policies of VFWD. These calculations verify that a storm drain collection system, designed and constructed in accordance with these calculations, will meet the requirements of said Standards and Policies of VFWD."

41. The 100-year storm overflow pattern shall be shown on the grading plans. Provide a secondary (surface flow) drainage system to handle flows in excess of the capacity of the primary system (piped or channelized). The proposed building locations shall avoid this secondary path. Also, determine the 100-year storm tributary area. This may differ from the 15-year tributary area.

42. All storm drainage shall be collected onsite and conveyed underground to the public storm drain system.

43. Trash capture devices must comply with RWQCB standards.

SEWER

44. A Sanitary Sewer Information Form and sewer connection fee are required.

45. The Applicant shall conform to County Health regulations and requirements for the abandonment of any on-site septic tanks.

46. Submit a VFWD Pre-Treatment Questionnaire (PTQ) as part of the review set of plans, to describe the nature of proposed food service and whether it triggers District grease intercepting requirements.

47. Comply with VFWD pretreatment requirements for sanitary sewage.

48. Prior to occupancy/final building inspection, provide a standard VFWD cleanout at the right-of-way/easement line per District standards and a two-way cleanout at the building per the U.P.C.

49. The use of the existing private sanitary sewer main and/or lateral is conditioned upon passing a standard VFWD air test.

50. Area within refuse enclosures shall drain to the sanitary sewer system. The outside perimeter of the trash enclosure shall be graded to prevent storm water from draining into the sanitary sewer system. The trash enclosure shall be covered with a roof or awning.

51. Prior to occupancy/final building inspection, provide a grease trap, sand trap, or interceptor.

DRAFT

STORM WATER QUALITY

52. Pretreatment of storm drainage water runoff is required; storm drainage runoff shall be conveyed over landscaped areas or otherwise treated, as feasible, before discharging into the public system.

53. “No dumping drains to bay” markings per district’s requirements shall be installed at each storm water drain inlet.

54. All parcels shall be transferred with post construction storm water pollution prevention guidelines given to new owners. These guidelines shall be submitted with the improvement plans for review and acceptance for distribution as part of the improvement process.

55. Strongly recommend that incorporation as feasible, of measures contained in A Start at the Source a residential site planning and design guidance manual for storm water quality protection (written by BASMA) as a means of mitigating project impacts, and reduce impacts of increases in impervious surfaces.

56. Submit proof of NOI, Storm Water Pollution Prevention Plan, and Post Construction Best Management Practice Design Plan (see current VFWD Storm Water Management Plan Appendix 4B).

57. Grading and improvement plans shall include storm water pollution prevention plans for use during site development and building construction to mitigate impacts of this development. This plan shall include calculations, measures related to debris, refueling areas, disposal of excess materials, site cleanup; hazardous substance containment, street cleaning, catch basin cleaning, and other similar measures (see current VFWD Storm Water Management Plan Section 4.4.5).

58. Direct roof drainage across non-paved areas prior to entering storm drain inlets and gutter, when feasible.

RIGHT OF ENTRY/EASEMENTS

59. The Applicant shall agree to grant all public easements as determined by the City and VFWD for public purposes.

60. Prior to building permit issuance, the property owner shall grant VFWD a right-of-way (GRANT OF RIGHT OF ENTRY) to test and repair sanitary sewer laterals per Resolution No. 89-4210.

61. Offsite VFWD sanitary and/or storm drainage facilities shall be extended in proper easements as necessary.

62. Sanitary sewer and/or storm drain easements shall be confirmed and conform to VFWD standards outside the public right of way. The easements shall be indicated on the plans and all recorded maps.

63. VFWD pipeline facilities shall be in 15-foot-wide easements or street rights-of-way.

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CITY OF VALLEJO DESIGN REVIEW BOARD

RESOLUTION NO. DRB 24-01

A RESOLUTION RECOMMENDING APPROVAL TO THE PLANNING COMMISSION FOR DESIGN REVIEW (DR23-0004), AND LANDSCAPE REVIEW (LR23-0001), FOR A 111- UNIT MULTI-FAMILY COMPLEX ON A VACANT SITE ON BROADWAY (APN: 0052-160-100, 0052-172-170)

* *

I. GENERAL FINDINGS

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

WHEREAS, on July 22, 2021, the City Council adopted a new Zoning Code and Zoning Map; and

WHEREAS, on January 12, 2023, Redwood Residential Development, LLC submitted an application seeking a Design Review, Development Review, Landscape Review, Minor Use Permit, Zoning Compliance and a Lot Line Adjustment for the construction of a 111-dwelling unit multi-family complex (Project) located on a vacant site off Broadway (APN: 0052-160-100 and 0052-172-170); and

WHEREAS, the Project has a General Plan 2040 land use designation of Neighborhood Corridor; and

WHEREAS, the Project is located in the Office Zoning District; and

WHEREAS, on July 27, 2023, the application for the Project was determined to be complete for processing; and

WHEREAS, on April 25, 2024, pursuant to Vallejo Municipal Code Section 16.602.08(A), notice of this hearing was published in the Times Herald and mailed to all active neighborhood groups and property owners within 500 feet of the subject property and electronically mailed to the members of the Design Review Board and to the applicant; and

WHEREAS, on May 9, 2024, the City of Vallejo Design Review Board, 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 Design Review Board 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 evidence received in the staff report and at the public hearing, the Design Review Board makes the following factual findings:

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

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

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Purposes of the Chapter

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

   As proposed, the project meets the objective design standards called out in VMC Chapter 16.205 – Office and Medical Districts, as discussed in detail below.

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

   The project would be constructed with a variety of high-quality building materials and painted with simple, bold colors. Vertical and horizontal façade breaks, building massing, and modulation have all been incorporated into the design of the building and would create distinction in the established neighborhood. The project would incorporate a fully electric proposal, provide electric vehicle chargers and solar panels to be environmentally sustainable. Additionally, the project would be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The project would be comprised of a mixture of cement plaster and vertical shiplap siding and would be painted an off-white and dark grey with accent colors of yellow, red, green, blue, and purple. Overall, the project uses high-quality, long-lasting material resulting in quality development.

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

   The project proposes infill development that targets underutilized sites, which is a policy identified in the General Plan. The project would not obstruct scenic views.

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

   The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:

      1. *The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and*

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2. *There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.*

As described in Table 4 of the staff report above, the project complies with the applicable, objective general plan and zoning standards and no reduction in density is requested. Therefore, the city may not deny the project or approve the project at a reduced density without basing its decision on the written findings under Section 65589.5(j), above.

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

   The project includes a total of 44,890 square feet of new drought tolerant landscaping throughout the site. A total of 16 new street trees, shrubs and ground cover would be planted along the Broadway facing property line and 87 trees throughout the site.

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

   Not applicable; the existing trees on the subject site do not meet the minimum dimensions of 24-inches in diameter as measured six-inches from the ground and therefore are not considered significant or specimen trees.

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

   One four-foot-tall monument sign with 4.3 square-foot of overall signage, will be located next to the drive aisle will be visually harmonious with the surrounding development.

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

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

Design policies of the General Plan

The project site is designated as Neighborhood Corridor (NC) on the General Plan Land Use Map. The General Plan 2040 NC designation intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. As proposed, the project is consistent with the NC land use designation in that it incorporates high-density residential development that would support nearby and future services and activities in the area. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

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Adopted applicable design guidelines.

The subject site is not within an adopted specific plan and design guidelines have not been adopted for this location.

B. Is consistent with any planning are zoning approvals by the director or the planning commission.

The project is consistent with the Office (O) zoning district in that it is a proposal of a new 111 dwelling unit multi-family residential project and meets all appropriate development standards of the Vallejo Municipal Code. Vallejo Municipal Code Section 16.604.01(K.1.c), states residential projects with 50 or more units require a Design Review Board recommendation to the Planning Commission. The final authority of this action is the Planning Commission.

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

Not applicable; there are no additional city policies or regulations that are applicable to the project.

NOW, THEREFORE, LET IT BE RESOLVED that the Design Review Board hereby recommends that the Planning Commission **APPROVE** Design Review (DR23-0004) and Landscape Review (LR23-0001) based on the above findings and with the following recommendations:

1. Consider a different color palette, specifically the yellow color.
2. Explore a different tree to replace the Crepe Meyrtle with a different tree.

PASSED AND ADOPTED at a regular meeting of the Design Review Board of the City of Vallejo, State of California, on the 9th day of May 2024 by the following vote:

AYES: Chair Kennedy, Board Members Eli, and Lugtu
NOES: None
ABSENT: None
ABSTAIN: None

DocuSigned by:
MATT KENNEDY
A2FFD5679ACC487...

Matthew Kennedy, CHAIRPERSON
City of Vallejo Design Review Board

Attest:
DocuSigned by:
Cesar Orozco
E230526BB0ED413...

CESAR OROZCO, SECRETARY
City of Vallejo Design Review Board

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VALLEJO BROADWAY APARTMENTS

1765 BROADWAY VALLEJO, CA
MAY 24, 2024

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PROJECT DESCRIPTION

THE PROJECT INCLUDES 111 RESIDENTIAL UNITS ACROSS FIVE RESIDENTIAL BUILDINGS, TWO COVERED TRASH ENCLOSURES, AND A RESIDENTIAL AMENITY/ LEASING BUILDING. THE PROJECT ARCHITECTURE UTILIZES SIMPLE FORMS AND MINIMAL EXTERIOR BUILDING FINISHES IN AN UNDERSTATED, YET IMPACTFUL WAY. INDIVIDUAL BUILDING ACCENT COLORS PROMOTE A NATURAL WAYFINDING.

APPLICABLE CODE

2022 CALIFORNIA BUILDING CODE (CBC)

PROJECT DATA

PROJECT ADDRESS:	1765 BROADWAY, VALLEJO, CA 94589
ASSESSOR'S MAP PARCEL NUMBER:	APN 0052-180-120, 0052-172-070
GROSS LOT AREA:	4 ACRES
LOT LAND USES:	MIXED USE, NEIGHBOORHOOD CORRIDOR
ADJACENT LAND USES:	BUSINESS/INDUSTRIAL, BUSINESS/LIMITED RESIDENTIAL
FLOOD ZONE:	NO

FOR SITE AREA PERCENTAGES, SEE LANDSCAPE DRAWINGS

PARKING ANALYSIS

TOTAL PARKING	
REQUIRED RESIDENTIAL PARKING:	111 STALLS
REQUIRED LEASING PARKING:	3 STALLS
TOTAL PROPOSED PARKING:	128 STALLS
ADA	
REQUIRED ADA STANDARD:	3 STALLS
REQUIRED ADA VAN:	1 STALL
PROPOSED ADA STANDARD:	4 STALLS
PROPOSED ADA VAN:	2 STALLS
EV	
REQUIRED EV STANDARD:	13 STALLS
REQUIRED EV ADA:	1 STALL
REQUIRED EV ADA VAN:	1 STALL
PROPOSED EV STANDARD:	13 STALLS
PROPOSED EV ADA:	1 STALL
PROPOSED EV ADA VAN:	1 STALL

PRELIMINARY BUILDING AREA TABULATIONS

BLDG	RESIDENTIAL NET RENTABLE GSF*	RESIDENTIAL AMENITY GSF*	RESIDENTIAL TOTAL GSF
1	20,259	0	20,259
2	12,473	0	12,473
3	20,259	0	20,259
4	20,259	0	20,259
5	20,259	0	20,259
LEASING	0	2,648	2,648
TOTAL	93,509	2,648	**96,157**

* Residential Net Rentable GSF calculation includes exterior, corridor and party walls

** Residential Amenity GSF includes entry lobby, leasing office, club room, fitness room, etc

PRELIMINARY UNIT MIX*

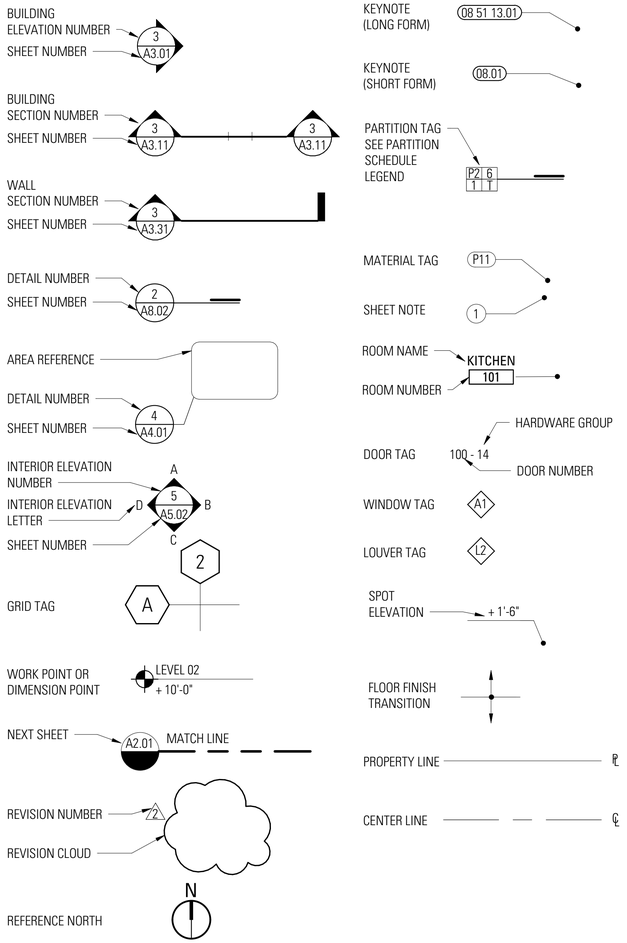
BLDG	1 BR UNIT A1 839 GSF	1 BR UNIT A2 694 SF	2 BR UNIT B1 1079 GSF	UNIT TOTAL
1	6	6	12	**24**
2	3	9	3	**15**
3	6	6	12	**24**
4	6	6	12	**24**
5	6	6	12	**24**
TOTAL	**27**	**33**	**51**	**111**

NOTES:

* Unit GSF includes exterior, corridor and party walls

VICINITY MAP

ARCHITECTURAL SYMBOLS



ARCHITECTURAL ABBREVIATIONS

#	NUMBER / POUND	EQ	EQUAL	M	MICROWAVE	SHT	SHEET
&	AND	EQUIP	EQUIPMENT	MAINT	MAINTAIN/MAINTENANCE	SHTG	SHEATHING
		EXP	EXPANSION	MATL	MATERIAL	SIM	SIMILAR
A/C	AIR CONDITIONER / CONDITIONING	EXT	EXTERIOR	MAX	MAXIMUM	SJ	SEISMIC JOINT
ACC	ACCESS / ACCESSIBLE	F	FREEZER	MB	MACHINE BOLT	SL	SLIDING
ACOUS	ACOUSTICAL	FA	FIRE ALARM	MC	MEDICINE CABINET	SLD	SEE LANDSCAPE DRAWINGS
ACT	ACOUSTICAL CEILING TILE	FAF	FLUID-APPLIED FLASHING	MDF	MEDIUM DENSITY FIBERBOARD	SMD	SEE MECHANICAL DRAWINGS
AD	AREA DRAIN	FD	FLOOR DRAIN / FIRE DEPARTMENT	MDO	MEDIUM DENSITY OVERLAY	SMS	SHEET METAL SCREWS
ADDL	ADDITIONAL	FDC	FIRE DEPARTMENT CONNECTION	MECH	MECHANICAL	SOG	SLAB ON GRADE
ADJ	ADJUSTABLE	FE	FIRE EXTINGUISHER	MEMBR	MEMBRANE	SP	STANDPIPE
ADJAC	ADJACENT	FEC	FIRE EXTINGUISHER CABINET	MFR	MANUFACTURER	SPD	SEE PLUMBING DRAWINGS
AFF	ABOVE FINISH FLOOR	FFE	FINISHED FLOOR ELEVATION	MIN	MINIMUM	SPEC	SPECIFICATION / SPECIFIED
AGGR	AGGREGATE	FIN	FINISH / FINISHED	MISC	MISCELLANEOUS	SPF	SPRAY POLYURETHANE FOAM
AHJ	AUTHORITY HAVING JURISDICTION	FIXT	FIXTURE	MTD	MOUNTED	SQ	SQUARE
AHU	AIR HANDLING UNIT	FL	FLOOR	MTL	METAL	SSD	SEE STRUCTURAL DRAWINGS
ALT	ALTERNATE	FLASH	FLASHING	(N)	NEW	SSTL	STAINLESS STEEL
ALUM	ALUMINUM	FLUOR	FLUORESCENT	N	NORTH	ST	STONE
ANOD	ANODIZED	FO	FACE OF	NC	NOISE CONTROL	STC	SOUND TRANSMISSION CLASS
APPROX	APPROXIMATE	FOC	FACE OF CONCRETE	NIC	NOT IN CONTRACT	STD	STANDARD
ARCH	ARCHITECT / ARCHITECTURAL	FOF	FACE OF FINISH	NO	NUMBER	STL	STEEL
ASPH	ASPHALT / ASPHALTIC	FOS	FACE OF STUD	NOM	NOMINAL	STN	STAIN
AWRB	AIR & WATER RESISTIVE BARRIER	FR	FRAME	NSF	NET SQUARE FEET	STOR	STORAGE
		FRP	FIBERGLASS REINFORCED PLASTIC	NTS	NOT TO SCALE	STRUCT	STRUCTURAL / STRUCTURE
BD	BOARD	FRT	FIRE RETARDENT TREATED	OC	ON CENTER	SUSP	SUSPENDED
BFP	BACKFLOW PREVENTER	FSD	FIRE SMOKE DAMPER	OD	OUTSIDE DIAMETER	SV	SHEET VINYL
BITUM	BITUMINOUS	FT	FOOT / FEET	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	SW	SHEAR WALL
BLDG	BUILDING	FTG	FOOTING	OFOI	OWNER FURNISHED OWNER INSTALLED	SYM	SYMMETRICAL
BLKG	BLOCKING	FURR	FURRED / FURRING	OLF	OCCUPANT LOAD FACTOR	SYS	SYSTEM
BM	BEAM	GA	GAUGE	OPNG	OPENING	T	TREAD / TRASH
BO	BOTTOM OF	GALV	GALVANIZED	OPP	OPPOSITE	T&G	TONGUE AND GROOVE
BR	BEDROOM	GD	GARBAGE DISPOSAL	P	PANTRY	TC	TOP OF CURB
BSMT	BASEMENT	GEN	GENERAL	PERIM	PERIMETER	TEL	TELECOMMUNICATIONS / TELEPHONE
BTWN	BETWEEN	GFCI	GROUND FAULT CIRCUIT INTERRUPTER	PL	PLATE	TEMP	TEMPERED
BUR	BUILT UP ROOF	GFRC	GLASS FIBER REINFORCED CONCRETE	PLAM	PLASTIC LAMINATE	THK	THICK / THICKNESS
CABT	CABINET	GL	GLASS	PLAS	PLASTER	TO	TOP OF
CEM	CEMENT / CEMENTITIOUS	GM	GAS METER	PLYWD	PLYWOOD	TOC	TOP OF CONCRETE
CER	CERAMIC	GR	GRADE	PNL	PANEL	TOP	TOP OF PLATE
CIP	CAST IN PLACE	GSF	GROSS SQUARE FEET	PNT	PAINT	TOS	TOP OF STEEL
CJ	CONTROL JOINT	GSM	GALVANIZED SHEET METAL	PREF	PREFINISHED	TPO	THERMOPLASTIC POLYOLEFIN
CLG	CEILING	GYP	GYPSUM	PSI	PER SQUARE INCH	TRANS	TRANSPARENT
CLKG	CAULKING	HB	HOSE BIBB	PT	PRESSURE TREATED	TW	TOP OF WALL
CLOS	CLOSET	HC	HOLLOW CORE	PTD	PAINTED	TYP	TYPICAL
CLR	CLEAR / CLEARANCE	HDBD	HARDBOARD	PTN	PARTITION	UON	UNLESS OTHERWISE NOTED
CMU	CONCRETE MASONRY UNIT	HDG	HOT DIPPED GALVANIZED	R	RISER / REFRIGERATOR	VAR	VARIES
CNTR	COUNTER	HDR	HEADER	RA	RETURN AIR	VCT	VINYL COMPOSITION TILE
COL	COLUMN	HDW	HARDWARE	RAD	RADIUS	VEN	VENEER
CONC	CONCRETE	HDWD	HARDWOOD	RB	RESILIENT / RUBBER BASE	VERT	VERTICAL
COND	CONDITION	HM	HOLLOW METAL	RC	RESILIENT CHANNEL	VEST	VESTIBULE
CONN	CONNECTION	HORIZ	HORIZONTAL	RCP	REFLECTED CEILING PLAN	VGDF	VERTICAL GRAIN DOUGLAS FIR
CONSTR	CONSTRUCTION	HR	HOUR	RD	ROOF DRAIN	VIF	VERIFY IN FIELD
CONT	CONTINUOUS	HRA	HOT FLUID APPLIED RUBBERIZED ASPHALT WATERPROOFING	REF	REFERENCE	VOL	VOLUME
CONTR	CONTRACTOR	HSS	HOLLOW STRUCTURAL SECTION	REFL	REFLECTED	VP	VENEER/VENETIAN PLASTER
CORR	CORRIDOR	HT	HEIGHT	REG	REGISTER	W	WEST / WASHER
CPT	CARPET	HVAC	HEATING VENTILATING & AIR CONDITIONING	REINF	REINFORCED	W/	WITH
CT	CERAMIC TILE	ID	INSIDE DIAMETER	REQD	REQUIRED	W/D	WASHER / DRYER
CTR	CENTER	IN	INCH	RESIL	RESILIENT	W/O	WITHOUT
CTSK	COUNTERSINK	INCL	INCLUDE / INCLUDING	REV	REVISION / REVISED / REVERSED	WC	WALL COVERING / WATER CLOSET
D	DRYER	INFO	INFORMATION	RM	ROOM	WD	WOOD
DBL	DOUBLE	INSUL	INSULATION / INSULATING	RO	ROUGH OPENING	WDW	WINDOW
DEMO	DEMOLISH / DEMOLITION	INT	INTERIOR	ROW	RIGHT OF WAY	WH	WATER HEATER
DF	DRINKING FOUNTAIN	JAN	JANITOR	RWD	REDWOOD	WP	WATERPROOFING
DIA	DIAMETER	JST	JOIST	RWL	RAIN WATER LEADER	WPM	WATERPROOF MEMBRANE
DIM	DIMENSION	JT	JOINT	S	SOUTH	WR	WATER-RESISTANT
DN	DOWN	KIT	KITCHEN	SA	SUPPLY AIR	WRB	WATER-RESISTIVE BARRIER
DR	DOOR	LAM	LAMINATE	SAF	SELF-ADHERED FLASHING	WT	WEIGHT
DS	DOWNSPOUT	LAV	LAVATORY	SBL	SETBACK LINE	WUI	WILDLAND URBAN INTERFACE
DTL	DETAIL	LB	POUND	SC	SOLID CORE		
DU	DWELLING UNIT	LIN	LINEN CLOSET / LINEAR	SCD	SEE CIVIL DRAWINGS		
DW	DISHWASHER	LT	LIGHT	SCHED	SCHEDULE		
DWG	DRAWING			SD	STORM DRAIN		
DWR	DRAWER			SEAL	SEALANT		
(E)	EXISTING			SECT	SECTION		
E	EAST			SED	SEE ELECTRICAL DRAWINGS		
EA	EACH			SEP	SEPARATE / SEPARATION		
EJ	EXPANSION JOINT			SF	SQUARE FEET		
EL	ELEVATION			SG	SEMI-GLOSS		
ELEC	ELECTRICAL			SHR	SHOWER		
ELEV	ELEVATOR						
EMER	EMERGENCY						
ENCL	ENCLOSE/ENCLOSURE						
EPB	ELECTRICAL PANEL BOARD						

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PAINT COLORS

1) OFF-WHITE

AT RESI BLDGS, CEMENT PLASTER & VERTICAL CEMENTITIOUS SIDING

2) DARK GREY

AT LEASING COMMONS VERTICAL CEMENTITIOUS SIDING

3A) ACCENT COLOR

AT RESI BLDG 1 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3B) ACCENT COLOR

AT RESI BLDG 2 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3C) ACCENT COLOR

AT RESI BLDG 3 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3D) ACCENT COLOR

AT RESI BLDG 4 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3E) ACCENT COLOR

AT RESI BLDG 5 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

4) VINYL WINDOW FRAME

LIGHT GREY

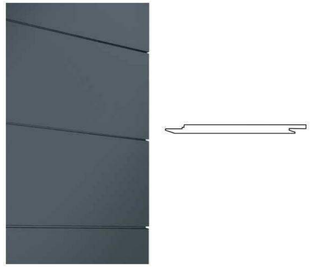
PRODUCTS

TPO ROOF MEMBRANE

CARLISLE TPO MEMBRANE (WHITE)

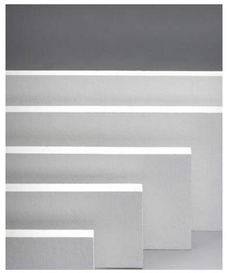
VERTICAL CEMENTITIOUS SIDING

ASPYRE COLLECTION BY JAMES HARDIE
ARTISAN SHIPLAP SIDING (OFF-WHITE)



ARTISAN SHIPLAP SIDING REVEAL

WOOD GUARDRAIL AND FENCE



HARDIE TRIM BOARD (PAINTED IN ACCENT COLORS)

VINYL WINDOWS

VPI QUALITY WINDOWS - ENDURANCE SERIES DEEP BACKSET FRAME (LIGHT FREY FRAME)

PHYSICAL BOARD HAS BEEN PROVIDED SEPARATELY

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

MATERIAL SAMPLE BOARD

05.24.2024	2022049	BAR architects		G1.3

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2 G1.4 **SE AXONOMETRIC VIEW**

1 G1.4 **NW AXONOMETRIC VIEW**

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

AXONOMETRIC VIEWS

05.24.2024	2022049	BAR architects		G1.4

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RENDERING AT OUTDOOR COMMON AREA

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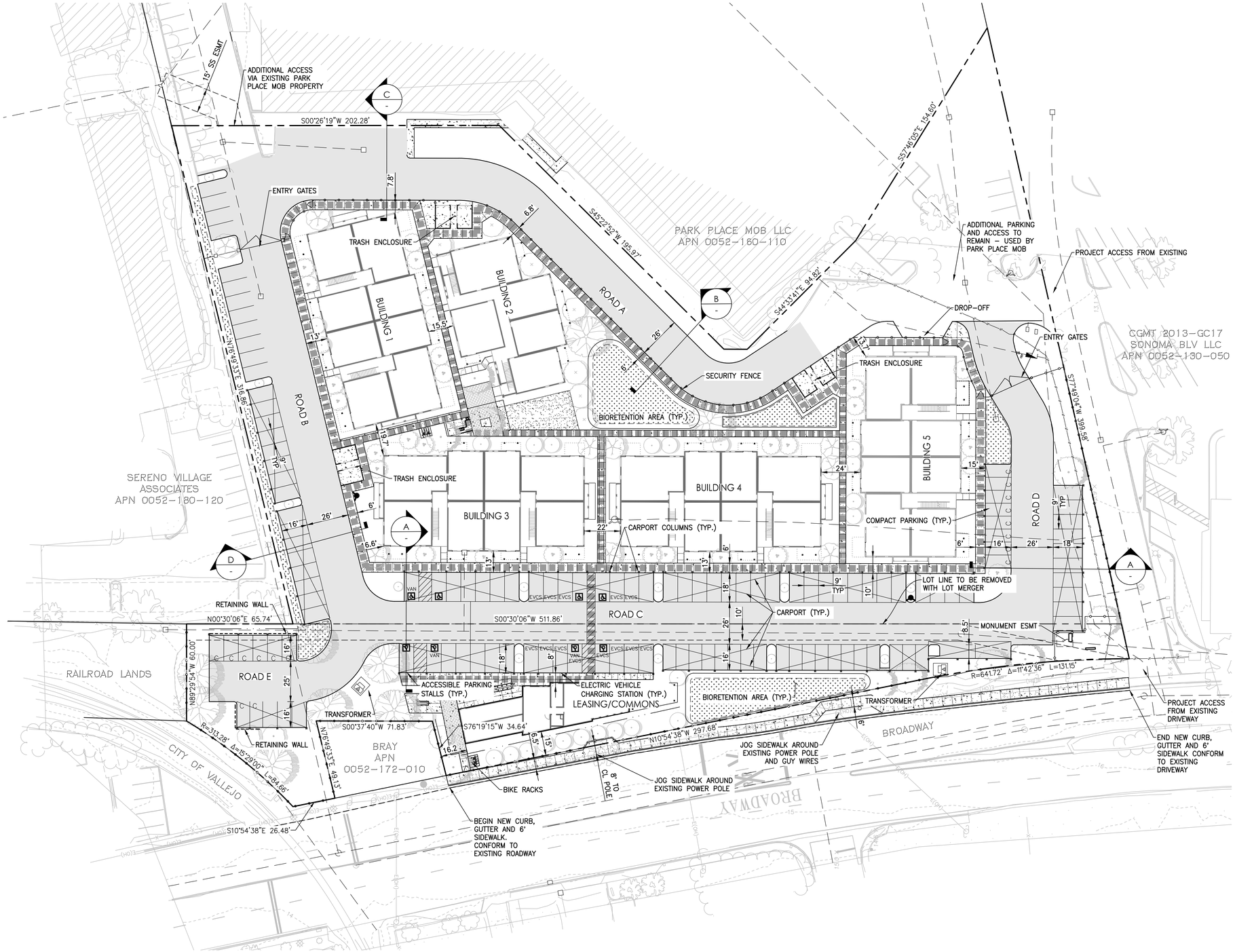
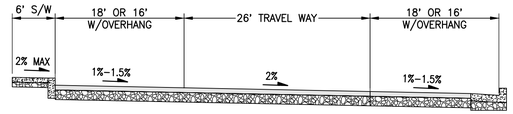
RENDERING AT BROADWAY

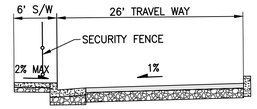


LEGEND

ADA PATH OF TRAVEL



SECTION A
NTS



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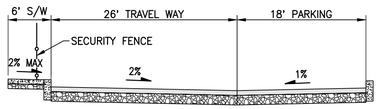

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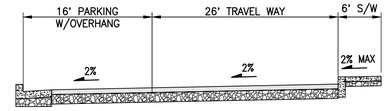


SECTION D
NTS

PRELIMINARY SITE PLAN
C1

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

REDWOOD RESIDENTIAL
1800 BRYANT STREET STE. 311
SAN FRANCISCO, CA 94110

NORTH

SCALE: 1" = 30'

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
4670 WILLOW ROAD, SUITE 125 Tel 925.847.1556
Pleasanton, CA. 94588 Fax 925.847.1557

J:\Jobs\4264_Broadway Apartments\Broadway Apartments-OA\Planning\Exhibits\Tentative Map - PD\C01-SITE_BA.dwg 6/26/2023 2:37 PM Rebecca Plant

NOTE: THE AERIAL TOPO SHOWN WAS FLOWN AND PREPARED BY WOOD RODGERS, INC 9/27/2022

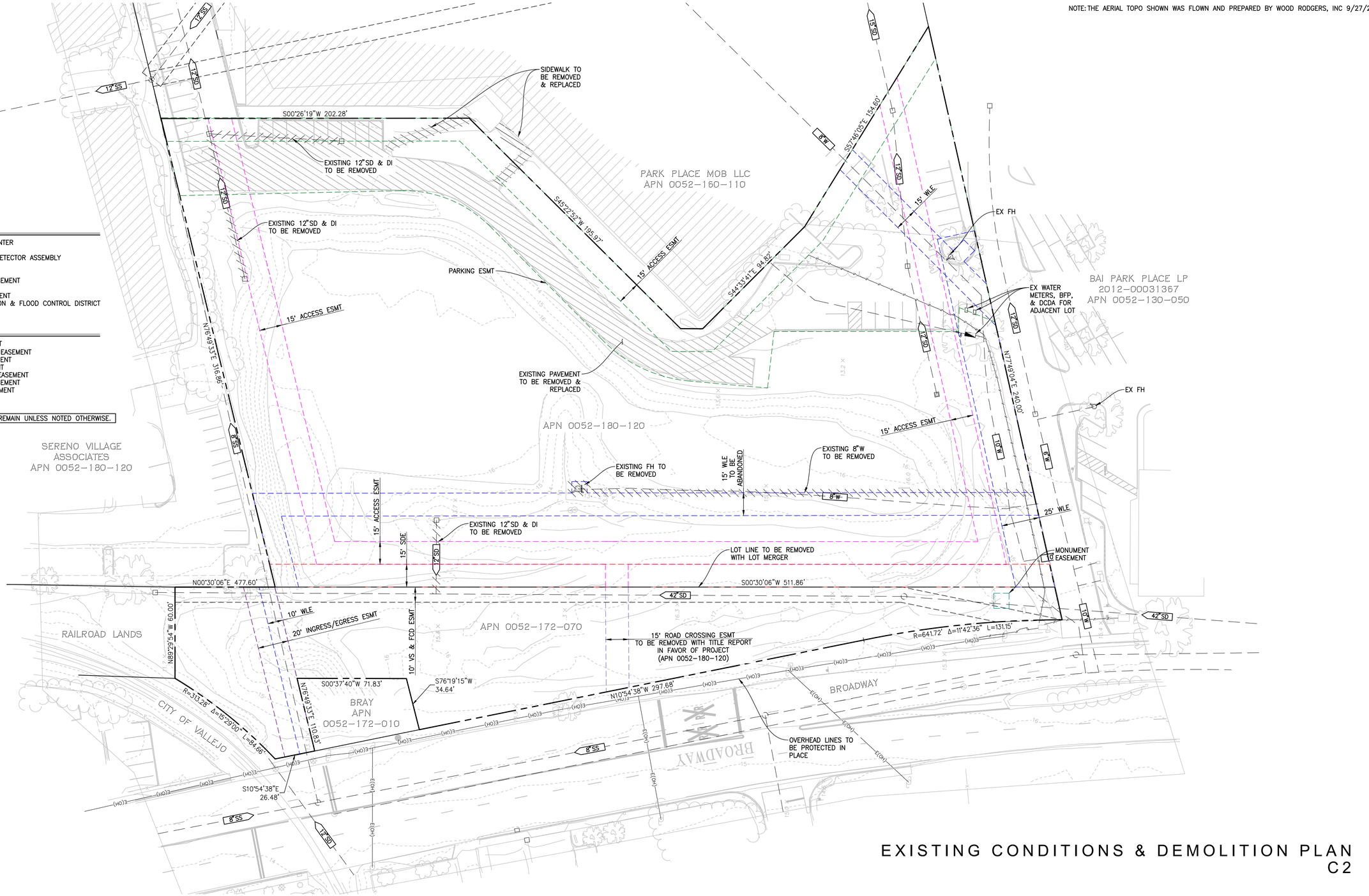
ABBREVIATIONS

BFP	BACKFLOW PREVENTER
BOT	BOTTOM OF BASIN
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
ESMT	EASEMENT
GB	GRADE BREAK
SDE	STORM DRAIN EASEMENT
TC	TOP OF CURB
WLE	WATERLINE EASEMENT
VS & FCD	VALLEJO SANITATION & FLOOD CONTROL DISTRICT

LEGEND

- ACCESS EASEMENT
- INGRESS/EGRESS EASEMENT
- MONUMENT EASEMENT
- PARKING EASEMENT
- ROAD CROSSING EASEMENT
- STORM DRAIN EASEMENT
- WATER LINE EASEMENT

NOTE: ALL EXISTING EASMENTS ARE TO REMAIN UNLESS NOTED OTHERWISE.



EXISTING CONDITIONS & DEMOLITION PLAN
C2

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

REDWOOD RESIDENTIAL
1800 BRYANT STREET STE. 311
SAN FRANCISCO, CA 94110

NORTH

0 30 60 120 SCALE: 1" = 30'

WOOD RODGERS
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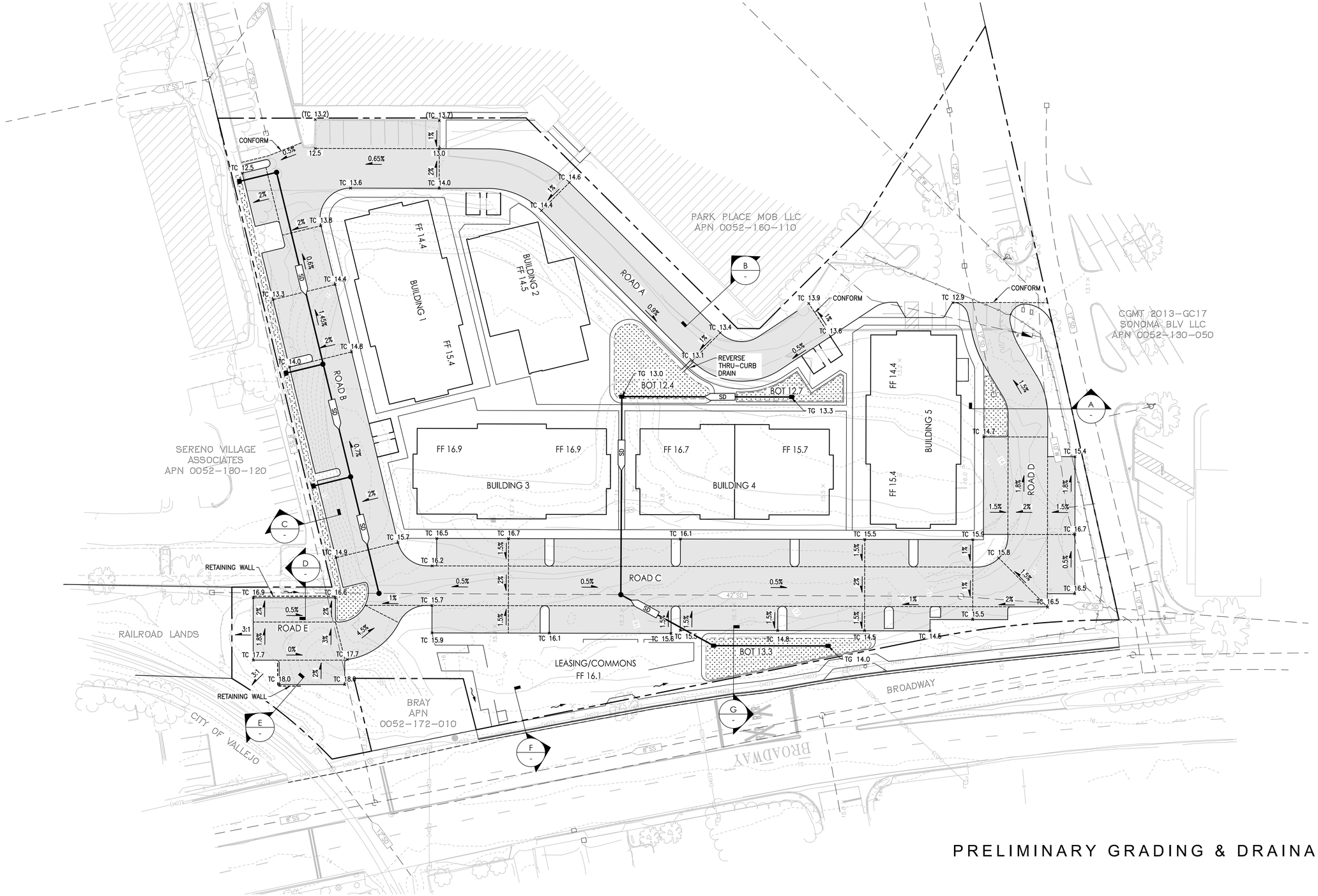

PRELIMINARY GRADING & DRAINAGE PLAN
C3

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

REDWOOD RESIDENTIAL
1800 BRYANT STREET STE. 311
SAN FRANCISCO, CA 94110

NORTH

SCALE: 1" = 30'
0 60
30 120

WOOD RODGERS
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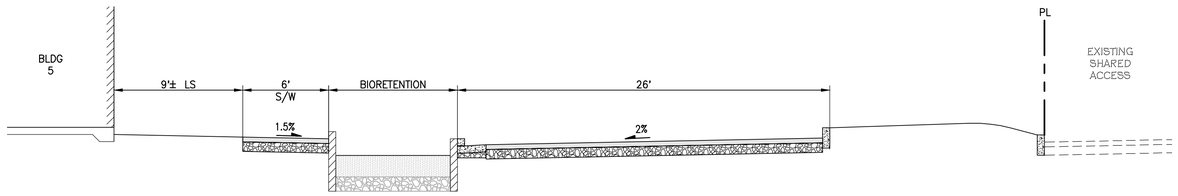

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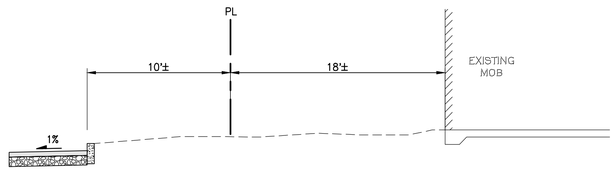

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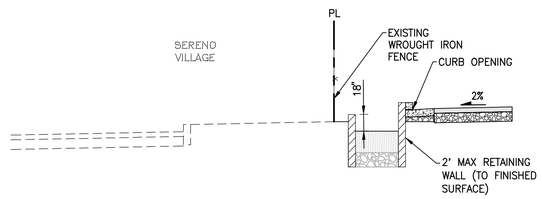

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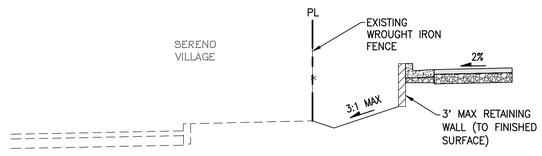

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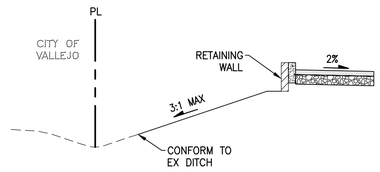

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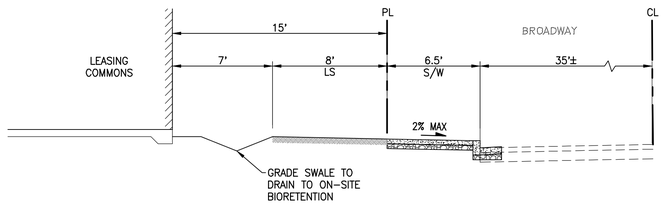

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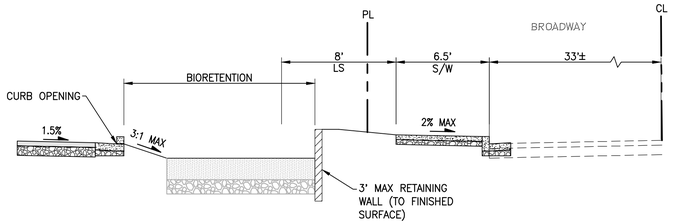
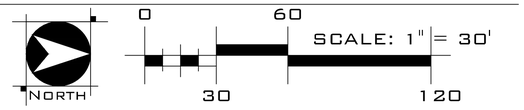


SECTION G
NTS

GRADING SECTIONS
C4

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

REDWOOD RESIDENTIAL
1800 BRYANT STREET STE. 311
SAN FRANCISCO, CA 94110



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BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
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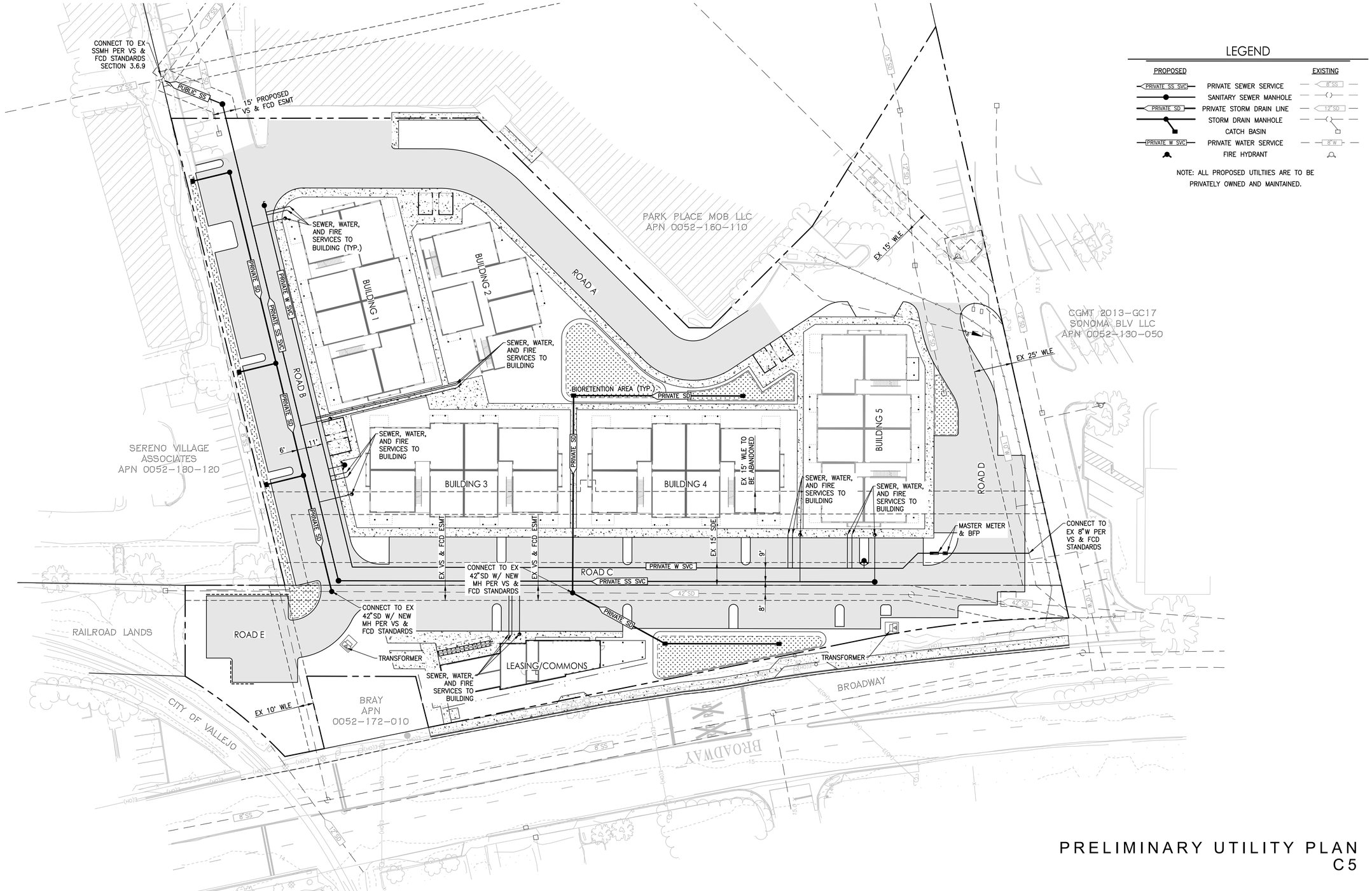
Pleasanton, CA. 94588 Fax 925.847.1557



LEGEND

PROPOSED		EXISTING
PRIVATE SS SVC	PRIVATE SEWER SERVICE	8" SS
	SANITARY SEWER MANHOLE	
PRIVATE SD	PRIVATE STORM DRAIN LINE	12" SD
	STORM DRAIN MANHOLE	
	CATCH BASIN	
PRIVATE W SVC	PRIVATE WATER SERVICE	8" W
	FIRE HYDRANT	

NOTE: ALL PROPOSED UTILTIES ARE TO BE PRIVATELY OWNED AND MAINTAINED.

PRELIMINARY UTILITY PLAN
C5

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

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1800 BRYANT STREET STE. 311
SAN FRANCISCO, CA 94110

NORTH

0 60
SCALE: 1" = 30'
30 120

WOOD RODGERS
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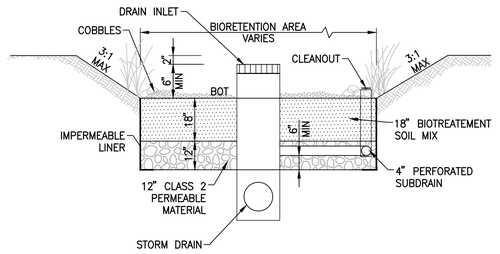
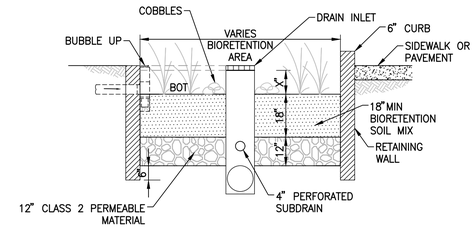
DRAINAGE MANAGEMENT AREA (DMA) SUMMARY							
DMA	TOTAL DRAINAGE AREA (SF)	TOTAL IMPERVIOUS AREA (ROOFS AND PAVEMENT) (SF)	TOTAL PERVIOUS AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	REQUIRED TREATMENT AREA (4%) (SF)	PROVIDED TREATMENT AREA (SF)	TREATMENT MEASURE
1	49,495	35,830	11,760	37,006	1,480	1,905	BIORETENTION
2	16,032	13,419	1,917	13,611	544	696	BIORETENTION
3	17,206	11,010	5,700	11,580	463	496	BIORETENTION
4	32,882	24,363	6,939	25,057	1,002	1,580	BIORETENTION
5	41,545	29,685	10,678	30,753	1,230	1,182	BIORETENTION
6	550	905	–	–	–	–	SELF-RETAINING



BIORETENTION BASIN DETAIL W/GRADING
NTS



BIORETENTION BASIN DETAIL W/ RETAINING
NTS

PRELIMINARY STORMWATER CONTROL PLAN
C6

BROADWAY APPARTMENTS
VALLEJO, CA
JUNE 26, 2023

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NORTH

0 60
SCALE: 1" = 30'
30 120

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PROPOSED TREE LEGEND

TREES	BOTANICAL NAME	COMMON NAME	CONT	WATER USE	QTY
	ACER RUBRUM `ARMSTRONG`	ARMSTRONG RED MAPLE	24"BOX	MOD	9
	CELTIS SINENSIS	CHINESE HACKBERRY	24"BOX	LOW	9
	LAGERSTROEMIA X `NATCHEZ`	CRAPE MYRTLE	24"BOX	LOW	2
	LAGERSTROEMIA X `TUSCARORA`	CRAPE MYRTLE CORAL PINK	24"BOX	LOW	27
	LAURUS NOBILIS `SARATOGA`	SWEET BAY	24"BOX	LOW	10
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER CALLERY PEAR	24"BOX	MOD	9
	RHAPHIOLEPIS INDICA `MAJESTIC BEAUTY`	STANDARD INDIAN HAWTHORNE	15 GAL	LOW	12
	TRISTANIA LAURINA	WATER GUM	15 GAL	MOD	25

NOTE: ALL TREES SHALL BE SINGLE TRUNK STANDARD FORM.

SHRUB PALETTE

SHRUBS

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ACACIA COGNATA `COUSIN ITT`	RIVER WATTLE	5 GAL	LOW	36" o.c.
ARCTOSTAPHYLOS D. `HOWARD MCMINN`	HOWARD MCMINN MANZANITA	5 GAL	LOW	60" o.c.
CALLISTEMON CITRINUS `LITTLE JOHN`	DWARF BOTTLE BRUSH	5 GAL	LOW	36" o.c.
CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	LOW	48" o.c.
CEANOTHUS MARITIMUS `VALLEY VIOLET`	MARITIME CEANOTHUS	5 GAL	LOW	36" o.c.
CEANOTHUS RIGIDUS `SNOWBALL`	CEANOTHUS SNOWBALL	5 GAL	LOW	72" o.c.
DODONAEA VISCOSA `PURPUREA`	PURPLE LEAFED HOPSEED BUSH	15 GAL	LOW	72" o.c.
EUONYMUS JAPONICUS `GREENSPIRE`	GREENSPIRE UPRIGHT EUONYMUS	1 GAL	LOW	24" o.c.
GALVEZIA SPECIOSA `BOCA ROSA`	ISLAND SNAPDRAGON	5 GAL	LOW	36" o.c.
GREVILLEA X `NOELLII`	GREVILLEA	15 GAL	LOW	48" o.c.
HELIANTHEMUM N. `HENFIELD BRILLIANT`	HENFIELD BRILLIANT ROCK ROSE	1 GAL	LOW	24" o.c.
JUNIPERUS CHINENSIS `SEA GREEN`	SEA GREEN JUNIPER	5 GAL	LOW	48" o.c.
LAVATERA MARITIMA	TREE MALLLOW	5 GAL	LOW	48" o.c.
LEUCOPHYLLUM FRUTESCENS `COMPACTA`	COMPACT TEXAS RANGER	5 GAL	LOW	48" o.c.
LOROPETALUM C. `PURPLE DIAMOND`	FRINGE FLOWER	5 GAL	LOW	48" o.c.
PHORMIUM TENAX `FIREBIRD`	FIRE BIRD FLAX	5 GAL	LOW	48" o.c.
PHORMIUM X `BLACK ADDER`	NEW ZEALAND FLAX	5 GAL	LOW	36" o.c.
PITTOSPORUM TOBIRA `VARIEGATA`	VARIEGATED MOCK ORANGE	5 GAL	LOW	48" o.c.
RHAMNUS CALIFORNICA `EVE CASE`	CALIFORNIA COFFEEBERRY	5 GAL	LOW	72" o.c.
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GAL	LOW	60" o.c.
SALVIA CLEVELANDII `WINIFRED GILLMAN`	CLEVELAND SAGE	5 GAL	LOW	36" o.c.
SALVIA GREGGII `PINK`	PINK AUTUMN SAGE	5 GAL	LOW	36" o.c.
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	15 GAL	LOW	48" o.c.
SALVIA MICROPHYLLA `HOT LIPS`	BABY SAGE	5 GAL	LOW	48" o.c.
TEUCRIUM FRUTICANS `COMPACTA`	BUSH GERMANDER	5 GAL	LOW	36" o.c.

GRASSES

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
CALAMAGROSTIS X A. `KARL FOERSTER`	FEATHER REED GRASS	5 GAL	LOW	24" o.c.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	LOW	36" o.c.
LEYMUS CONDENSATUS `CANYON PRINCE`	NATIVE BLUE RYE	1 GAL	LOW	48" o.c.
LOMANDRA HYSTRIX `TROPIC BELLE`	TROPIC BELLE MAT RUSH	1 GAL	LOW	30" o.c.
LOMANDRA LONGIFOLIA `LIME TUFF`	LIME TUFF DWARF MAT RUSH	1 GAL	LOW	24" o.c.

PERENNIALS

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ACHILLEA MILLEFOLIUM `TERRA COTTA`	TERRA COTTA YARROW	1 GAL	LOW	24" o.c.
DIETES VEGETA	AFRICAN IRIS	1 GAL	LOW	36" o.c.
ERIGERON KARVINSKIANUS	FLEABANE	1 GAL	LOW	36" o.c.
ERIOGONUM GRANDE RUBESCENS	RED BUCKWHEAT	1 GAL	LOW	24" o.c.
LIMONIUM PEREZII	STATICE	1 GAL	LOW	24" o.c.
MIMULUS X `JELLY BEAN ORANGE`	ORANGE MONKEYFLOWER	1 GAL	LOW	12" o.c.
NANDINA DOMESTICA `LEMON LIME`	LEMON LIME NANDINA	1 GAL	LOW	36" o.c.
NEPETA X FAASSENII `SELECT BLUE`	CATMINT	1 GAL	LOW	24" o.c.
PENSTEMON H. `MARGARITA BOP`	BEARD TONGUE	1 GAL	LOW	18" o.c.
SALVIA MICROPHYLLA `BERZERKELEY`	BERZERKELEY SAGE	1 GAL	LOW	36" o.c.
SCAEVOLA AEMULA `MAUVE CLUSTERS`	FAN FLOWER	1 GAL	LOW	36" o.c.
VERBENA LILACINA `DE LA MINA`	LILAC VERBENA	1 GAL	LOW	30" o.c.
ZAUSCHNERIA C. `SCHIEFFLIN'S CHOICE`	CALIFORNIA FUCHSIA	1 GAL	LOW	36" o.c.

BIORETENTION BASIN PLANTING

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	LOW	24" o.c.
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	LOW	36" o.c.
JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	LOW	18" o.c.
LIPPIA NODIFLORA	KURAPIA	PLUGS	LOW	24" o.c.

BIORETENTION BANK/UPLAND PLANTING

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ARCTOSTAPHYLOS D. `HOWARD MCMINN`	HOWARD MCMINN MANZANITA	5 GAL	LOW	60" o.c.
BOUTELOUA GRACILIS `BLONDE AMBITION`	BLUE GRAMA	1 GAL	LOW	18" o.c.
DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GAL	LOW	24" o.c.
ERIOGONUM LATIFOLIUM	COAST BUCKWHEAT	1 GAL	LOW	18" o.c.
FESTUCA IDAHOENSIS `STONY CREEK`	IDAHO FESCUE	1 GAL	V. LOW	24" o.c.
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	5 GAL	V. LOW	36" o.c.
MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW	36" o.c.
SALVIA SONOMENSIS	CREEPING SAGE	1 GAL	LOW	36" o.c.
SEDUM X `AUTUMN JOY`	AUTUMN JOY SEDUM	1 GAL	LOW	18" o.c.

PLANTING NOTES

1. THE PLANTING DESIGN FOR THE SITE IS DROUGHT TOLERANT AND CONSISTS OF A BALANCE OF EVERGREEN AND DECIDUOUS PLANTING AS WELL AS NATIVE AND ORNAMENTAL PLANTING.
2. PROPOSED TREE LOCATIONS ARE BASED ON STANDARD JOINT TRENCH LOCATIONS. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE PROVIDED. TREE PLACEMENT MAY BE ADJUSTED AND FINAL TREE COUNT MAY CHANGE.
3. ALL SHRUBS AND GROUNDCOVER MATERIAL SELECTED HAVE A WUCOLS WATER USE RATING OF VERY LOW TO LOW.
4. PROPOSED TREE CANOPIES ARE SHOWN AT 85% MATURE GROWTH DIAMETER IN ORDER TO ENSURE THERE IS SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.

IRRIGATION NOTES

1. THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE MANDATED MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO).
2. THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET/SMART IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.
3. THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, AND DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS.
4. PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.
5. ALL MWELO DOCUMENTATION INCLUDING IRRIGATION PLANS, WATER USE CALCULATIONS AND CERTIFICATES SHALL BE SUBMITTED WITH THE LANDSCAPE IMPROVEMENT PLANS FOR REVIEW AND APPROVAL.

Redwood Residential
1800 BRYANT ST., STE. 311
SAN FRANCISCO, CALIFORNIA 94110

BROADWAY APARTMENTS
Vallejo, California

OVERALL LANDSCAPE PLAN
CONCEPTUAL LANDSCAPE PLAN
JUNE 26, 2023

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558

tel: 707.224.2299
www.vandertoolen.com

0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

L-1
Project No. 05422

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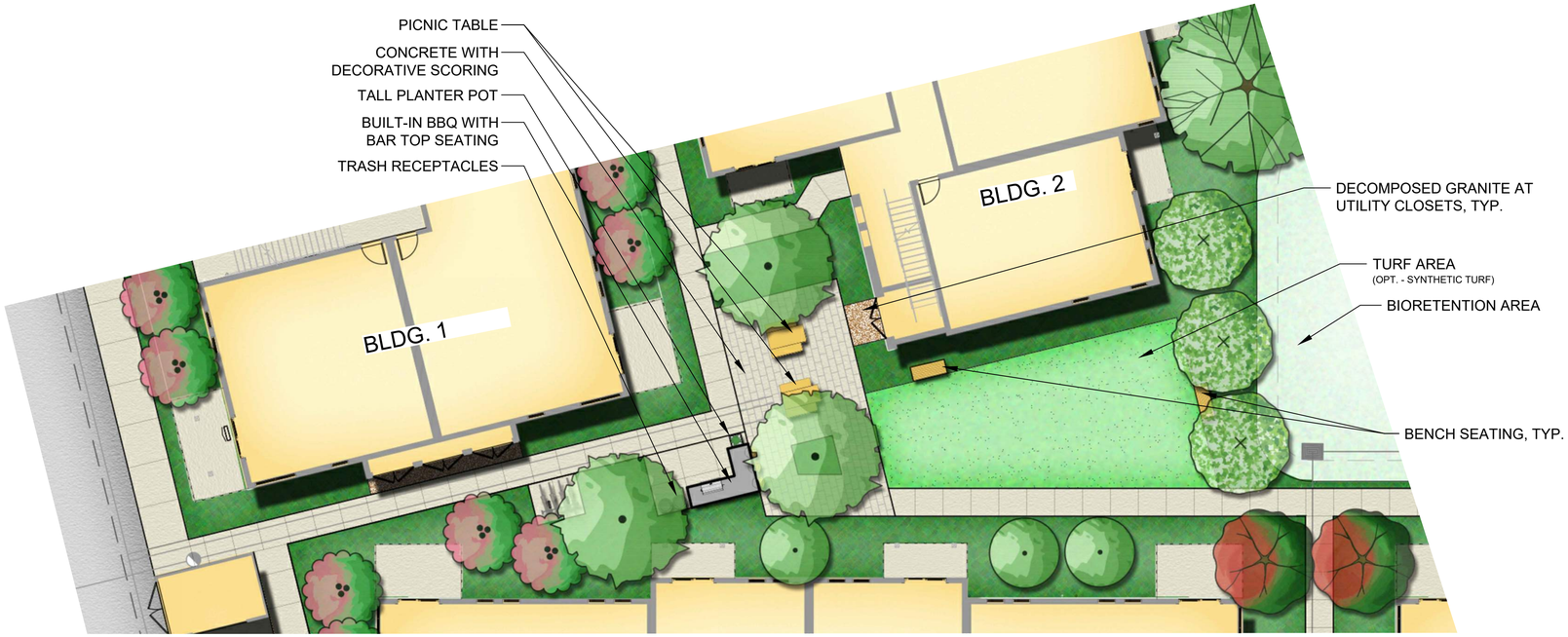

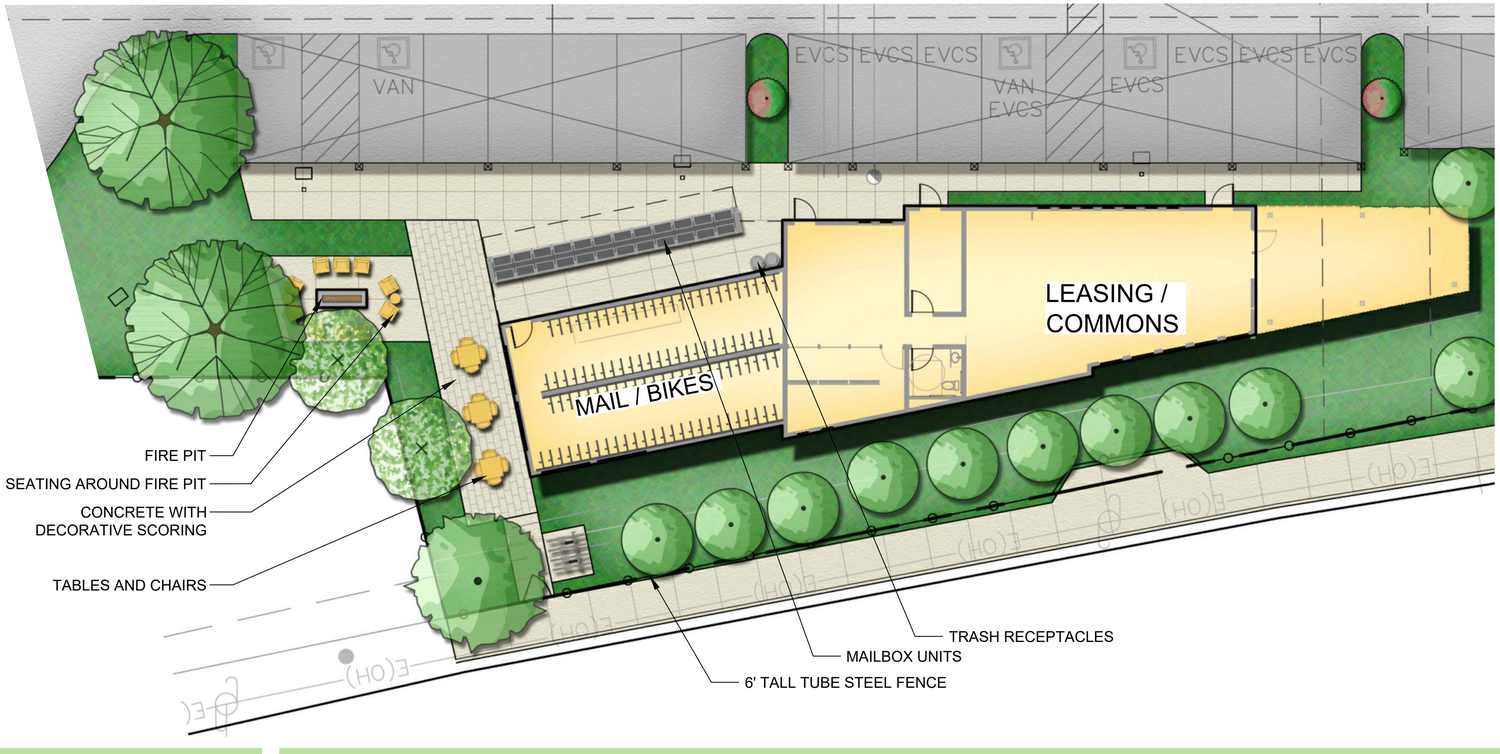

PROPOSED TREE LEGEND

TREES	BOTANICAL NAME	COMMON NAME	CONT	WATER USE	QTY
	ACER RUBRUM `ARMSTRONG`	ARMSTRONG RED MAPLE	24"BOX	MOD	9
	CELTIS SINENSIS	CHINESE HACKBERRY	24"BOX	LOW	9
	LAGERSTROEMIA X `NATCHEZ`	CRAPE MYRTLE	24"BOX	LOW	2
	LAGERSTROEMIA X `TUSCARORA`	CRAPE MYRTLE CORAL PINK	24"BOX	LOW	27
	LAURUS NOBILIS `SARATOGA`	SWEET BAY	24"BOX	LOW	10
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER CALLERY PEAR	24"BOX	MOD	9
	RHAPHIOLEPIS INDICA `MAJESTIC BEAUTY`	STANDARD INDIAN HAWTHORNE	15 GAL	LOW	12
	TRISTANIA LAURINA	WATER GUM	15 GAL	MOD	25

NOTE: ALL TREES SHALL BE SINGLE TRUNK STANDARD FORM.

IRRIGATION NOTES

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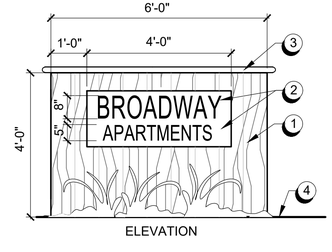

ELEVATION

1. CMU WALL WITH 1/2" THICK x 8" WIDE PRECAST CONCRETE VENEER PANELS. VENEER TO HAVE VERTICAL WOOD GRAIN FINISH. PAINT WALL TO MATCH WALL ON ADJACENT CORNER. BACK OF WALL TO BE STUCCO.
2. PRECAST CONCRETE SIGN. COLOR TO BE SIKA FRENCH GREY C-14.
3. PRECAST CONCRETE CAP. COLOR TO BE SIKA AUTUMN BEIGE 0288.
4. FINISH GRADE.

NOTE: TOTAL AREA OF SIGN IS 24 SQUARE FEET

A SIGN WALL
SCALE: 1/2" = 1'-0"

Redwood Residential
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SAN FRANCISCO, CALIFORNIA 94110

BROADWAY APARTMENTS
Vallejo, California

AMENITIES AREA ENLARGEMENTS
CONCEPTUAL LANDSCAPE PLAN
JUNE 26, 2023

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com

0' 5' 10' 20'
SCALE: 1" = 10'-0"
NORTH

L-2
Project No. 05422

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OPEN SPACE CALCULATIONS	
LANDSCAPE AREAS:	44,890 SF
IMPERVIOUS SURFACES:	14,418 SF
COMMON OPEN SPACE:	18,005 SF
PRIVATE USABLE SPACE: (BALCONY / PORCH)	4,440 SF

Redwood Residential
1800 BRYANT ST., STE. 311
SAN FRANCISCO, CALIFORNIA 94110

BROADWAY APARTMENTS

Vallejo, California

COMMON OPEN SPACE PLAN

CONCEPTUAL LANDSCAPE PLAN
JUNE 26, 2023

vanderToolen Associates
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Napa, CA 94558

tel: 707.224.2299
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0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

L-3
Project No. 05422

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FIRE PIT WITH PROPANE TANK

ELECTRIC BBQ GRILL & BAR TOP

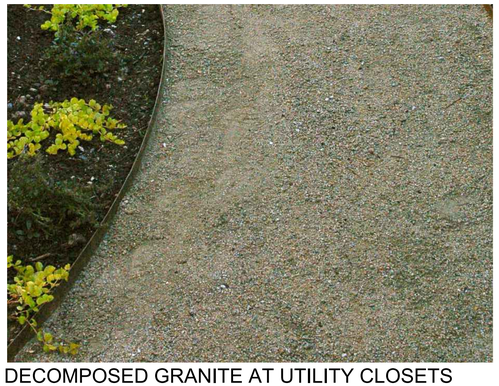
OPEN SPACE TABLE AT COMMONS BUILDING

TURF AT COURTYARD

BIORETENTION PLANTING

DECORATIVE CONCRETE SCORING

OPEN SPACE BENCH



DECOMPOSED GRANITE AT UTILITY CLOSETS

6' TALL PERIMETER FENCE

BIKE RACKS

OPEN SPACE PICNIC TABLE

Redwood Residential
P.O. BOX 641651
SAN FRANCISCO, CALIFORNIA 94164

BROADWAY APARTMENTS
Vallejo, California

SITE AMENITIES IMAGERY
CONCEPTUAL LANDSCAPE PLAN
JUNE 26, 2023

vanderToolen Associates
855 Bordeaux Way
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L-4
Project No. 05422

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TREE PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	24"BOX	MOD	15' o.c.
CELTIS SINENSIS	CHINESE HACKBERRY	24"BOX	LOW	35' o.c.
LAGERSTROEMIA X 'NATCHEZ'	CRAPE MYRTLE	24"BOX	LOW	15' o.c.
LAGERSTROEMIA X 'TUSCARORA'	CRAPE MYRTLE CORAL PINK	24"BOX	LOW	15' o.c.
LAURUS NOBILIS 'SARATOGA'	SWEET BAY	24"BOX	LOW	25' o.c.
PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER CALLERY PEAR	24"BOX	MOD	15' o.c.
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'	STANDARD INDIAN HAWTHORNE	15 GAL	LOW	6' o.c.
TRISTANIA LAURINA	WATER GUM	24"BOX	MOD	10' o.c.

ACER RUBRUM 'ARMSTRONG'

CELTIS SINENSIS

LAGERSTROEMIA X 'NATCHEZ'

LAGERSTROEMIA X 'TUSCARORA'

LAURUS NOBILIS 'SARATOGA'

PYRUS CALLERYANA 'CHANTICLEER'

RHAPHIOLEPIS I. 'MAJESTIC BEAUTY'

TRISTANIA LAURINA

SHRUB PALETTE

SHRUBS

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ACACIA COGNATA 'COUSIN ITT'	RIVER WATTLE	5 GAL	LOW	36" o.c.
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	LOW	60" o.c.
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	LOW	36" o.c.
CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	LOW	48" o.c.
CEANOTHUS MARITIMUS 'VALLEY VIOLET'	MARITIME CEANOTHUS	5 GAL	LOW	36" o.c.
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	LOW	72" o.c.
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	LOW	72" o.c.
EUONYMUS JAPONICUS 'GREENSPIRE'	GREENSPIRE UPRIGHT EUONYMUS	1 GAL	LOW	24" o.c.
GALVEZIA SPECIOSA 'BOCA ROSA'	ISLAND SNAPDRAGON	5 GAL	LOW	36" o.c.
GREVILLEA X 'NOELLII'	GREVILLEA	15 GAL	LOW	48" o.c.
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	HENFIELD BRILLIANT ROCK ROSE	1 GAL	LOW	24" o.c.
JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	5 GAL	LOW	48" o.c.
LAVATERA MARITIMA	TREE MALLLOW	5 GAL	LOW	48" o.c.
LEUCOPHYLLUM FRUTESCENS 'COMPACTA'	COMPACT TEXAS RANGER	5 GAL	LOW	48" o.c.
LOROPETALUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	LOW	48" o.c.
PHORMIUM TENAX 'FIREBIRD'	FIRE BIRD FLAX	5 GAL	LOW	48" o.c.
PHORMIUM X 'BLACK ADDER'	NEW ZEALAND FLAX	5 GAL	LOW	36" o.c.
PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED MOCK ORANGE	5 GAL	LOW	48" o.c.
RHAMNUS CALIFORNICA 'EVE CASE'	CALIFORNIA COFFEEBERRY	5 GAL	LOW	72" o.c.
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GAL	LOW	60" o.c.
SALVIA CLEVELANDII 'WINIFRED GILLMAN'	CLEVELAND SAGE	5 GAL	LOW	36" o.c.
SALVIA GREGGII 'PINK'	PINK AUTUMN SAGE	5 GAL	LOW	36" o.c.
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	15 GAL	LOW	48" o.c.
SALVIA MICROPHYLLA 'HOT LIPS'	BABY SAGE	5 GAL	LOW	48" o.c.
TEUCRIUM FRUTICANS 'COMPACTA'	BUSH GERMANDER	5 GAL	LOW	36" o.c.

GRASSES

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
CALAMAGROSTIS X A. 'KARL FOERSTER'	FEATHER REED GRASS	5 GAL	LOW	24" o.c.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	LOW	36" o.c.
LEYMUS CONDENSATUS 'CANYON PRINCE'	NATIVE BLUE RYE	1 GAL	LOW	48" o.c.
LOMANDRA HYSTRIX 'TROPIC BELLE'	TROPIC BELLE MAT RUSH	1 GAL	LOW	30" o.c.
LOMANDRA LONGIFOLIA 'LIME TUFF'	LIME TUFF DWARF MAT RUSH	1 GAL	LOW	24" o.c.

PERENNIALS

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ACHILLEA MILLEFOLIUM 'TERRA COTTA'	TERRA COTTA YARROW	1 GAL	LOW	24" o.c.
DIETES VEGETA	AFRICAN IRIS	1 GAL	LOW	36" o.c.
ERIGERON KARVINSKIANUS	FLEABANE	1 GAL	LOW	36" o.c.
ERIOGONUM GRANDE RUBESCENS	RED BUCKWHEAT	1 GAL	LOW	24" o.c.
LIMONIUM PEREZII	STATICE	1 GAL	LOW	24" o.c.
MIMULUS X 'JELLY BEAN ORANGE'	ORANGE MONKEYFLOWER	1 GAL	LOW	12" o.c.
NANDINA DOMESTICA 'LEMON LIME'	LEMON LIME NANDINA	1 GAL	LOW	36" o.c.
NEPETA X FAASSENII 'SELECT BLUE'	CATMINT	1 GAL	LOW	24" o.c.
PENSTEMON H. 'MARGARITA BOP'	BEARD TONGUE	1 GAL	LOW	18" o.c.
SALVIA MICROPHYLLA 'BERZERKELEY'	BERZERKELEY SAGE	1 GAL	LOW	36" o.c.
SCAEVOLA AEMULA 'MAUVE CLUSTERS'	FAN FLOWER	1 GAL	LOW	36" o.c.
VERBENA LILACINA 'DE LA MINA'	LILAC VERBENA	1 GAL	LOW	30" o.c.
ZAUSCHNERIA C. 'SCHIEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	LOW	36" o.c.

BIORETENTION BASIN PLANTING

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	LOW	24" o.c.
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	LOW	36" o.c.
JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	LOW	18" o.c.
LIPPIA NODIFLORA	KURAPIA	PLUGS	LOW	24" o.c.

BIORETENTION BANK/UPLAND PLANTING

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS IV	SPACING
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	LOW	60" o.c.
BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLUE GRAMA	1 GAL	LOW	18" o.c.
DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GAL	LOW	24" o.c.
ERIOGONUM LATIFOLIUM	COAST BUCKWHEAT	1 GAL	LOW	18" o.c.
FESTUCA IDAHOENSIS 'STONY CREEK'	IDAHO FESCUE	1 GAL	V. LOW	24" o.c.
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	5 GAL	V. LOW	36" o.c.
MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW	36" o.c.
SALVIA SONOMENSIS	CREEPING SAGE	1 GAL	LOW	36" o.c.
SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GAL	LOW	18" o.c.

ACACIA C. 'COUSIN ITT'

ACHILLEA M. 'TERRA COTTA'

ARCTOSTAPHYLOS 'HOWARD MCMINN'

BOUTELOUA G. 'BLONDE AMBITION'

CALLISTEMON C. 'LITTLE JOHN'

CARPENTERIA CALIFORNICA

CEANOTHUS M. 'VALLEY VIOLET'

CHONDROPETALUM TECTORUM

DESCHAMPSIA CESPITOSA

DIETES VEGATA

ERIGERON KARVINSKIANUS

ERIOGONUM GRANDE RUBESCENS

GREVILLEA X 'NOELLII'

HELICTOTRICHON SEMPERVIRENS

JUNIPERUS C. 'SEA GREEN'

LAVATERA MARITIMA

LIMONIUM PEREZII

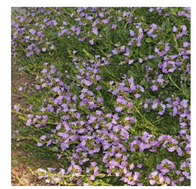
MIMULUS X 'JELLY BEAN ORANGE'

MUHLENBERGIA RIGENS

PENSTEMON H. 'MARGARITA BOP'

PHORMIUM TENAX 'FIREBIRD'

SALVIA LEUCANTHA


SCAEVOLA A. 'MAUVE CLUSTERS'

VERBENA L. 'DE LA MINA'

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BROADWAY APARTMENTS
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PLANT IMAGERY
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L-5
Project No. 05422

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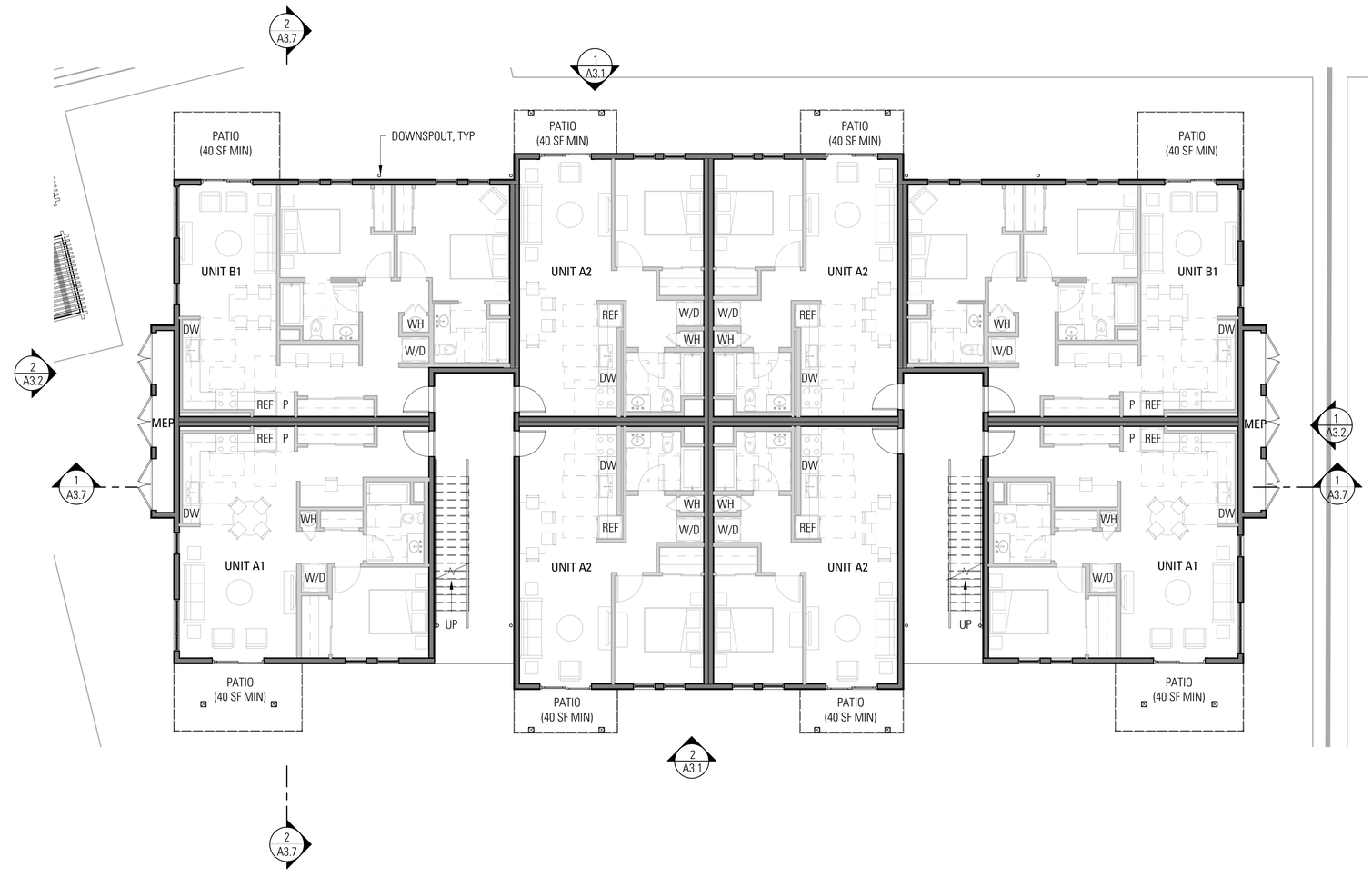
LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT



1 A2.1 **LEVEL 01 FLOOR PLAN (BLDG TYPE A)**

1/8" = 1'-0"

BULDING 3, BUILDINGS 1, 4 & 5 SIM

N

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

LEVEL 01 FLOOR PLAN (BLDG TYPE A)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.1

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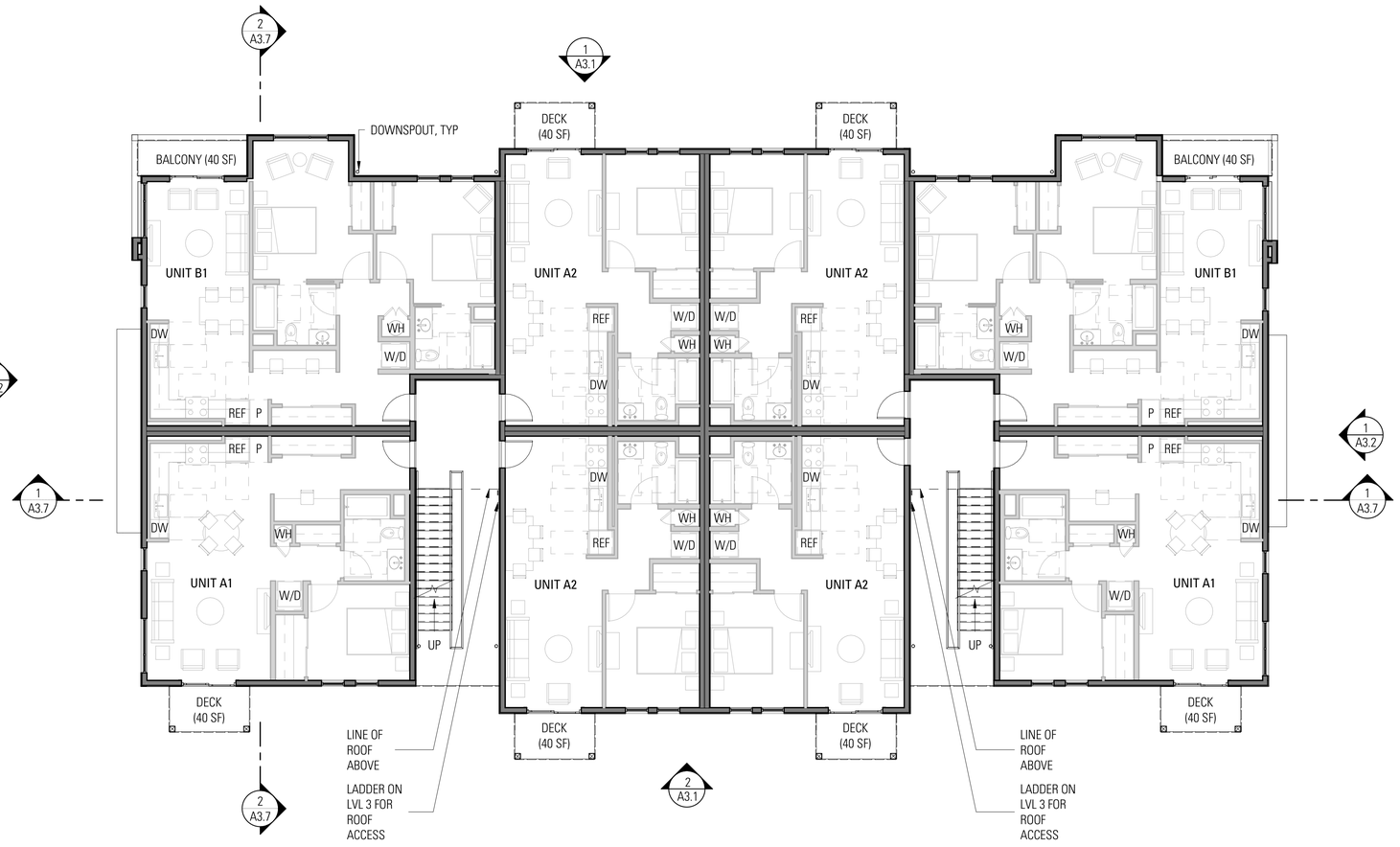
LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT



1 A2.2 LEVEL 02 FLOOR PLAN (BLDG TYPE A), LEVEL 3 SIM

1/8" = 1'-0"

BULDING 3, BUILDINGS 1, 4 & 5 SIM

N

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

LEVEL 02 FLOOR PLAN (BLDG TYPE A)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.2

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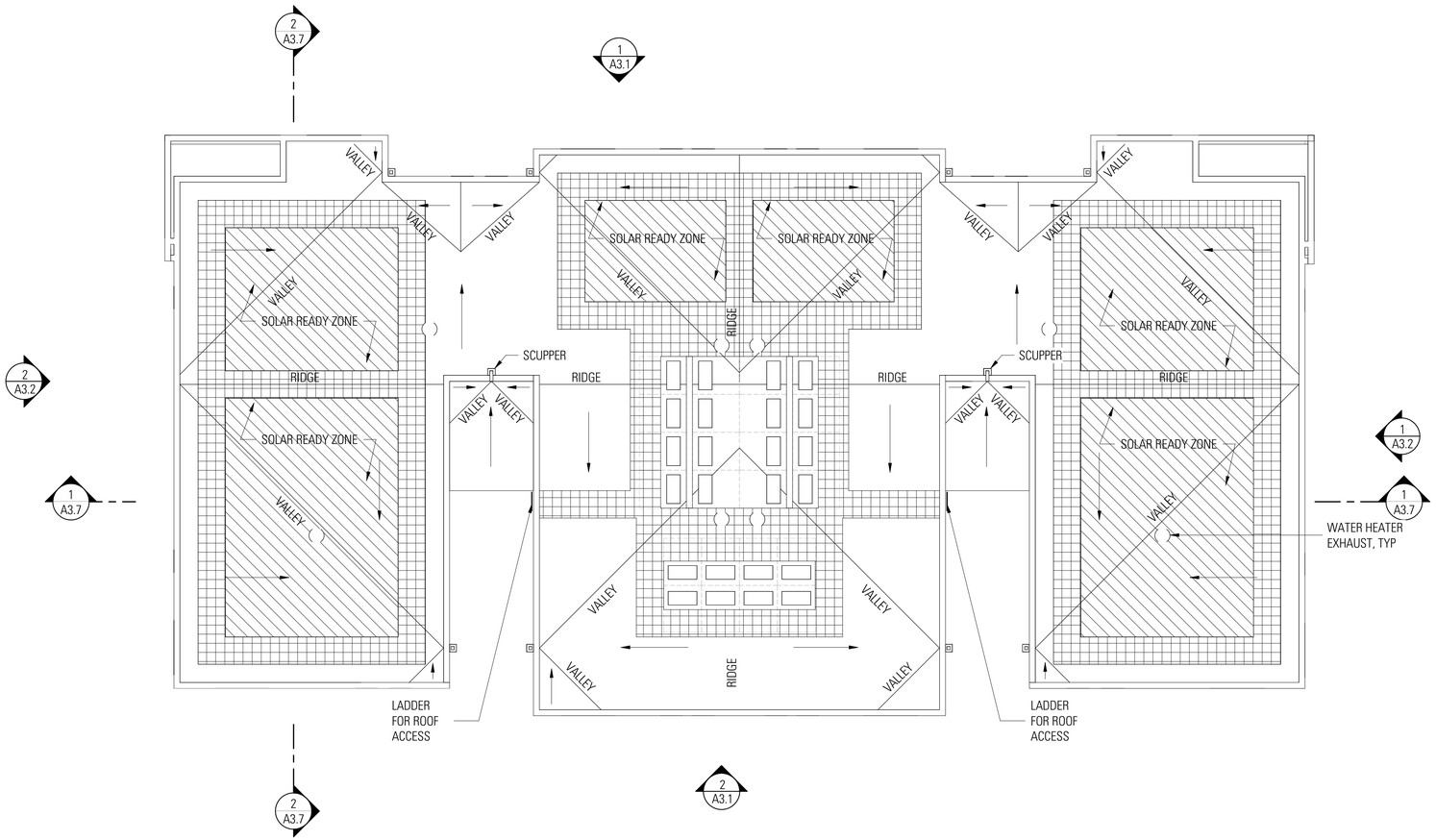
LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT

REQUIRED SOLAR READY ZONE - AREA CALCS

TOTAL ROOF AREA:	6,967 SF
RATIO:	15%
SOLAR READY REQUIRED:	1,045 SF
SOLAR READY PROVIDED:	2,086 SF



1 A2.3 **ROOF PLAN (BLDG TYPE A)**

1/8" = 1'-0"

BULDING 3, BUILDINGS 1, 4 & 5 SIM

N

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

ROOF PLAN (BLDG TYPE A)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.3

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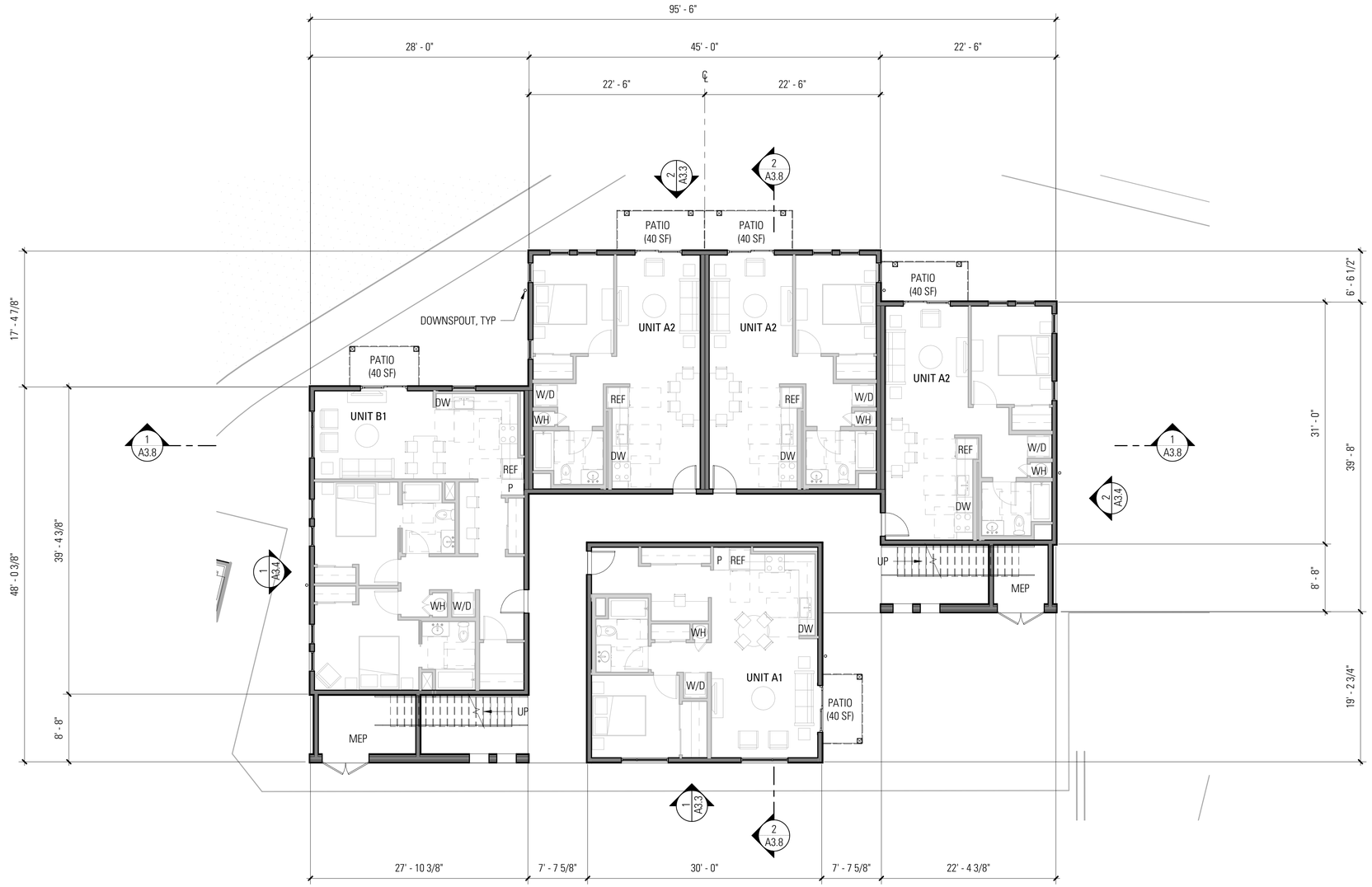
LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT



1 A2.4 **LEVEL 01 FLOOR PLAN (BLDG TYPE B)**

1/8" = 1'-0"

BUILDING 2

N

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

LEVEL 01 FLOOR PLAN (BLDG TYPE B)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.4

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LEGEND

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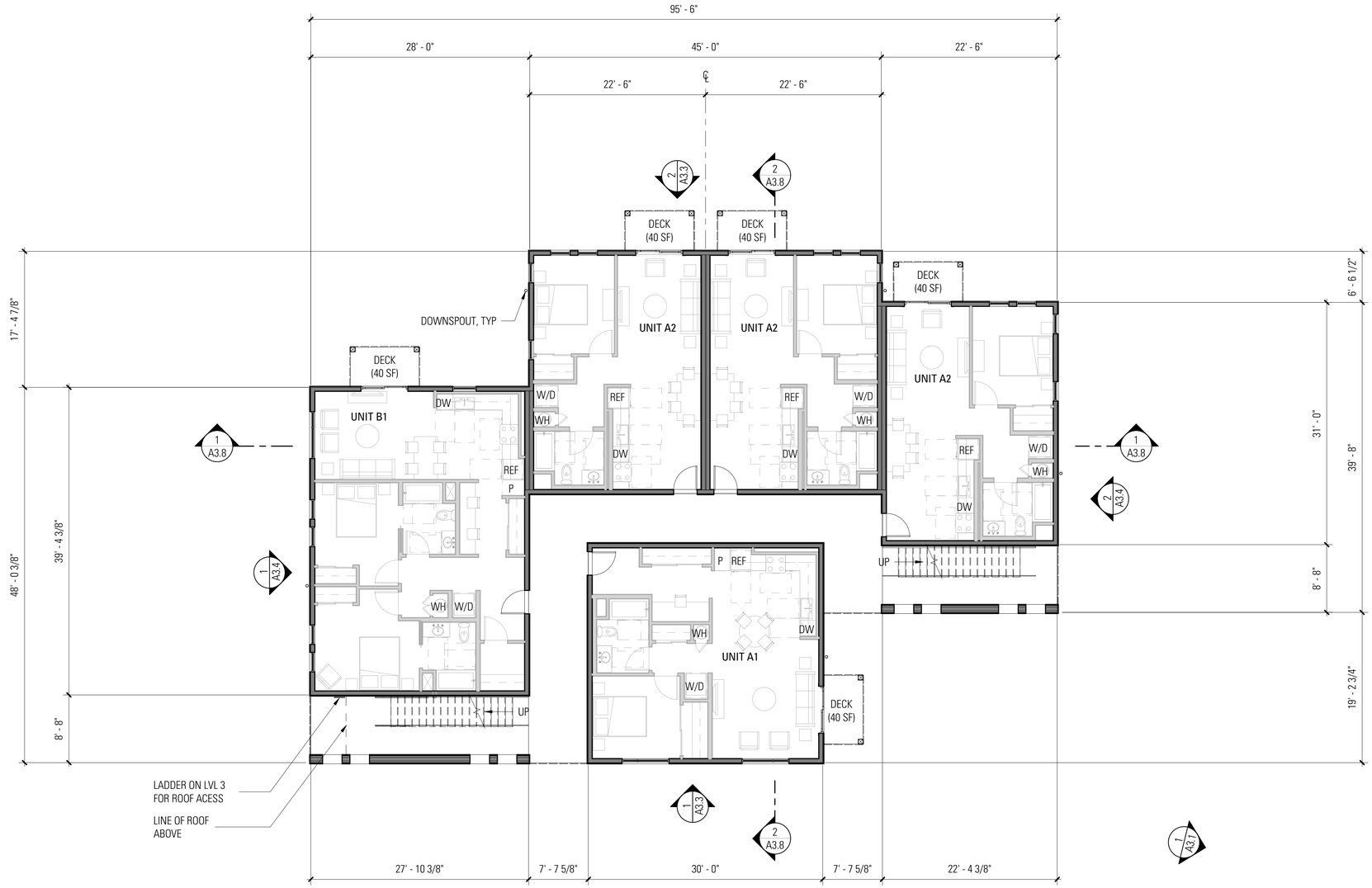
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT



1 / A2.5 **LEVEL 02 FLOOR PLAN (BLDG TYPE B), LEVEL 3 SIM**

1/8" = 1'-0"

BUILDING 2

N

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

LEVEL 02 FLOOR PLAN (BLDG TYPE B)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.5

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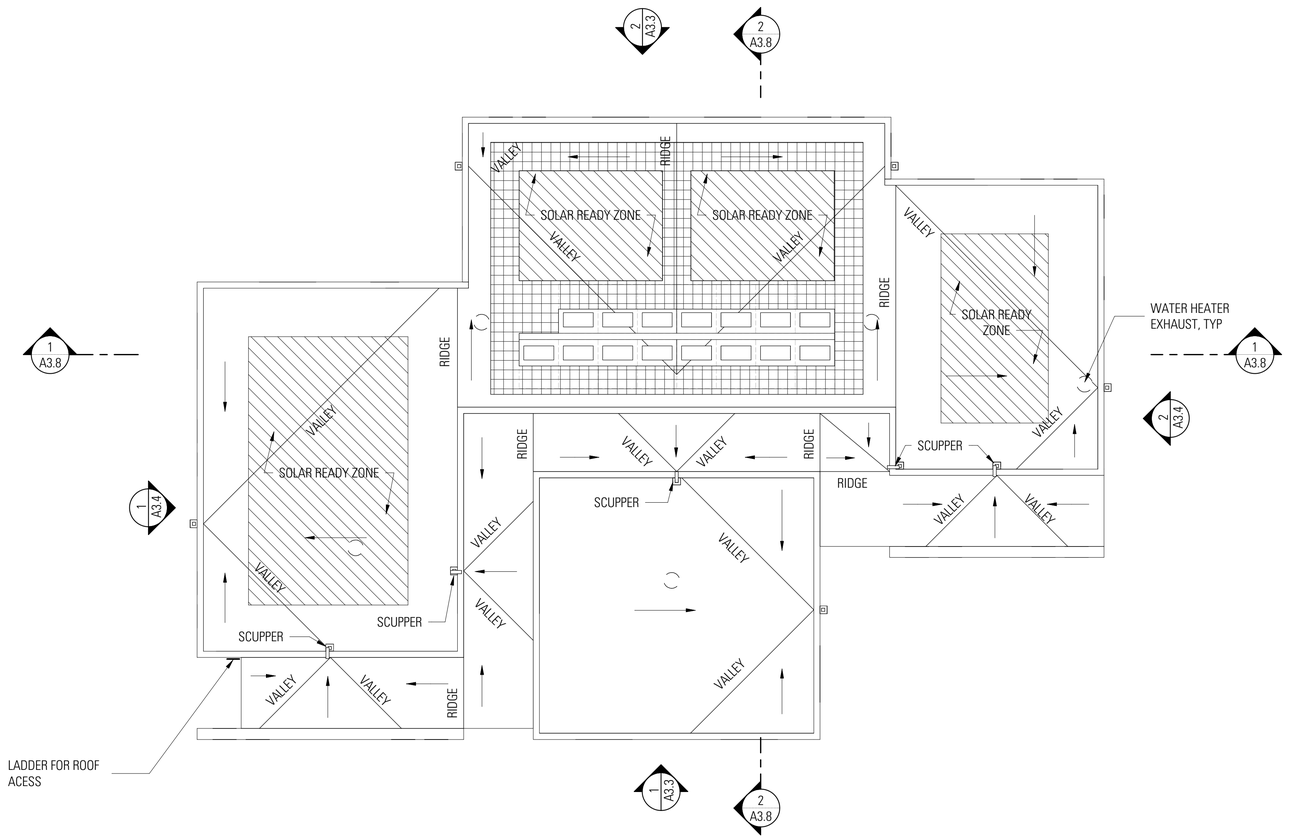
LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT

REQUIRED SOLAR READY ZONE - AREA CALCS

TOTAL ROOF AREA:	5,068 SF
RATIO:	15%
SOLAR READY REQUIRED:	760 SF
SOLAR READY PROVIDED:	1,056 SF



1 A2.6 **ROOF PLAN (BLDG TYPE B)**
1/8" = 1'-0"

BUILDING 2

N

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

ROOF PLAN (BLDG TYPE B)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.6

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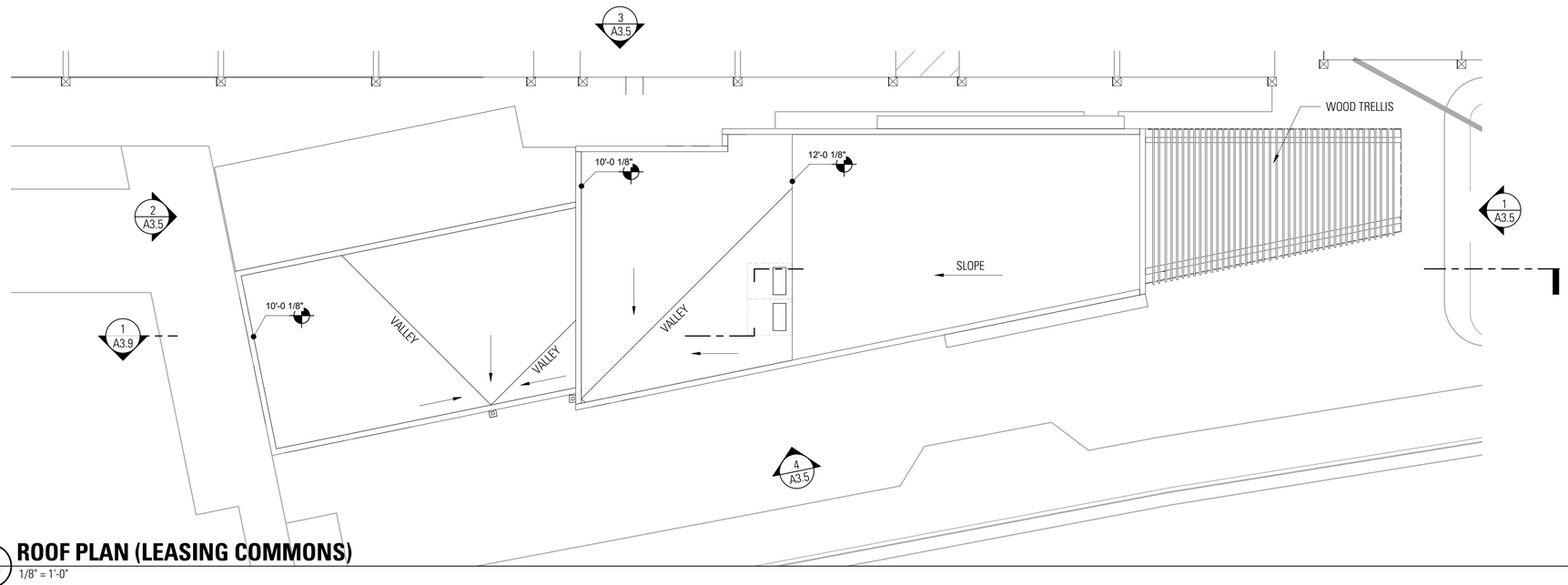
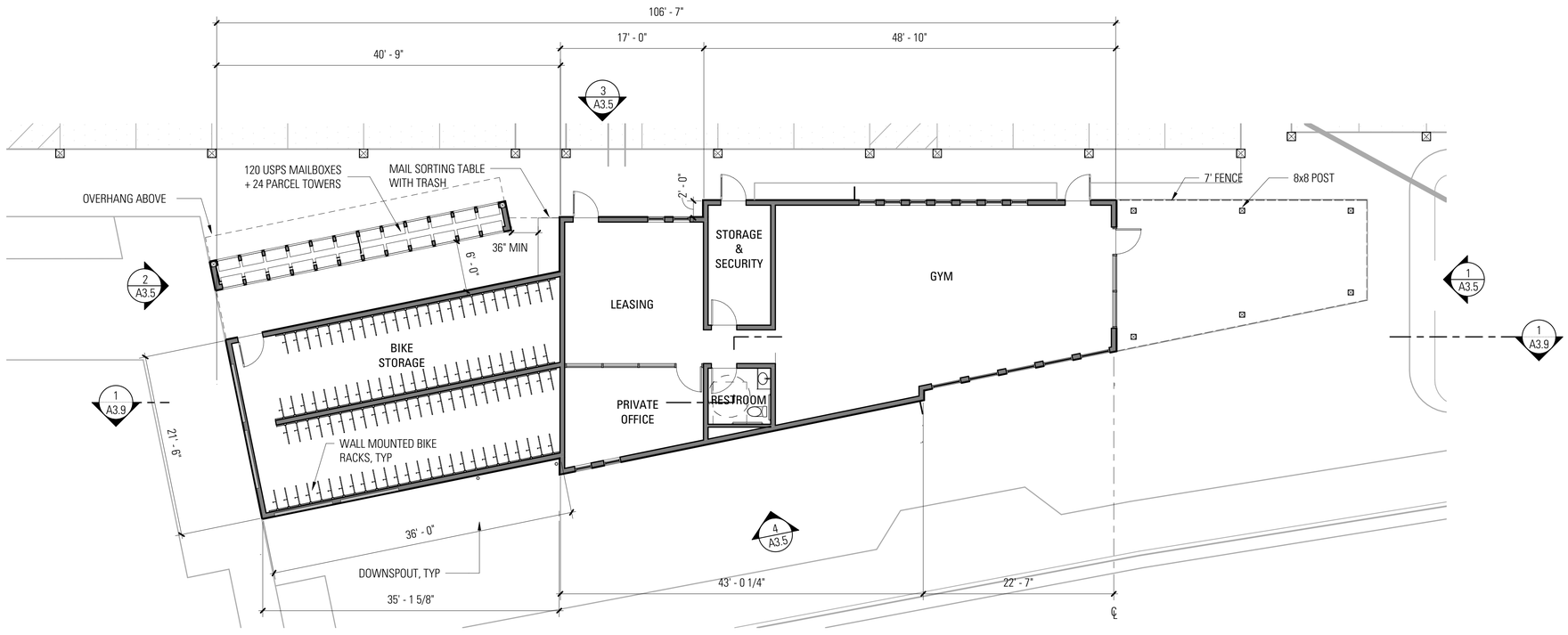


LEGEND

- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT

2 A2.7 **ROOF PLAN (LEASING COMMONS)**
1/8" = 1'-0"



1 A2.7 **LEVEL 01 FLOOR PLAN (LEASING COMMONS)**
1/8" = 1'-0"

N

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

LEVEL 01 FLOOR PLAN & ROOF PLAN (LEASING)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.7

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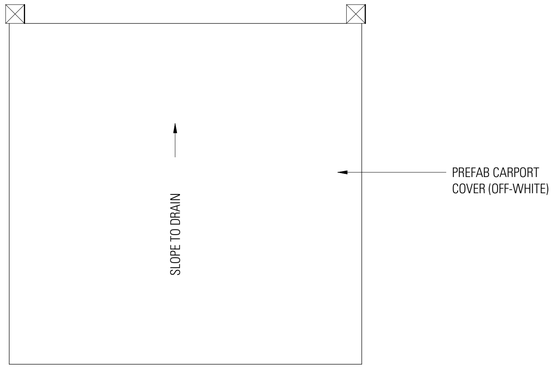
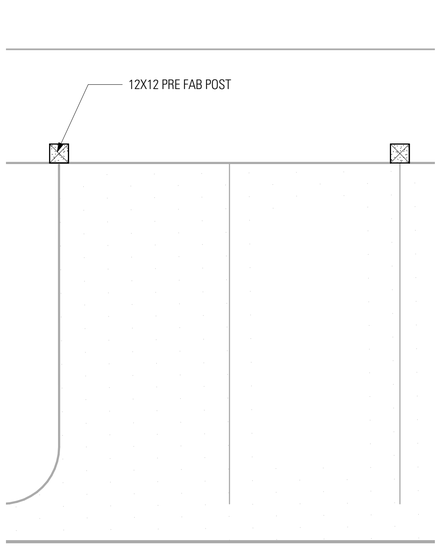
LEGEND

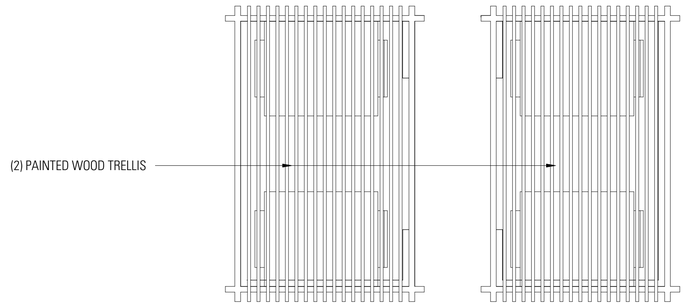
- DIRECTION OF SLOPE
- SCUPPER & DOWNSPOUT
- DOWNSPOUT
- SOLAR READY ZONE
- 3' ACCESS WALKWAY FOR EQUIPMENT
- MECHANICAL EQUIPMENT



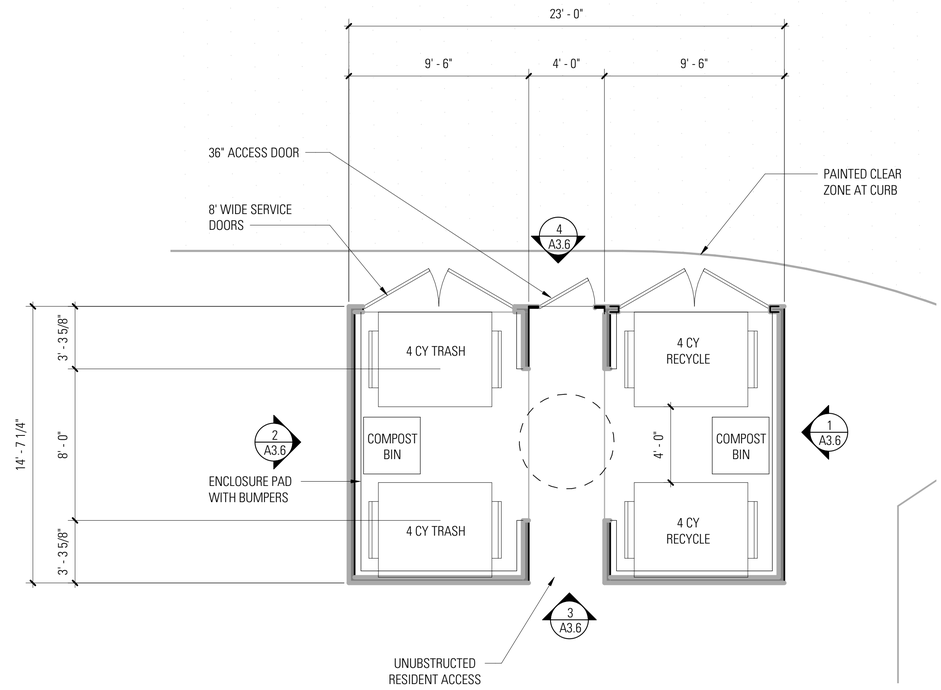
4 A2.8 ROOF PLAN (CARPORT)
1/4" = 1'-0"



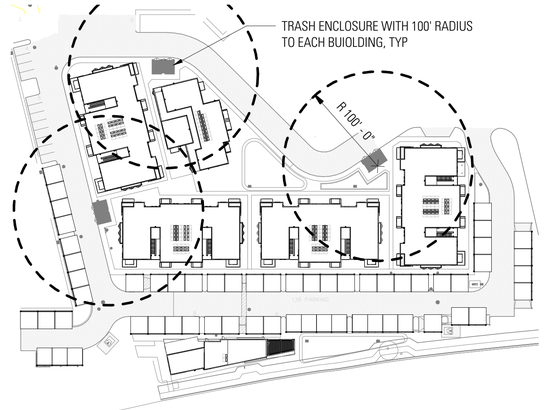
3 A2.8 LEVEL 01 FLOOR PLAN (CARPORT)
1/4" = 1'-0"



2 A2.8 ROOF PLAN (TRASH ENCLOSURE)
1/4" = 1'-0"



1 A2.8 LEVEL 01 FLOOR PLAN (TRASH ENCLOSURE)
1/4" = 1'-0"



TRASH ENCLOSURE ACCESS
1" = 80'-0"

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

LEVEL 01 FLOOR PLAN & ROOF PLAN (TRASH & CARPORT)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A2.8

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EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS)

2 A3.1 EXTERIOR ELEVATION - EAST (BLDG TYPE A)

1/8" = 1'-0"

BULDINGS 3 & 4, BUILDINGS 1 & 5 SIM

1 A3.1 EXTERIOR ELEVATION - WEST (BLDG TYPE A)

1/8" = 1'-0"

BULDINGS 3 & 4, BUILDINGS 1 & 5 SIM

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (BLDG TYPE A)

05.24.2024 | 2022049 | BAR architects | 4' 16' 0 8' | A3.1

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EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS)

2 A3.2 **EXTERIOR ELEVATION - SOUTH (BLDG TYPE A)**

1/8" = 1'-0"

BULDINGS 3 & 4, BUILDINGS 1 & 5 SIM

1 A3.2 **EXTERIOR ELEVATION - NORTH (BLDG TYPE A)**

1/8" = 1'-0"

BULDINGS 3 & 4, BUILDINGS 1 & 5 SIM

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (BLDG TYPE A)

05.24.2024 | 2022049 | BAR architects | 4' 16' 0 8' | A3.2

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EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS)

2 / A3.3 **NORTH ELEVATION (BLDG TYPE B)**
1/8" = 1'-0"

BULDING 2

1 / A3.3 **SOUTH ELEVATION (BLDG TYPE B)**
1/8" = 1'-0"

BULDING 2

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (BLDG TYPE B)

05.24.2024	2022049	BAR architects	4' 0 8' 16'	A3.3

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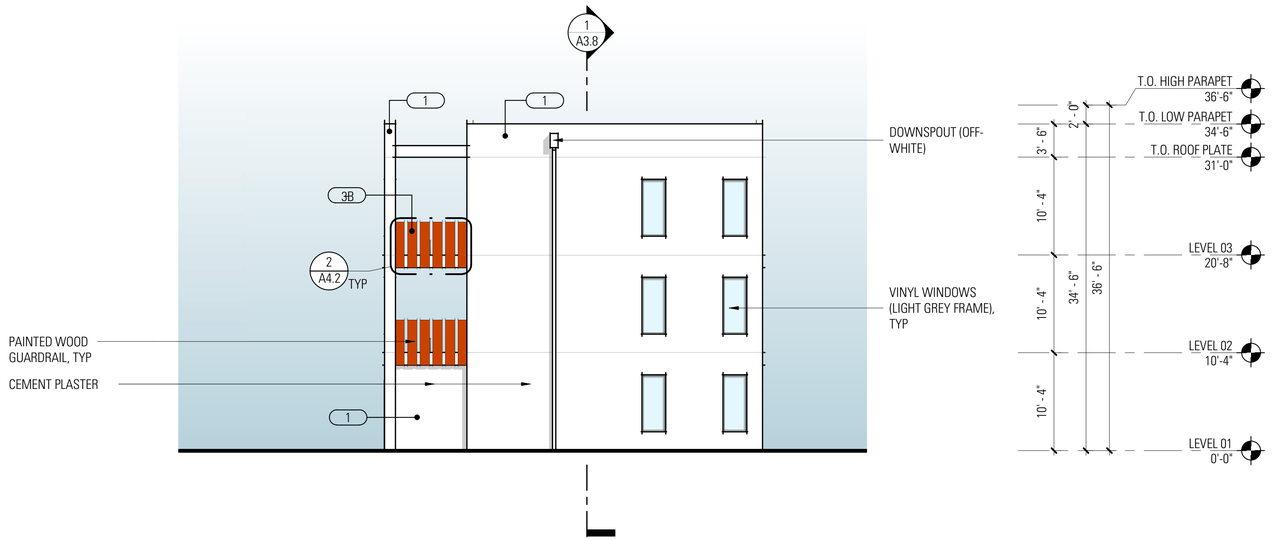
EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

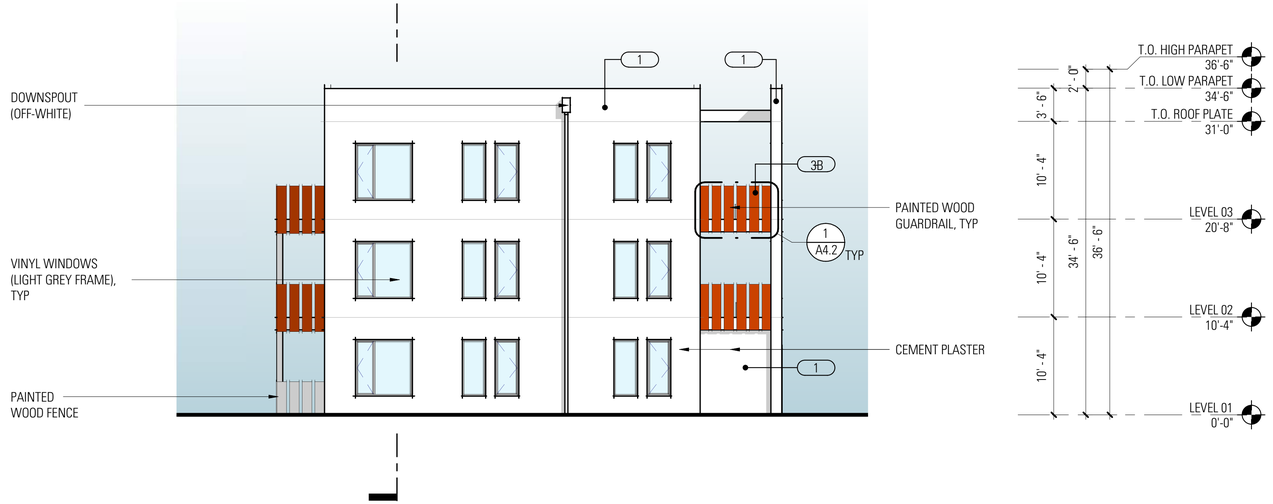
*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS)



2 A3.4 EAST ELEVATION (BLDG TYPE B)

1/8" = 1'-0"

BULDING 2



1 A3.4 WEST ELEVATION (BLDG TYPE B)

1/8" = 1'-0"

BULDING 2

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (BLDG TYPE B)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A3.4

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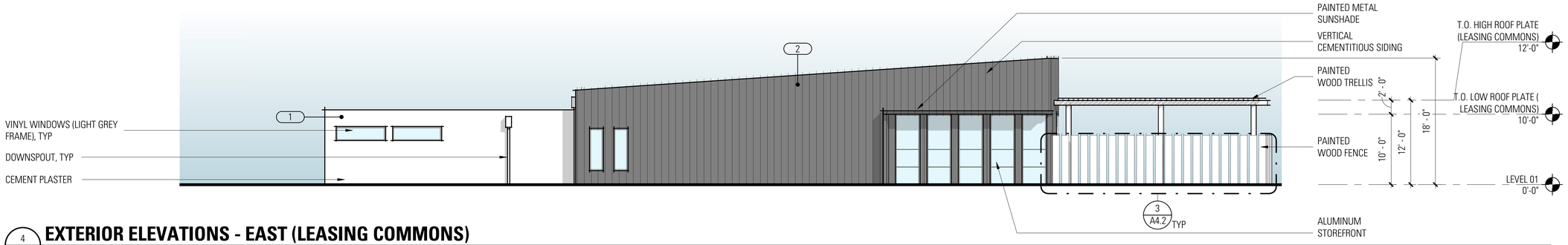
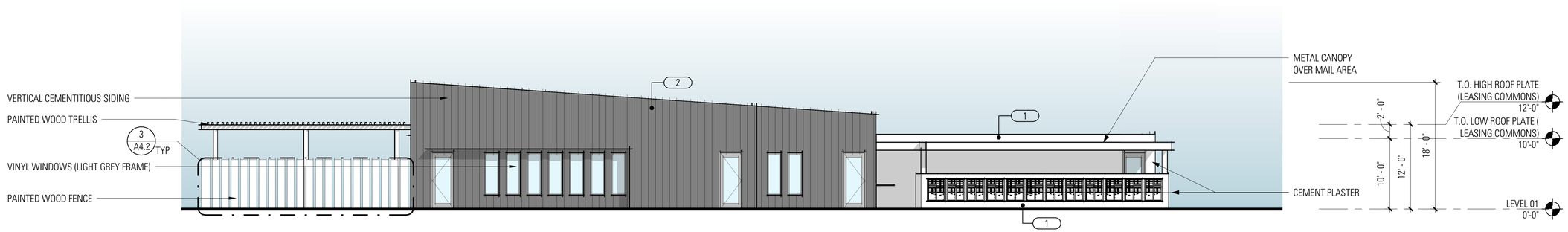
EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS). BUILDING 1 THRU 5 WILL EACH HAVE A QUNIQUE ACCENT COLOR, SEE MATERIAL BOARD.



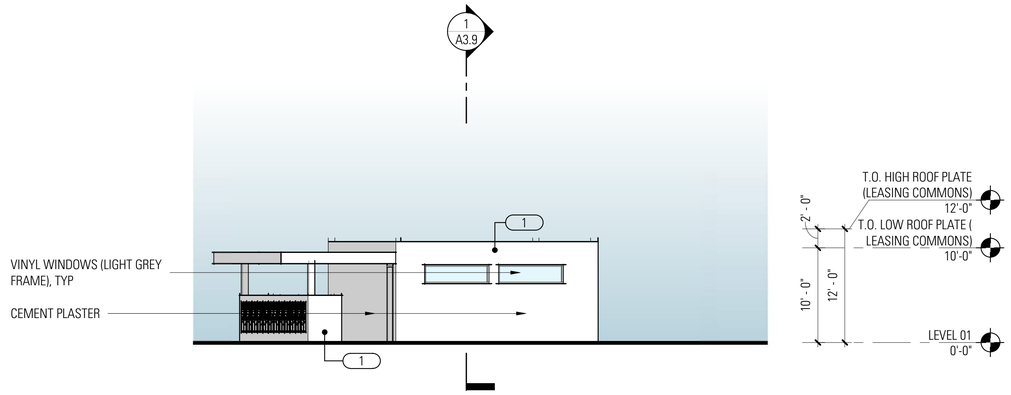
4 / A3.5 EXTERIOR ELEVATIONS - EAST (LEASING COMMONS)

1/8" = 1'-0"



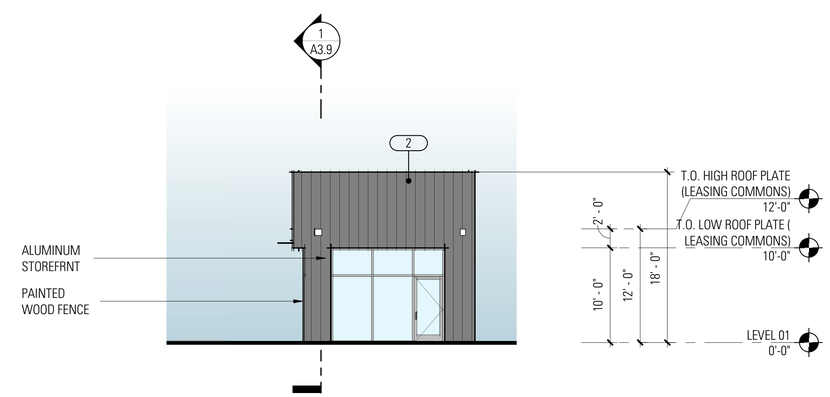
3 / A3.5 EXTERIOR ELEVATION - WEST (LEASING COMMONS)

1/8" = 1'-0"



2 / A3.5 EXTERIOR ELEVATION - SOUTH (LEASING COMMONS)

1/8" = 1'-0"



1 / A3.5 EXTERIOR ELEVATION - NORTH (LEASING COMMONS)

1/8" = 1'-0"

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (LEASING)

05.24.2024	2022049	BAR architects	4' 16' 0 8'	A3.5

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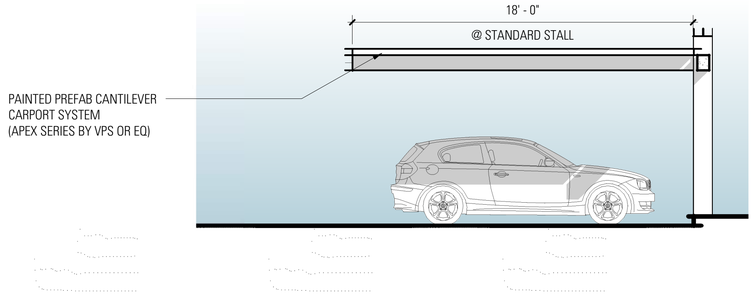
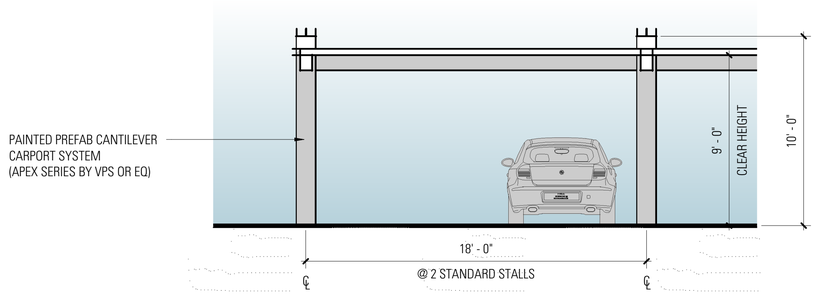
EXTERIOR FINISH SCHEDULE	
1	OFF-WHITE
2	DARK GREY
3B	ACCENT COLOR - RED*
3C	ACCENT COLOR - GREEN*

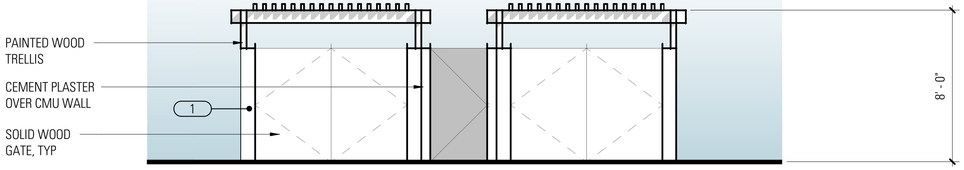
*ACCENT COLORS PROMOTE BLDG WAYFINDING AT PRIMARY LOCATIONS (GUARDRAILS & ENTRY WALLS)



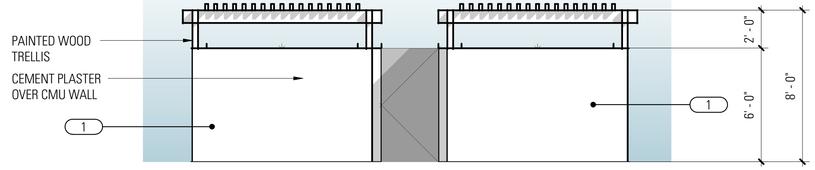
6 A3.6 CARPORT SIDE ELEVATION
1/4" = 1'-0"



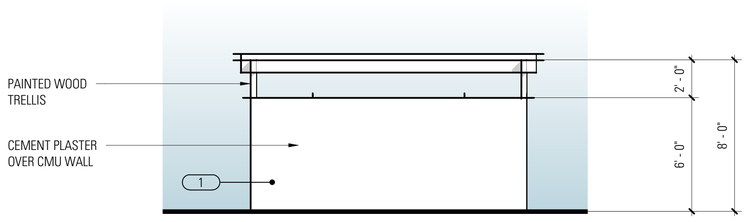
5 A3.6 CARPORT FRONT ELEVATION
1/4" = 1'-0"



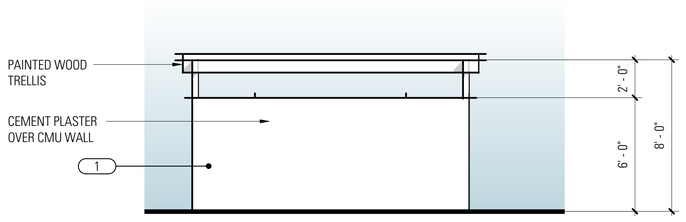
4 A3.6 WEST ELEVATION (TRASH)
1/4" = 1'-0"



3 A3.6 EAST ELEVATION (TRASH)
1/4" = 1'-0"



2 A3.6 SOUTH ELEVATION (TRASH)
1/4" = 1'-0"



1 A3.6 NORTH ELEVATION (TRASH)
1/4" = 1'-0"

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

EXTERIOR ELEVATIONS (TRASH & CARPORT)

05.24.2024	2022049	BAR architects	0 4' 8' 16'	A3.6

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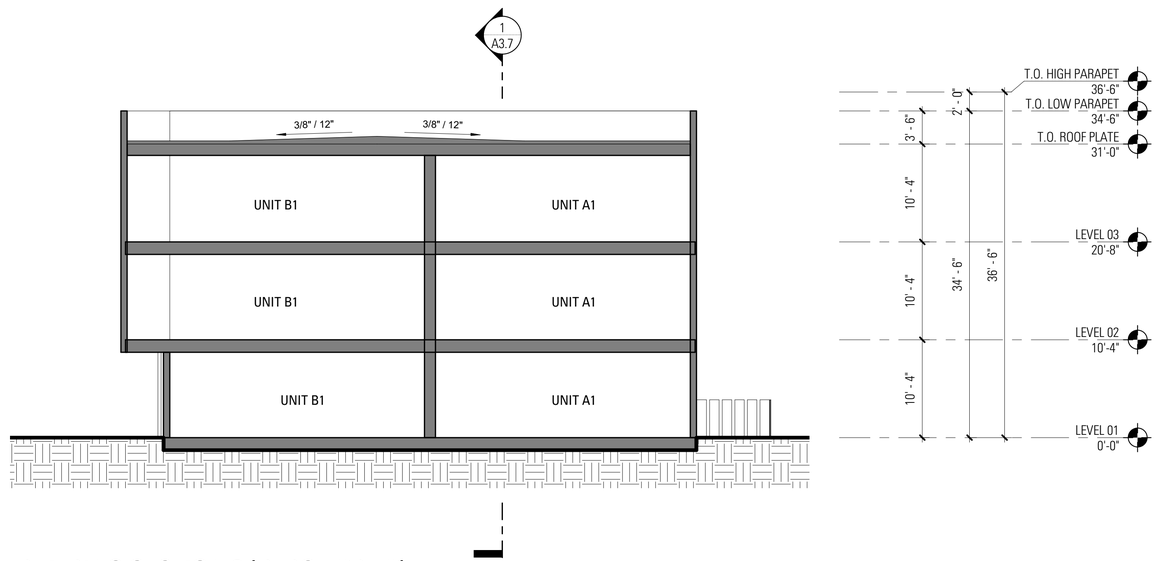
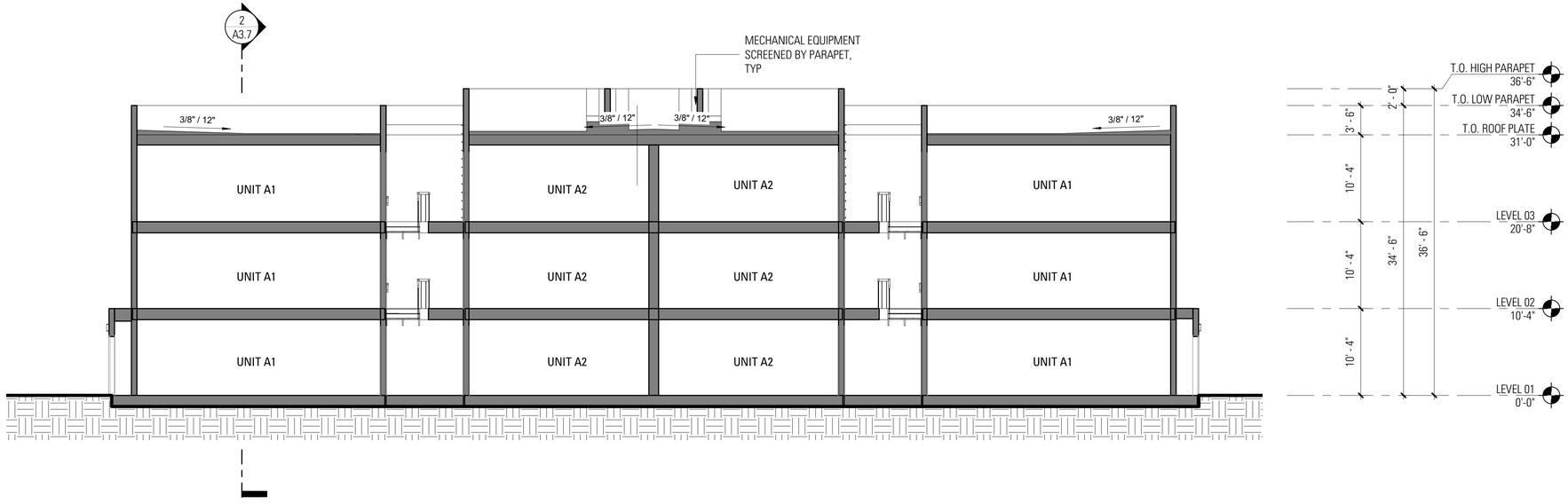


2 A3.7 **BUILDING SECTION 2 (BLDG TYPE A)**

1/8" = 1'-0"



1 A3.7 **BUILDING SECTION 1 (BLDG TYPE A)**

1/8" = 1'-0"

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

BUILDING SECTION (BLDG TYPE A)

05.24.2024	2022049	BAR architects	0 4' 8' 16'	A3.7

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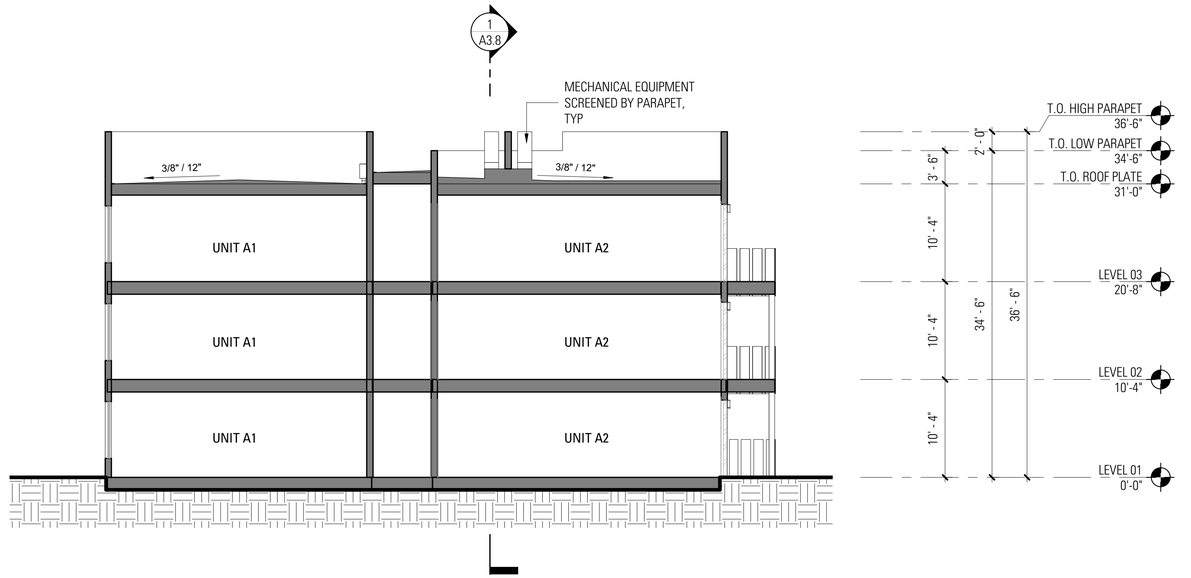
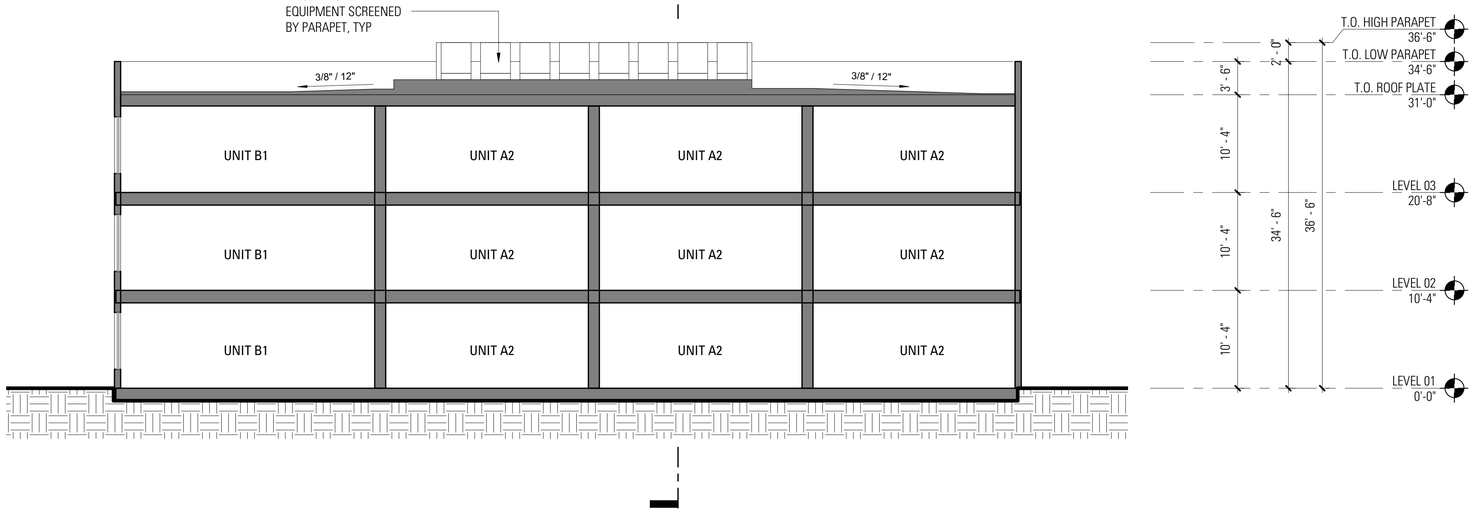


2 A3.8 **BUILDING SECTION B (BLDG TYPE B)**
1/8" = 1'-0"



1 A3.8 **BUILDING SECTION A (BLDG TYPE B)**
1/8" = 1'-0"

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

BUILDING SECTION (BLDG TYPE B)

05.24.2024	2022049	BAR architects	0 4' 8' 16'	A3.8

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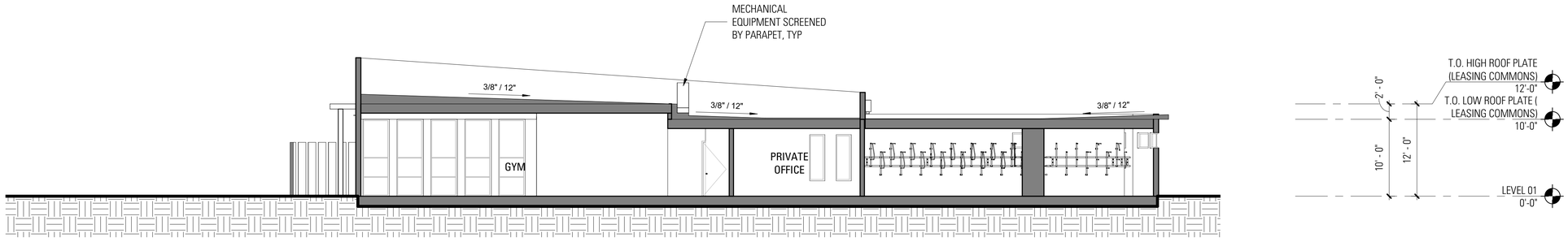

1 / A3.9 **BUILDING SECTION A (LEASING COMMONS)**

1/8" = 1'-0"

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

BUILDING SECTION (LEASING)

05.24.2024	2022049	BAR architects	0 4' 8' 16'	A3.9

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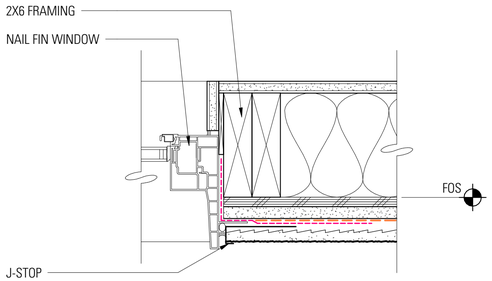
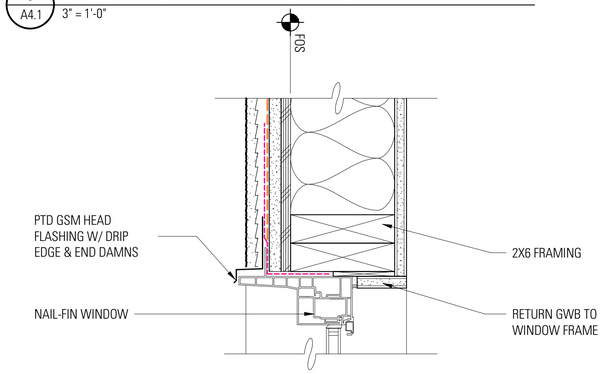


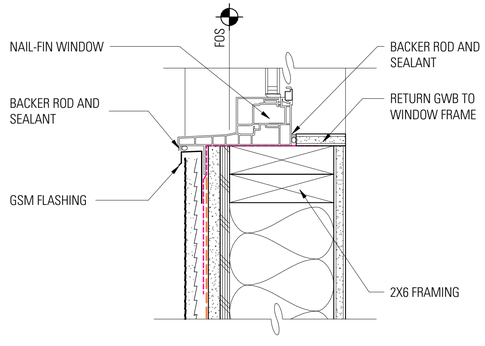
6 A4.1 DEEP BACKSET WINDOW JAMB AT PLASTER

3" = 1'-0"



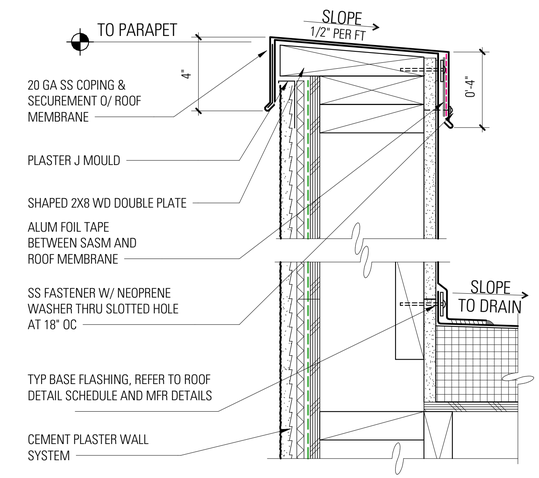
5 A4.1 DEEP BACKSET WINDOW HEAD AT PLASTER

3" = 1'-0"



4 A4.1 DEEP BACKSET WINDOW SILL AT PLASTER

3" = 1'-0"

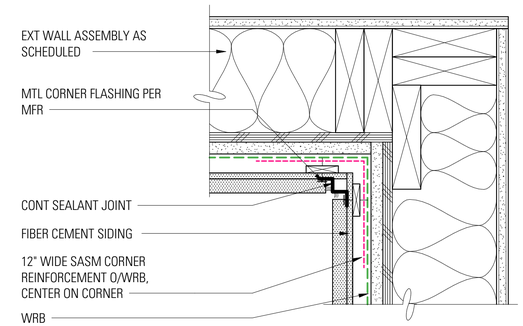


3 A4.1 TYP PARAPET AT CEMENT PLASTER

3" = 1'-0"

VERTICAL PANEL SIM

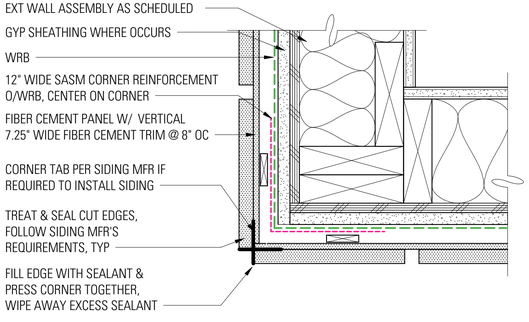
DCA-1h-004



2 A4.1 TYP INSIDE CORNER - VERTICAL PANEL

3" = 1'-0"

@ VERT PANEL



1 A4.1 TYP OUTSIDE CORNER - VERTICAL PANEL

3" = 1'-0"

@ VERT PANEL

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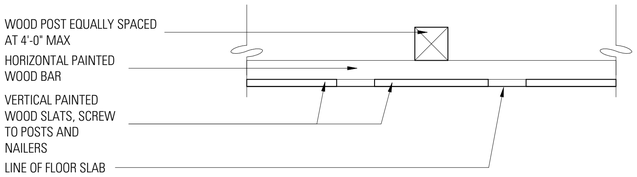
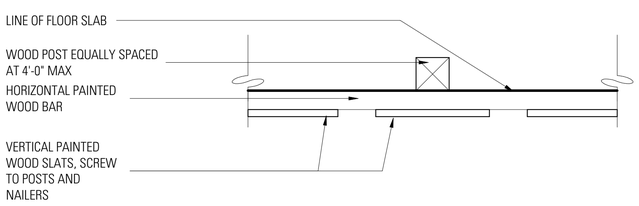
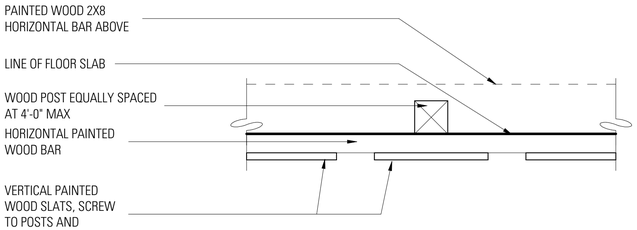


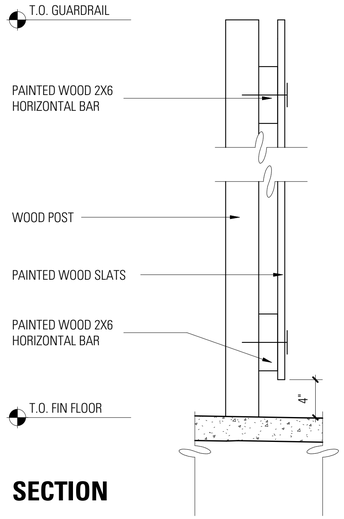
PLAN



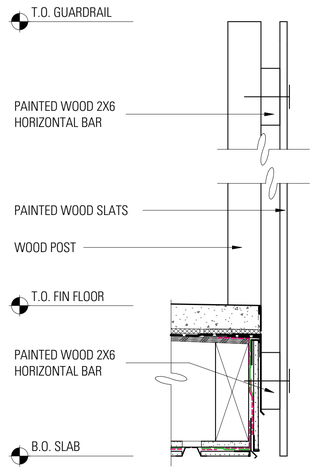
PLAN



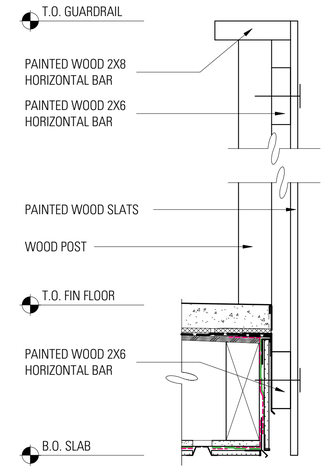
PLAN



SECTION



SECTION



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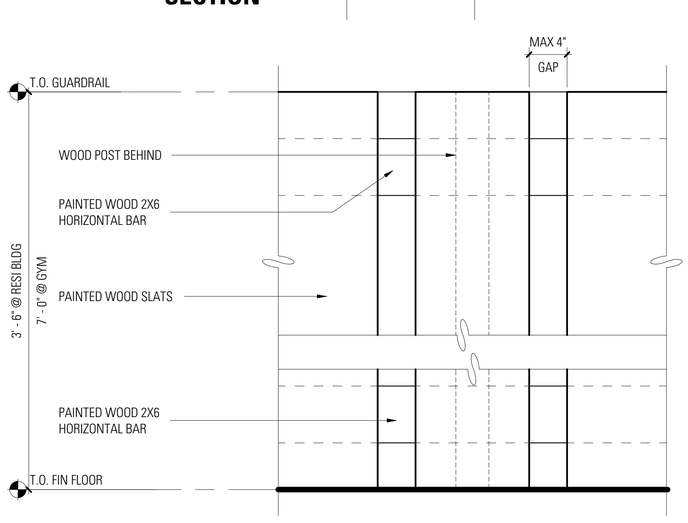
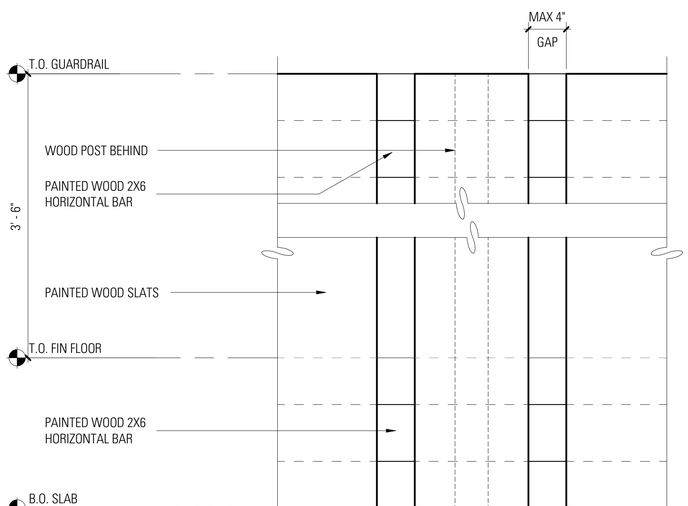


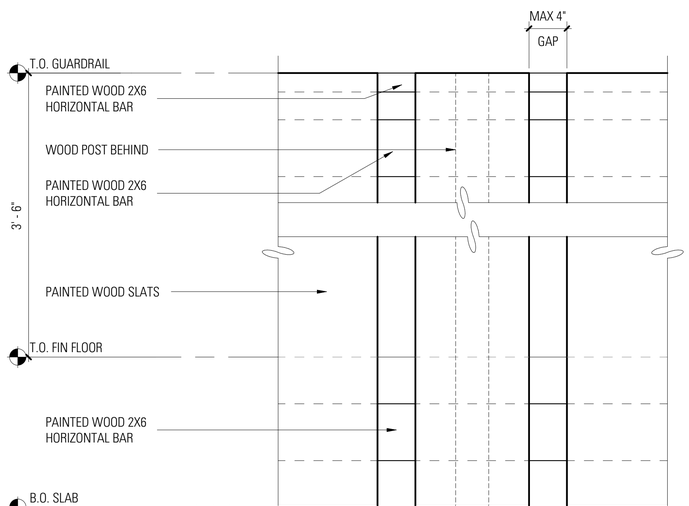
ELEVATION

3 A4.2 **GUARDRAIL @ RESI BLDG GROUND FLOOR DECKS & GYM FENCE**
1 1/2" = 1'-0"



ELEVATION

2 A4.2 **GUARDRAIL @ RESI BLDG STAIRS**
1 1/2" = 1'-0"



ELEVATION

1 A4.2 **GUARDRAIL @ RESI BLDG DECKS**
1 1/2" = 1'-0"

VALLEJO LOW DENSITY

1765 BROADWAY, VALLEJO

05.24.2024	2022049	BAR architects	0 4' 8' 16'	DETAILS A4.2

SITE PLAN

BROADWAY APARTMENTS

VALLEJO CALIFORNIA

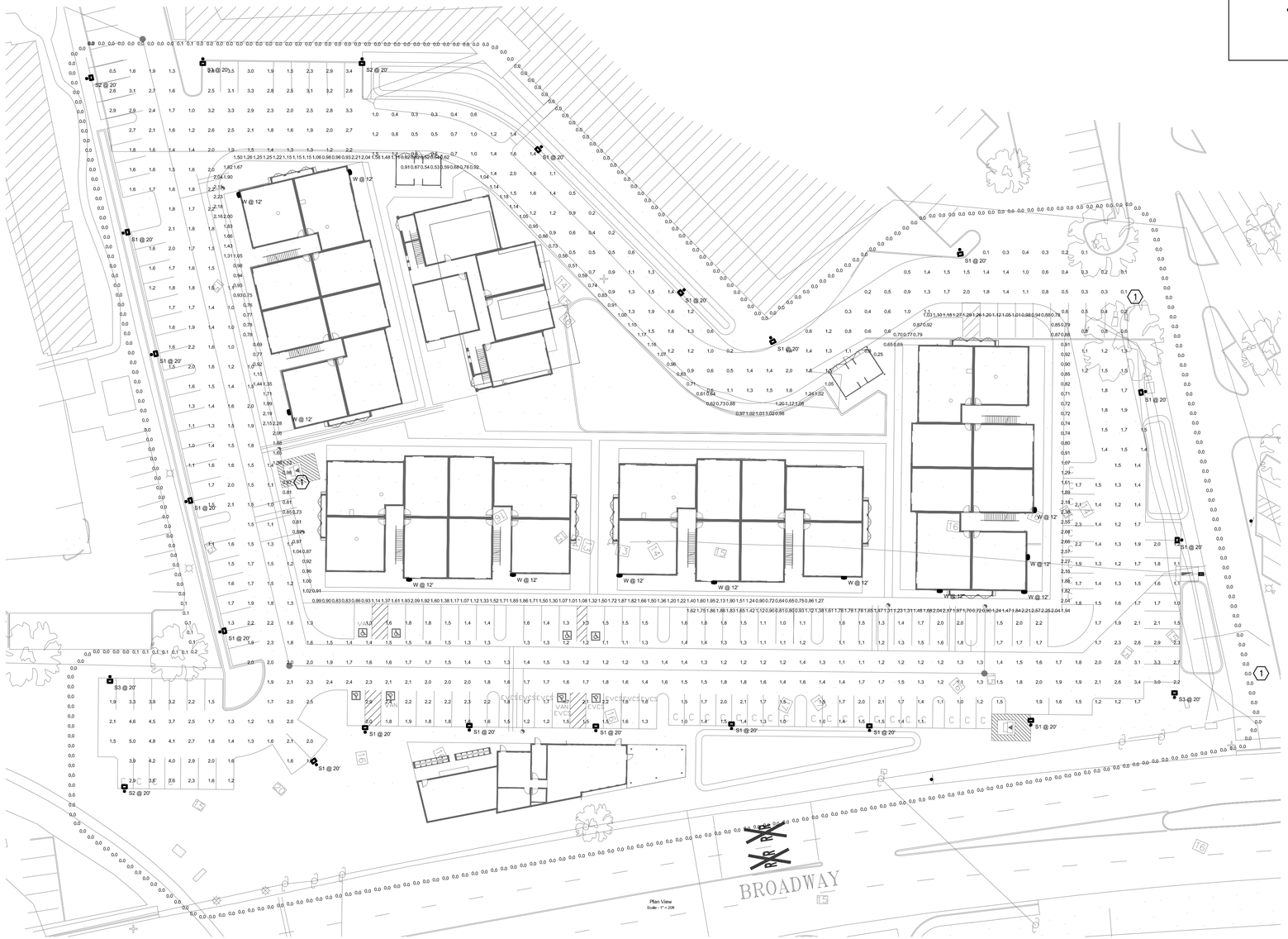
January 11, 2023

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	S1		17	Lithonia Lighting	DSXO LED P3 40K 80CRI BLC4	D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Type 4 Extreme Backlight Control	1	6063	0.9	68.95	
	S2		3	Lithonia Lighting	DSXO LED P3 40K 80CRI LCCO	D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Left Corner Cutoff Extreme BackLight Control	1	5923	0.9	68.95	
	S3		3	Lithonia Lighting	DSXO LED P3 40K 80CRI RCCO	D-Series Size 0 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Right Corner Cutoff Extreme BackLight Control	1	5923	0.9	68.95	
	W		12	Lithonia Lighting	DSXW1 LED 10C 700 40K TFTM MVOLT HS	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 4000K, @ 700mA WITH HOUSESIDE SHIELDS.	1	2248	0.9	26.2	

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
10' OFF PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A
PEDESTRIAN WALKWAYS	+	1.26 fc	2.66 fc	0.25 fc	10.6:1	5.0:1
ROAD A	+	1.0 fc	2.0 fc	0.1 fc	20.0:1	10.0:1
ROAD B,C,D,E	+	1.8 fc	5.0 fc	0.5 fc	10.0:1	3.6:1



GENERAL KEYNOTES

A. NOTE: THIS FIXTURE SCHEDULE IS FOR PHOTOMETRICS ONLY. SEE COMPLETE LIGHTING FIXTURE SCHEDULE ON LIGHTING PLAN FOR ORDERING AND BIDDING PURPOSES.

B. CALCULATIONS ARE PROVIDED USING INDUSTRY RECOGNIZED SOFTWARE AND ARE PROVIDED FOR ESTIMATION PURPOSES ONLY. INPUT DATA FOR THE CALCULATIONS CORRESPONDS TO THE DATA PROVIDED TO US (ASSUMPTIONS MAY BE MADE FOR INFORMATION THAT IS NOT PROVIDED). RESULTS OF THE LIGHTING CALCULATIONS ACCURATELY REPRESENT THE INPUT DATA. HOWEVER, ACTUAL LIGHTING LEVELS WILL DEPEND ON FIELD CONDITIONS SUCH AS MAINTENANCE, TEMPERATURE, VOLTAGE AND LAMP/BALLAST OUTPUT AND OTHER FACTORS. CALCULATIONS ARE SUBJECT TO LIMITATIONS OF THE SOFTWARE. THIS DOES NOT GUARANTEE THAT ACTUAL LIGHTING LEVELS MEASURED IN THE FIELD WILL MATCH OUR INITIAL CALCULATIONS.

SHEET KEYNOTES

1. POINT INDICATES A FOOTCANDLE LEVEL, TYPICAL.

1 PHOTOMETRIC SITE PLAN

SCALE: 1"=30'-0"

0 30' 60'

REGISTERED PROFESSIONAL ENGINEER
MARC HOBERG
No. E 17502
6-30-2023
ELECTRICAL
STATE OF CALIFORNIA

Date Signed: 01-06-23

capital engineering
RANCHO CORDOVA, CALIFORNIA

MH — PM - DESIGN TEAM
221118 — PROJECT NO.

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PAINT COLORS

1) OFF-WHITE

AT RESI BLDGS, CEMENT PLASTER & VERTICAL CEMENTITIOUS SIDING

2) DARK GREY

AT LEASING COMMONS VERTICAL CEMENTITIOUS SIDING

3A) ACCENT COLOR

AT RESI BLDG 1 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3B) ACCENT COLOR

AT RESI BLDG 2 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3C) ACCENT COLOR

AT RESI BLDG 3 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3D) ACCENT COLOR

AT RESI BLDG 4 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

3E) ACCENT COLOR

AT RESI BLDG 5 WOOD RAILING & CEMENT PLASTER BACK WALL, COLOR AT BACK WALL AT 50% SATURATION

4) VINYL WINDOW FRAME

LIGHT GREY

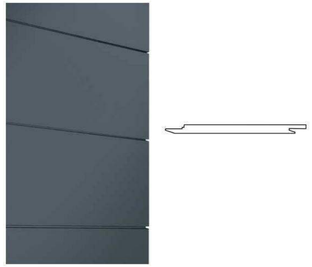
PRODUCTS

TPO ROOF MEMBRANE

CARLISLE TPO MEMBRANE (WHITE)

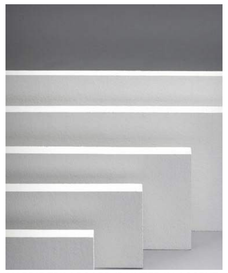
VERTICAL CEMENTITIOUS SIDING

ASPYRE COLLECTION BY JAMES HARDIE
ARTISAN SHIPLAP SIDING (OFF-WHITE)



ARTISAN SHIPLAP SIDING REVEAL

WOOD GUARDRAIL AND FENCE



HARDIE TRIM BOARD (PAINTED IN ACCENT COLORS)

VINYL WINDOWS

VPI QUALITY WINDOWS - ENDURANCE SERIES DEEP BACKSET FRAME (LIGHT FREY FRAME)

PHYSICAL BOARD HAS BEEN PROVIDED SEPARATELY

VALLEJO LOW DENSITY
1765 BROADWAY, VALLEJO

MATERIAL SAMPLE BOARD

05.24.2024	2022049	BAR architects		G1.3

City of VALLEJO California

STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION

I. PROJECT INFORMATION

Item No. 9B

DATE OF MEETING:	September 4, 2024
PROJECT TITLE:	**Panda Express**
PROJECT NUMBER:	Major Use Permit (UP22-0004) Development Review (DVR22-0012) Design Review (DR22-0006) Landscape Review (LR22-0002) Exception (EXC22-0011)
PREPARED BY:	Cesar Orozco, Planning Manager
PROJECT LOCATION:	Vacant site north of 4301 Sonoma Boulevard APN: 0051-250-680
APPLICABLE ZONING CODE SECTION(S):	Major Use Permit (Vallejo Municipal Code (VMC) Chapter 16.606) Planned Development Modification (VMC Chapter 16.610) Development Review (VMC Chapter 16.605) Design Review (VMC Chapter 16.604) Landscape Review (VMC Chapter 16.504) Exception (VCM Chapter 16.608)
PROJECT SUMMARY:	The proposed project consists of a Major Use Permit, Design Review, Development Review, Landscape, and Exception Review to construct a 2,700-square-foot quick service restaurant with a drive-through with associated on-site improvements, landscaping and 33 off-street parking spaces.
CALIFRONIA ENVIRONMENTAL QUALITY ACT (CEQA):	Staff recommends that the Planning Commission determine that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines) after making the required findings
RECOMMENDATION:	Staff recommends that the Planning Commission Adopt a Resolution Approving Major Use Permit (UP22-0004), Development Review (DVR22-

0012), Design Review (DR22-0006), Landscape Review (LR22-0002), and Exception (EXC22-0011) to allow the construction of 2,700 square-foot restaurant with drive-through, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution.

II. PROJECT DATA SUMMARY

APPLICANT:	Luis Guzman GWA Architects 1000 Corporate Center Dr. Monterey Park, CA 91754
PROPERTY OWNER:	CFT NV Developments, LLC 1120 N. Town Center Dr. Ste 150 Las Vegas, NV 89144
GENERAL PLAN DESIGNATION:	Business/Limited Residential (B/LR)
ZONING DISTRICT:	Central Commercial Corridor (CC)
SPECIFIC PLAN:	White Slough Specific Plan
EXISTING LAND USE:	Vacant
SURROUNDING LAND USE:	North – Storage Facility and vacant land South – El Pollo Loco and Arco/ampm station East – Wetlands, and a Mobile Home Park and commercial uses across Sanoma Boulevard, West – Vacant land
LOT AREA:	68,354 square feet (1.57 Acres)
TOTAL FLOOR AREA:	2,700 square feet for a quick service restaurant.
PARKING REQUIREMENTS/ PROVIDED:	Four spaces required /33 spaces provided

---

III. PROJECT DESCRIPTION

A. Background

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

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

On April 25, 2022, GWA Architects, on behalf of the property owner, applied for a Major Use Permit, Design Review, Development Review, Landscape Review and an Exception for a new 2,700-square-foot restaurant with a drive-through for Panda Express on a vacant 1.57-acre (68,354-square-foot) site within the bounds of the White Slough Specific Plan, located at 4301 Sonoma Boulevard. The project plans were routed to various agencies for their review and the application was determined to be complete by the City on December 31, 2022.

Location and Land Use Context

The project site is located on a vacant lot with frontages along Sonoma Boulevard/ State-Route 29 (SR 29). It is currently surrounded by existing industrial, commercial, and residential uses, as shown in Table 1 and Figure 1, below:

Table 1 – Surrounding Uses	
Direction	**Land Uses**
North	Mini-Storage Auto/Vehicle – Used Sales
East	Sonoma Boulevard/State Route 29 Mobile Home Park
South	Restaurant with a Drive-Through – Pollo Loco Service Station – ARCO Yolano Drive.
West	Vacant land Fleet Storage

Interstate 80 (I-80) is located approximately 1.75 miles to the east of the site, and State Route 37 (SR37), is approximately 1,500 feet to the north of the project site. Each transportation corridor provides regional access to the area, while Sonoma Boulevard/State Route 29 provides direct access to the project site. The site's General Plan 2040 Land Use Designation is Business/Limited Residential with a Zoning District of Central Corridor Commercial (CC).

Figure 1 – Vicinity Map

B. Project Description

The proposed project consists of a Major Use Permit, Design Review, Development Review, Landscape Review, and an Exception to construct a new 2,700-square-foot restaurant with a drive-through for Panda Express. The proposed building would have an overall building height of 23 feet and three inches and would be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The trash enclosure would be constructed with a concrete masonry unit (CMU) block, corrugated metal gates, and a stucco exterior (see Figure 2).

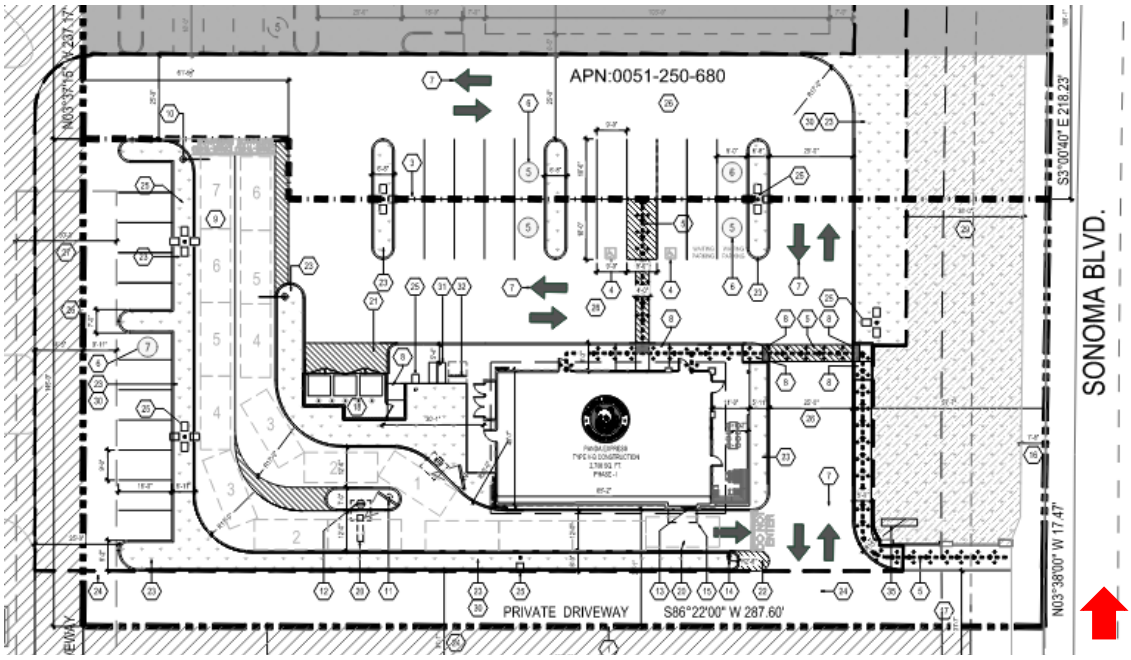
Figure 2 – Proposed Elevations

The new restaurant would be accessible for pedestrians with walkways and vehicular access off Sonoma Boulevard. A new internal drive aisle would connect the subject site to an existing access roadway and driveway off Sonoma Boulevard, providing access to the adjacent uses. Drive-through operations would include two drive-through lanes, merging into a single lane as they proceed through the queue and allow for pick-up of customer orders at a single service window along the southern frontage. A total of 14-stack up spaces would be provided for the drive-through queue, including seven per lane. An exception has been requested by the applicant to reduce the required stacking spaces of 16 spaces to 14 spaces.

Site improvements are being proposed throughout the site to include 15,484 square-feet of landscaping, outdoor seating, a new trash enclosure, new lighting, American Disabilities Act (ADA) paths from the parking lot to the building, three short-term bicycle parking racks, two long-term bicycle storage spaces and a total of 33 off-street parking spaces, including two ADA parking spaces (see Figure 3). The new trash enclosure would have a total of 306 square feet with an overall building height of 10 feet. The trash enclosure would be constructed with concrete masonry unit (CMU) block, a metal roof and corrugated metal gates, with a stucco exterior. The proposed landscaping would be installed

around the perimeter of the project site and would consist of trees, shrubs, vines, and ground cover. A total of sixteen trees would be planted as a part of the proposed project.

Figure 3 – Proposed Site Plan



IV. STAFF ANALYSIS

Required Permits

The project requires the following approvals under the VMC:

Table 2 – Required Permits

Permit Type	Description	VMC Chapter	Review Authority
Major Use Permit	Restaurant with Drive-Through	16.606	Planning Commission
Development Review	New Construction of Restaurant with Drive-Through	16.605	Director
Design Review	New Non-Residential Project	16.604	Director
Landscape Review	Installation of new landscaping exceeding 500 square feet	16.504	Director
Exception	Allow a stacking queue of 8-space to 7-spaces (depth)	16.608	Director

VMC Section 16.605.02 (A.1) states, “when a development project requires a use permit, variance, or any other discretionary approval, the development review application shall be submitted to the planning division as part of the application for the use permit, variance, or other discretionary approval development review decisions shall be made by the review authority for the use permit, variance or any other discretionary permit.” As such, the Planning Commission is required to act on

the Major Use Permit, Development Review, Design Review, Landscape Review and Exception. In addition to these entitlements, this project will also require a building permit(s) from the City of Vallejo.

General Plan Consistency

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

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

The project is consistent with the B/LR land use designation in that it includes construction of a new restaurant with a drive-through that caters to the needs of businesses, employees, and residents of the surrounding area as well as consumers and visitors from a wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions. Key policies and actions relevant to the project are shown in Table 3 below with **bold** text, followed by staff's analysis in *italic*:

Table 3 - General Plan 2040 Policies and Actions

Policies and Actions	Staff's Analysis
Policy NBE-1.8: **Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking and create a stronger sense of identity.**	*The proposed project would include a total of 15,484 square feet of landscaping on the project site. The majority of the landscaping would be around the perimeter of the project site and would consist of trees, shrubs, vines, and ground cover. Sixteen trees would be planted as a part of the proposed project which will beautify a vacant site and help create a sense of identity.*
Policy NBE-2.2: **Inviting Gateways. Establish gateways that proudly announce entry to Vallejo with high-quality, similarly themed design and/or landscaping.**	*The new development is in the northern area of city along a major highway and would provide for an attractive gateway into the as seen from Sonoma Boulevard with its high-quality design and materials, as well as extensive landscaping and street trees.*
Policy NBE-2.3: **Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses.**	*The new development would create an inviting and compatible design on a vacant site. The proposed project is planned to protect the existing street improvements, and the existing wetlands adjacent to Sonoma Boulevard, would not be impacted by development improvements. The project is designed with attractive colors and materials that would fit*

	with the overall surrounding neighborhood and adjacent commercial structures.
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 project would be constructed on a vacant site, surrounded by existing residential and commercial development along a major highway. Adding a new business serving both residents and visitors on an underutilized site would be an asset in providing retail service to the surrounding community.*

White Slough Specific Plan

The White Slough Specific Area Plan is intended to provide for the protection and enhancement of habitat value, and the improvements of transportation, flood control and other infrastructure facilities. The White Slough area is bounded generally by the Napa River to the west, the California Meadows residential to the north, Sonoma Boulevard (Interstate-80), and makes up about 415-acres to the north and 365 acres to the south. Approximately half of the area is within Vallejo city Limits, while the remaining area is unincorporated within Vallejo's Sphere of influence. The White Slough Specific Plan provides the following five policies:

1. The Department of Fish and Game, Wildlife Conservation Board, State Lands Commission, State Costal Conservancy and Department of Transportation shall exercise their powers and allocate available resources to acquire, enhance, or manage wetlands and public access areas within the White Slough area in manner consistent with the Plan, subject to statewide goals and priorities.

2. Prior to construction of any improvements to State Route 37, permanent protection of North and South white Slough shall be assured. The term "permanent protection" means sufficient property interest to assure that the land in question ill be secured as wetlands and used for wetland purposes.

3. The identification of a project sponsor or sponsors for the habitat enhancement project and project mitigation programs and the development of an acquisition and maintenance program shall be the first priority for implementation oft the projects described in this plan. The City, County, Caltrans and VSFCD shall be committed to developing an acquisition and miniatous program in cooperation with State and Federal resources agencies.

4. The implementation of the habitat enhancement, highway improvement, flood control, public access, and sanitary sewer projects will be coordinated as much as possible in terms of design and construction schedules.

5. Acquisition of interests in real property shall be sufficient to preserve and maintain permanently the wetland, tidal, water-covered areas.

The policies of the White Slough Specific Plan are not applicable to the proposed project.

Vallejo Municipal Code Compliance

The project site is zoned Central Corridor Commercial (CC). The Zoning Code provides the following description for the CC Zoning District:

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

VMC Section 16.102.01 and Table 16.102-A: Zoning Districts, indicate that the CC Zoning District is consistent with and implements the B/LR General Plan Land Use Designation. VMC Table 16.301 – A: Land Use Regulations, shows that a "Restaurant with a Drive-Through" use in the CC Zoning District is permitted after obtaining a Major Use Permit.

The project is consistent with the applicable development standards in the CC zoning district as demonstrated in the Table, below:

Table 4 –Central Corridor Commercial Development Standards (VMC Chapter 16.204)			
Code Section	**Development Standard**	**Proposal**	**Compliant**
Table 16.204-A: Minimum Lot Size (sq. ft.)	5,000 sq. ft.	68,354 sq. ft. (1.57 Acres)	Yes
Table 16.204-A: Minimum Lot Width	50 ft.	280 ft.	Yes
Table 16.204-A: Maximum Non-Residential Floor Area Ratio	3.0	0.06	Yes
Table 16.204-A: Setbacks, Commercial Development	Street Frontages: 0 – 10 where abutting R District Interior Side: 5/10 ft, where abutting R District Rear: 5/10 ft, where abutting R District	The subject is not adjacent to an R District.	Yes
Table 16.204-A: Building Maximum Height (Stories)	8	1	Yes
Table 16.204-A: Building Minimum Height (ft.)	N/A	23 ft. and three inches	Yes
Table 16.204-A: Ground Floor non-residential Use	15 ft.	21 ft.	Yes
Table 16.204-A: Ground Floor Ceiling Height, Non-Residential Uses	12 ft.	15 ft.	Yes

Table 16.204-A: Street Trees (ft. Frontage) 1 per 30 feet of frontage	7 street trees per 218.23 feet of frontage	0	No; as conditioned a total of seven street trees will be planted behind the wetlands.
VMC Section 16.204.03 (C.1) – Pedestrian Entrances and Paths.	All non-residential activities located at the street level shall provide one direct at grade entrance from the public right-of-way for each street frontage exceeding 50 feet	A pedestrian path leading to the restaurant entrance is provided from Sonoma Boulevard.	Yes
VMC Section 16.204.03 (E) - Street Preservation	Existing public right-of-way shall be preserved.	No public right-of-way is being eliminated	Yes
VMC Section 16.204.03 (F) – Frontage Improvements	New Development shall provide street frontage improvements	The existing public improvements such as drainage, and sidewalk, curb and gutter Sanoma Boulevard are identified to the protected during the construction process.	Yes
VMC Section 16.204.03 (G) – Building Orientation and Entrances	Buildings shall be oriented to face public streets; building shall be generally parallel to streets	Building is oriented to face Sonoma Boulevard	Yes
VMC Section 16.204.03 (H) – Building Transparency	Exterior walls facing and within twenty feet of a front or street side property line shall include windows, glass doors, or other openings for at least sixty percent of the building wall area located between 2.5 and seven feet above the level of the sidewalk.	The building façade which is 99 feet from right-of-way line of Sonoma Boulevard, is design with a least five (5) contrasting building materials, decorative glass door and a small outdoor screened eating area.	Yes

The project as proposed and with the conditions of approval included in this report, follows the applicable development standards of the CC District.

Discussion

The following analysis provides a summary of the project components. They are separated by subject theme to facilitate the review by the Planning Commission. The information provided is further referenced in the Findings section (VII) below.

Architecture

The proposed building would be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building. The building features undulation in the roof lines, wall articulation, and building materials that are compatible with other newer developments in the surrounding area.

The building façade, which is 99 feet from the right-of-way line of Sonoma Boulevard, is richly designed with at least five (5) contrasting building materials, decorative glass doors, and a small outdoor screened eating area. The single-story quick service restaurant would be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIF's (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The trash enclosure would be constructed with a concrete masonry unit (CMU) block, corrugated metal gates, and a stucco exterior (see Figure 4).

The building has an outdoor eating area, with a stone-cladded pony-type wall along the south and about two-thirds along the east line of the store. This area has seating for eleven patrons, including an ADA-accessible table. On the east face, the vintage wood spruce materials are designed to provide shade from the elements. See the details of the elevation and floor plan below (see Figure 5).

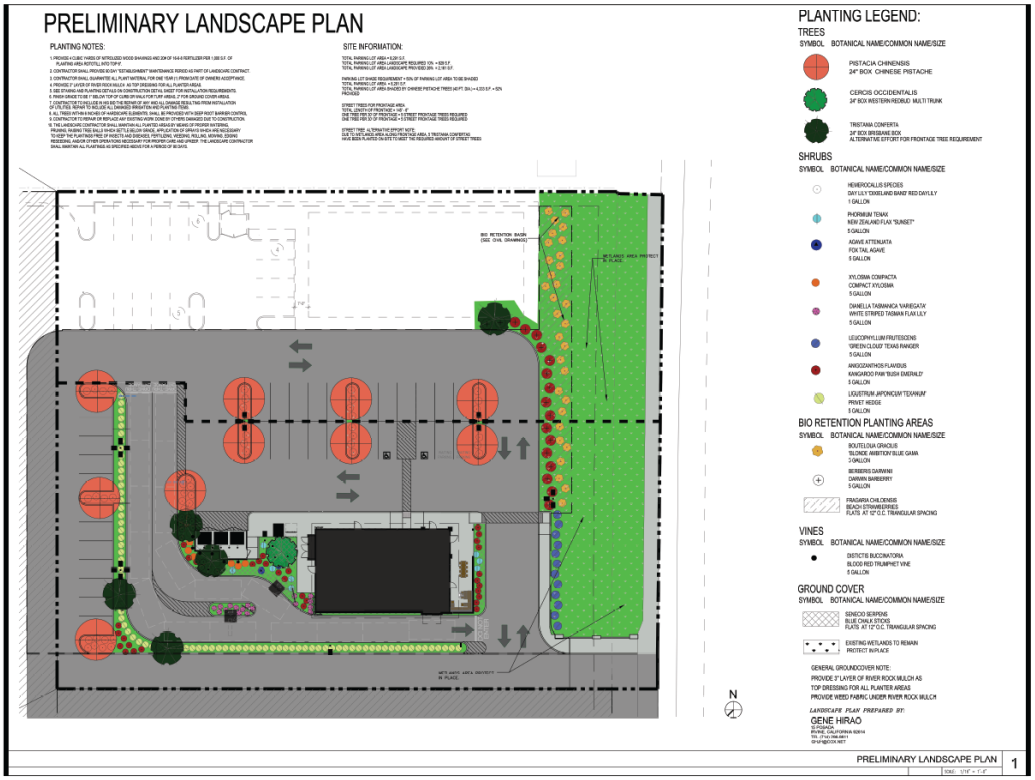
Figure 4 –Elevations/Material Boards

Figure 5 – Outdoor Seating

Landscaping

The proposed project includes a total of 15,484 square feet of landscaping on the project site. Majority of the landscaping would be around the perimeter of the project site and would consist of trees, shrubs, vines, and ground cover. A total of sixteen trees would be planted as a part of the proposed project. The new landscaping would beautify the site and create a sense of place on an underutilized site. The proposed project would also include approximately 2,895 square feet of bioretention space throughout the project site that would be used for stormwater control (see Figure 6).

Figure 6 – Proposed Landscape Plan



Off-Street Parking

The project proposes 33 off-street parking spaces, with two of the stalls designed for ADA accessibility. VMC Table 16.508-B: "Off Street Parking" requires restaurants with limited service and drive-through to provide two off-street parking spaces for the first 2,500 square feet of floor area plus 1 per 1000 sq. ft. above that size. With the restaurant building at 2,700 square feet, a minimum of three off-street parking spaces are required. As proposed, the 33 off-street parking spaces exceeds the required three.

VMC Table 16.508-C: "Parking Dimensions" requires parking stalls at 90 degrees to be nine feet wide by 18 feet long. As proposed, all 33 off-street parking spaces measure nine feet wide and 18 feet long. One vehicle space and one van-accessible space are provided, as well as an electric vehicle charging station (EVCS) space, and six other spaces are depicted as future EV spaces.

Traffic and Circulation

Based on the project's estimated trip generation (less than 100 peak-hour trips), no traffic safety studies were required. As designed, the project site would be readily accessible to pedestrians, bicyclists, and

transit users; however, users are primarily expected to access the site via automobile. The proposed project's driveway and surface-level parking would adequately serve the project's vehicular traffic demand.

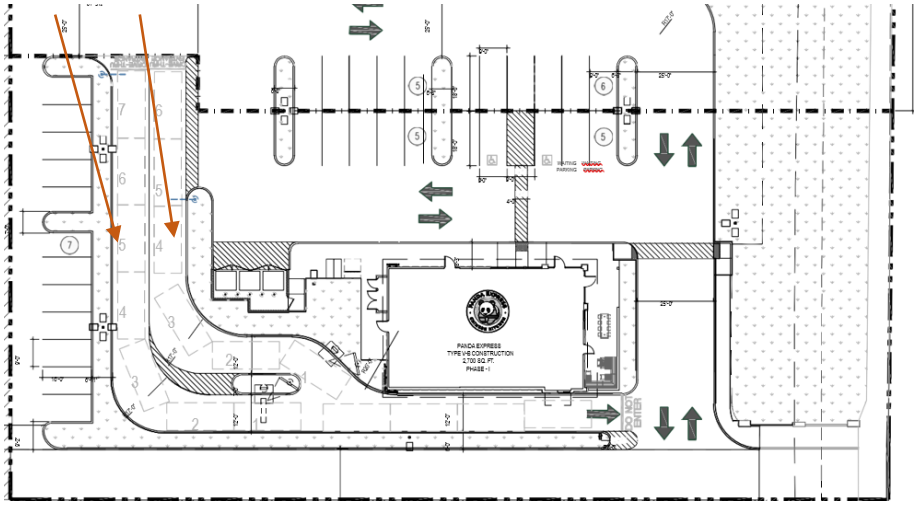
Exception Request to Reduce Drive Aisle Stack:

VMC Chapter 16.608 – Exceptions, provides alternate means of relief from the Zoning Code requirements when doing so is consistent with the Code's objectives. The review authority may grant relief from the dimensional requirements specified in the Zoning Code, not to exceed 25 percent of the requirement.

The project is requesting the relief of up to 25 percent of the required eight stack-up spaces within each drive-through lane proposed. VMC Section 16.508.10 (E) requires the stack-up to be measured from the service area where the first point of service occurs, such as the menu board. According to the plan (see Figure 7 below), the layout includes six spaces in one lane and seven in the other, with each space measuring 22 feet in length, measured from the menu board per drive-through lane. Panda Express has been requested to provide a total of 16 stack-up spaces, eight spaces for each drive-through lane; however, due to the current site conditions and perimeters of the leased area by Panda Express, accommodation of 8 stack-up spaces from the menu board per drive-through lane is infeasible. The extension of the drive-through lane to meet the required car stacking would eliminate any possibility of site access from the rear driveway and affect the traffic flow within the parking lot.

As mentioned above, Panda Express is proposing to accommodate a minimum of six stack-up spaces in one lane and seven in the other, from the menu board per drive-through lane, yielding a total of 13 stack-up spaces. The proposed reduced car stacking would be within the allowable 25 percent available for relief, and it would meet the standard drive-through service demand while providing more effective traffic circulation for guests in future adjacent developments (see figure 7).

Figu re 7– Dual Drive Through Lanes



Further Standards for Drive-In and Drive-Through Facilities

VMC Section 16.316.02 provides requirements for drive-in and drive-through facilities. The permit issuing authority shall certify that the use meets the following requirements and criteria (the standards are in **bold**, and staff's determination follows in *italics):*

A. Circulation. Drive-through facilities shall provide safe, unimpeded movement of vehicles at street access points, in travel aisles, and parking areas. A site plan showing directional movements for interior traffic circulation shall be provided for review by the Public Works Director.

Access to the subject site would include a right-in, right-out driveway off Highway 29/Sonoma Blvd. Staff has determined that there is sufficient queuing (including the "exception") proposed to accommodate customers and not impede movement of vehicles at street access points, travel areas or parking areas. A site plan as provided to the Public Works Department/Director and no concerns were raised regarding the interior circulation of the project.

B. Pedestrian Walkways. Vehicle aisles shall not intersect with interior pedestrian walkways, unless no alternative exists. In such cases, pedestrian walkways shall have clear visibility, emphasized by enhanced paving or markings.

Pedestrian walkways would be provided from both public rights-of-way to the building, however, given the design and site constraints, both pathways would intersect vehicle aisles. The pedestrian walkway from Highway 29/Sonoma Boulevard crosses the drive-through aisle to access the building and would be clearly visible and emphasized by stamped concrete.

C. Queuing. Vehicular queuing areas shall be provided to ensure that vehicles waiting for service will not interfere with public rights-of-way, private streets, or with on- or off-site parking and circulation. The queuing area size and location shall be reviewed and approved by the Public Works Director. Automobile stacking shall comply with Section 16.508.10, Stack-up spaces for Drive-in and Drive-Through Facilities.

The location of the vehicle queuing areas has been provided to ensure that the vehicles waiting for service would not interfere with the public right-of-way or on-site parking and circulation. The reduced number of stack-up spaces proposed, as allowed with the 25 percent exception request, would still provide an appropriate amount of space for vehicular queuing, as to not adversely impact the site or adjacent land uses.

D. Screening. Each drive-through aisle shall be screened with a combination of decorative walls and landscape to a height of 36 inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots.

The two drive-through lanes would be screened with a combination of a decorative wall and landscaping at the height of 36-inches to prevent headlight glare onto Highway 29/Sonoma Boulevard, Broadway Street, and adjacent properties.

E. Site Design.

1. **Drive-through elements shall be placed to the side or rear of the building. Drive-through windows shall be oriented away from the street frontage and provide adequate screening measures through landscaping and design to minimize visibility of the drive-through.**

   The drive-through window has been placed on the south facing elevations, while the front of the building is oriented to the east elevation facing Highway 29/Sonoma Boulevard. The drive-through lanes would be screened with a combination of decorative wall and landscaping to minimize the visibility of the drive-through.

2. **The design of freestanding drive-through facilities shall be compatible with the principal building, in terms of building color, materials, and form.**

The trash enclosure, menu boards and freestanding signs are compatible with the principal building, varying materials and color scheme throughout.

F. Site Maintenance. The site shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 100 feet of the premises. One permanent, non-flammable trash receptacle shall be installed near to the entrance/exit of the building and near the drive-through lane.

As conditioned, the operator would provide daily removal of trash, litter, and debris from the premises and on all abutting sidewalks within 100 feet of the premises. One permanent trash receptacle would be installed near the entrance/exits of the building and near the drive-through lanes.

G. Solid waste, Recycling, and Organic Waste. Solid waste and recycling containers shall be provided in locations suitably enclosed and screened from a public right-of-way.

Solid waste, recycling and organic waste containers would be stored in the new trash enclosure ensuring the containers are enclosed and screened from the public right-of-way. The new trash enclosure has been designed to mirror the restaurant in material and color and is located to the rear of the site to be screened from the right-of-way.

V. ENVIRONMENTAL REVIEW

Under CEQA, the State has identified a list of classes of projects which have been determined to not have a significant effect on the environment and are therefore exempt from the requirements of CEQA. The proposed project is exempt under CEQA Guidelines, Section 15332 (Class 32 "In-Fill Development Projects"), because:

a) *The proposed 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.*

To further support and confirm the conditions described above, qualifying the project for a Class 32 CEQA exemption, the City retained LSA Associates, Inc., to conduct a comprehensive environmental review of the project, including preparation of technical studies for noise, transportation (trip generation), air quality and greenhouse gases. The full report prepared by LSA is included as Attachment 3 to this staff report, and it concludes that the proposed 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.

VI. NOTICING AND PUBLIC COMMENTS

On August 21, 2024, pursuant to VMC Section 16.602.08,a notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups, all property owners within 500 feet of the subject property, and any other interested parties and local agencies expected to provide water, wastewater treatment, and/or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner.

Staff have not received any comments or questions from the public on the application as of writing this staff report.

VII. FINDINGS

Major Use Permit Findings

VMC Section 16.606.03, requires the review authority to make the following findings prior to granting a Major Use Permit (the findings are in bold, and staff's determination follows in italics):

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

The proposed project is located on a property zoned Central Corridor Commercial (CC). Vallejo Municipal Code Table 16.301-A: Land Use Regulations, requires a Major Use Permit for a restaurant with a drive-through. The project is consistent with the applicable development standards outlined in VMC Title 16, as proposed and conditioned.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

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

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

The proposed project is located on a vacant parcel and would construct a new restaurant with two drive-through lanes with site improvements. The subject parcel is physically suitable for the

establishment of a restaurant with a drive-through, in that it allows ample room for the structures, required parking and landscaping.

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

The proposed project is compatible with existing and permissible land uses within the zoning district, as it is an allowed use with a Major Use Permit. The new restaurant with a two-lane drive-through and site improvements would activate a currently underutilized vacant site. The project proposes to operate Monday through Sunday, from 10 a.m. to 10 p.m. Conditions of approval have been added to address vehicle queuing to ensure no conflicts would occur with parking lot circulation or spilling outside the parking lot.

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

The physical location of the proposed project on an underutilized vacant site would not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. Conditions of approval have been added to address vehicle queuing to ensure no conflicts occur with parking lot circulation or spilling outside the parking lot.

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

As proposed, the restaurant with two drive-through lanes would incorporate landscaping at a height of 36-inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. The proposed drive-through lanes would have adequate queuing space to prevent vehicle spillover from outside the parking lot to ensure no interference with the adjacent public rights-of-way, nor the circulation of the site. Conditions of approval have been added to address vehicle queuing to ensure no conflicts would occur with parking lot circulation or spilling outside the parking lot. As proposed and conditioned, the use would not be detrimental to the public interest, health, safety, or general welfare.

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

As noted above, and within the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

Development Review Findings

VMC Section 16.605.03, requires the review authority make the following findings prior to granting a Development Review (the findings are in bold, and staff's determination follows in italics):

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Central Corridor Commercial (CC). The project includes the construction of a new restaurant with two drive-through lanes and associated site improvements, on an underutilized vacant site that would provide restaurant services for residents

as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in VMC Title 16, as noted in the report.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

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

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

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

D. Is in substantial compliance with any applicable adopted design guidelines.

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

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

The proposed project consists of the establishment of a restaurant with two drive-through lanes and site improvements, such as new landscaping, new trash enclosure. The overall building height and massing is consistent with buildings in the immediate area and the design includes a mixture of metal siding and stacked CMU, resulting in a well-composed urban design. The new development would also activate an underutilized, vacant site and would complement the existing uses in the immediate area.

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

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

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

As noted below and the attached environmental analysis, the project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

Design Review Findings

VMC Section 16.604.03 (B), requires the Director to make a recommendation to the Planning Commission for final design review approval (the findings are in bold, and staff's determination follows in italics):

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

Purposes of the Chapter

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

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

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

   The proposed building is visually interesting and will be constructed with a variety of building materials and painted with simple, complementary colors. The building features undulation in the roof lines, wall articulation, and building materials that are compatible with other newer developments in the surrounding area. Additionally, the project would be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The single-story restaurant with drive-through would be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The trash enclosure would be constructed with a concrete masonry unit (CMU) block, corrugated metal gates, and a stucco exterior.

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

   The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project would enhance the surrounding environment by enhancing a city gateway and adding a new commercial business to serve residents and visitors alike. Due to its location, the project would not obstruct scenic views,

and due to its nature and design it would not confuse existing relationships among structures over time.

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

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

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

   A total of 15,484 square feet square feet of new landscaping would be installed throughout the site. A total of 16 new trees, shrubs and ground cover would be planted to enhance the public realm within the subject site.

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

   Not applicable; no existing mature trees are present at the location.

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

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

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

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

Design policies of the General Plan

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

Adopted applicable design guidelines.

The project as proposed complies with VMC Chapter 16.316 (E), Drive-in and Drive-Through Facilities, Site Design, as the project has been designed to meet the requirements and beautify an underutilized site.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the CC zoning district in that it proposes a new Restaurant with drive-through that meets all appropriate development standards of the VMC.

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

The project as proposed complies with VMC Chapter 16.316 – Drive-in and Drive-Through Facilities, as the project has been designed to meet the requirements for an underutilized site.

D. Meets the following criteria:

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

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

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

The single-story restaurant with drive-through would be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The project details, colors, materials, and landscaping are integrated with one another in a way that would create a visually consistent proposal.

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

The project has been designed with consideration of existing neighboring development in that the drive-through lanes have been screened by landscaping to a height of 36 inches and the proposal includes a wall to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. Trees and landscaping have been included along the perimeter of the site to screen the proposed use and parking lot. Additionally, all lighting on the site would be properly screened and would be directed to point to the ground. Finally, conditions of approval have been added to ensure vehicle queuing does not conflict with parking lot circulation or spilling outside the parking lot.

d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

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

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

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

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

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

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

The project has been designed to preserve the public views and maintain the existing wetlands west of Sonoma Boulevard. Additionally, with the inclusion of the outdoor seating area customers will be given the opportunity to dine next to an existing wetland setting.

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

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

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

As required by the California Building Code, the project has been designed to be energy efficient, for example LED lighting that is properly shielded would be installed throughout the site and the site EV charging stations. The proposed landscaping has been designed to incorporate plant materials that are drought tolerant consistent with the California Water Efficient Landscaping Standards.

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

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

Exception

VMC Section 16.608.05, states that a decision to grant an Exception must be based on the following findings:

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

The proposed restaurant with drive-through is required to provide 16 stack-up spaces, eight for each drive-through lane. Due to the current site conditions and perimeters of the leased area by Panda Express, accommodating eight stack-up spaces from the menu board per drive-through lane is unfeasible. The extension of the drive-through lane to meet the required car stacking would

eliminate any possibility of site access from the rear driveway and affect the traffic flow within the parking lot.

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

Due to existing site constraints needed to accommodate future development to the north of the site, the requirement for eight stack-up spaces from the menu board per drive-through lane is unfeasible. Extending the drive-through lane to meet the required car stacking would eliminate any possibility of site access from the rear driveway and affect the traffic flow within the parking lot.

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

Because of the dual drive-through concept, as opposed to a single drive-aisle design, more stacking is provided during peak business hours. Because of the dual design concept, findings for an exception are merited without adversely impacting the adjacent business to the south or future tenants to the north.

D. If the Exception requested is to provide reasonable accommodation pursuant to State or federal law, the Review Authority must also make the following findings in addition to any other findings that this Zoning Code requires:

a. That the subject housing or property will be used by an individual or organization entitled to protection;

Not applicable; the exception request is not related to housing.

b. If the request for accommodation is to provide fair access to housing, that the request is necessary to make specific housing available to an individual protected under State or federal law; and

Not applicable; *the exception request is not related to housing.*

c. That the conditions imposed, if any, are necessary to further a compelling public interest and represent the least restrictive means of furthering that interest; and That denial of the requested Exception would impose a substantial burden on religious exercise or would conflict with any State or federal statute requiring reasonable accommodation to provide access to housing.

Not applicable, the exception request is not related to housing.

VIII. CONCLUSION / STAFF RECOMMENDATION

Based on the analysis contained in this staff report and attachments, staff recommends that the Planning Commission hold a public hearing, consider and approve the CEQA determination that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines and then approve the Major Use Permit (UP22-0004), Development Review (DVR22-0012), Design Review (DR22-0006), Landscape Review (LR22-0002), and Exception (EXC22-00011) based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the Resolution.

IX. EXPIRATION

Pursuant to VMC Section 16.602.12 (A.2), approval of the Major Use Permit, Development Review, Design Review, Landscape Review and Exception shall automatically expire two years after approval, unless authorized construction has commenced prior to the expiration date (September 4, 2026; if approved at this meeting and not appealed).

X. APPEAL PROCEDURE

Pursuant to VMC Section 16.602.14, the applicant, or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendering of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with appropriate fee as called out in the Master Fee Schedule with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

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

XI. LEVINE ACT: GOVERNMENT CODE 84308

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

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

XII. ATTACHMENTS

1. Resolution No. PC XX
    a. Exhibit A – Conditions of Approval
2. Categorical Exemption Report, LSA
3. Ordinance No. 1854 – White Slough Specific Plan Amendments
4. Project Plans/Landscape Plans

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 24-0X

A RESOLUTION APPROVING MAJOR USE PERMIT (UP22-0004), DEVELOPMENT REVIEW (DVR22-0012), DESIGN REVIEW (DR22-0006), LANDSCAPE REVIEW (LR22-002) AND EXCEPTION (EXC22-0011), FOR THE CONSTRUCTION OF 2,700 SQUARE-FOOT RESTURANT WITH TWO DRIVE-THOUGH LANES AT 4301 SONOMA BOULEVARD

(APN:0051-250-680)

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I. RECITALS

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

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

WHEREAS, on July 22, 2021, the City Council adopted the new Zoning Code, Zoning Map, and amended the White Slough Specific Plan to incorporate the new VMC Title 16 (Zoning Code) for land use regulations and development standards applicable to the Plan area; and

WHEREAS, on April 25, 2022, GWA Architects, submitted an application seeking a Planned Development, Major Use Permit, Design Review, Development Review, Landscape Review and a Exception for a new 2,700-square-foot restaurant with a drive-through ("Project") at 4301 Sonoma Boulevard ("the Property"); and

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

WHEREAS, the Property is located within the White Slough Specific Area Plan area; and

WHEREAS, the Property is located in the Central Corridor Commercial (CC) Zoning District, and

WHEREAS, on December 31, 2022, the application for the Project was determined to be complete for processing; and

WHEREAS, on August 21, 2024, pursuant to Vallejo Municipal Code (VMC) Section 16.602.08(A), notice of the hearing before the City of Vallejo Design Review Board was published in the Times Herald and mailed to all active neighborhood groups and property owners within 500 feet of the Property and electronically mailed to the members of the Planning Commission and to the applicant; and

WHEREAS, on September 4, 2024, the Planning Commission held a public hearing and 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 evidence received in the staff report and at the public hearing, the Planning Commission makes the following factual findings:

II. CALIFORNIA ENVIRONMETAL QUALITY ACT FINDING

Based on the facts set forth in the Vallejo Panda Express Project Categorical Exemption Report dated February 2024, and prepared by LSA Associates, 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 will not affect any historical resource. Therefore, no further environmental review is required.

III. FINDINGS RELEVANT TO THE APPROVAL OF THE MAJOR USE PERMIT (VMC Section 16.606.03)

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

The proposed project is located on a property zoned Central Corridor Commercial (CC). Vallejo Municipal Code Table 16.301-A: Land Use Regulations, requires a Major Use Permit for a restaurant with a drive-through. The project is consistent with the applicable development standards outlined in VMC Title 16, as proposed and conditioned.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

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

visitors from a wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions, as detailed above.

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

The proposed project is located on a vacant parcel and will construct a new restaurant with two drive-through lanes with site improvements. The subject parcel is physically suitable for the establishment of a restaurant with a drive-through, in that it allows ample room for the structures, required parking and landscaping.

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

The proposed project is compatible with existing and permissible land uses within the zoning district, as it is an allowed use with a Major Use Permit. The new restaurant with a two-lane drive-through and site improvements will activate a currently underutilized vacant site. The project proposes to operate Monday through Sunday, from 10 a.m. to 10 p.m. Conditions of approval have been added to address vehicle queuing to ensure no conflicts will occur with parking lot circulation or spilling outside the parking lot.

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

The physical location of the proposed project on an underutilized vacant site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. Conditions of approval have been added to address vehicle queuing to ensure no conflicts occur with parking lot circulation or spilling outside the parking lot.

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

As proposed, the restaurant with two drive-through lanes will incorporate landscaping at a height of 36-inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. The proposed drive-through lanes will d have adequate queuing space to prevent vehicle spillover from outside the parking lot to ensure no interference with the adjacent public rights-of-way, nor the circulation of the site. Conditions of approval have been added to address vehicle queuing to ensure no conflicts will occur with parking lot circulation or spilling outside the parking lot. As proposed and conditioned, the use will not be detrimental to the public interest, health, safety, or general welfare.

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

As noted above, and within the attached environmental analysis, the project is exempt pursuant to CEQA Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

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

A. Complies with all applicable specific standards and criteria of this Zoning Code.

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

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

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

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

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

D. Is in substantial compliance with any applicable adopted design guidelines.

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

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

The proposed project consists of the establishment of a restaurant with two drive-through lanes and site improvements, such as new landscaping, new trash enclosure. The overall building height and massing is consistent with buildings in the immediate area and the design includes a mixture of metal siding and stacked CMU, resulting in a well-composed urban design. The new development will also activate an underutilized, vacant site and will complement the existing uses in the immediate area.

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

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

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

As noted below and the attached environmental analysis, the project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15332 (Class 32: Infill Development). Therefore, no further environmental review is required.

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

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

Purposes of the Chapter

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

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

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

   The proposed building is visually interesting and will be constructed with a variety of building materials and painted with simple, complementary colors. The building features undulation in the roof lines, wall articulation, and building materials that are compatible with other newer developments in the surrounding area. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The single-story restaurant with drive-through will be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The trash enclosure will be constructed with a concrete masonry unit (CMU) block, corrugated metal gates, and a stucco exterior.

4. **Ensure that future development should:**
   a. **Reflect the values of the community.**
   b. **Enhance the surrounding environment.**
   c. **Visually harmonize with its surroundings and not unnecessarily obstruct scenic views; and**

d. Avoid nostalgic misrepresentations that may confuse the relationships among structures over time.

The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project will enhance the surrounding environment by enhancing a city gateway and adding a new commercial business to serve residents and visitors alike. Due to its location, the project will not obstruct scenic views, and due to its nature and design it will not confuse existing relationships among structures over time.

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

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

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

A total of 15,484 square feet square feet of new landscaping will be installed throughout the site. A total of 16 new trees, shrubs and ground cover will be planted to enhance the public realm within the subject site.

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

Not applicable; no existing mature trees are present at the location.

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

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

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

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

Design policies of the General Plan

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

Adopted applicable design guidelines.

The project as proposed complies with VMC Chapter 16.316 (E), Drive-in and Drive-Through Facilities, Site Design, as the project has been designed to meet the requirements and beautify an underutilized site.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the CC zoning district in that it proposes a new Restaurant with drive-through that meets all appropriate development standards of the VMC.

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

The project as proposed complies with VMC Chapter 16.316 – Drive-in and Drive-Through Facilities, as the project has been designed to meet the requirements for an underutilized site.

D. Meets the following criteria:

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

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

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

The single-story restaurant with drive-through will be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The project details, colors, materials, and landscaping are integrated with one another in a way that will create a visually consistent proposal.

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

The project has been designed with consideration of existing neighboring development in that the drive-through lanes have been screened by landscaping to a height of 36 inches and the proposal includes a wall to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. Trees and landscaping have been included along the perimeter of the site to screen the proposed use and parking lot. Additionally, all lighting on the site will be properly screened and will be directed to point to the ground. Finally, conditions of approval have been added to ensure vehicle queuing does not conflict with parking lot circulation or spilling outside the parking lot.

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

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

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

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

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

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

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

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

The project has been designed to preserve the public views and maintain the existing wetlands west of Sonoma Boulevard. Additionally, with the inclusion of the outdoor seating area customers will be given the opportunity to dine next to an existing wetland setting.

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

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

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

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

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

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

VI. FINDINGS RELEVANT TO THE APPROVAL OF AN EXCEPTION (VMC Section 16.608.05)

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

The proposed restaurant with drive-through is required to provide 16 stack-up spaces, eight for each drive-through lane. Due to the current site conditions and perimeters of the leased area by Panda Express, accommodating eight stack-up spaces from the menu board per drive-through lane is unfeasible. The extension of the drive-through lane to meet the required car stacking will eliminate any possibility of site access from the rear driveway and affect the traffic flow within the parking lot.

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

Due to existing site constraints needed to accommodate future development to the north of the site, the requirement for eight stack-up spaces from the menu board per drive-through lane is unfeasible. Extending the drive-through lane to meet the required car stacking will eliminate any possibility of site access from the rear driveway and affect the traffic flow within the parking lot.

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

Because of the dual drive-through concept, as opposed to a single drive-aisle design, more stacking is provided during peak business hours. Because of the dual design concept, findings for an exception are merited without adversely impacting the adjacent business to the south or future tenants to the north.

D. If the Exception requested is to provide reasonable accommodation pursuant to State or federal law, the Review Authority must also make the following findings in addition to any other findings that this Zoning Code requires:

a. That the subject housing or property will be used by an individual or organization entitled to protection;

Not applicable; the exception request is not related to housing.

b. If the request for accommodation is to provide fair access to housing, that the request is necessary to make specific housing available to an individual protected under State or federal law; and

Not applicable; *the exception request is not related to housing.*

c. **That the conditions imposed, if any, are necessary to further a compelling public interest and represent the least restrictive means of furthering that interest; and That denial of the requested Exception would impose a substantial burden on religious exercise or would conflict with any State or federal statute requiring reasonable accommodation to provide access to housing.**

Not applicable, the exception request is not related to housing.

VII. RESOLUTION APPROVING THE PROJECT

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission approve the CEQA determination that the project is categorically exempt from the requirements of CEQA under Class 32 (Section 15332 of the CEQA Guidelines and **APPROVES**, Major Use Permit (UP22-0004), Development Review (DVR22-0012), Design Review (DR22-0006), Landscape Review (LR22-0002), and Exception (EXC22-00011)based on the above findings and subject to the Conditions of Approval attached hereto as Exhibit A.

VIII. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 4th day of September 2024 by the following vote to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
JAMAR STAMPS, CHAIRPERSON
City of Vallejo Planning Commission

Attest:

_____
CESAR OROZCO, SECRETARY
City of Vallejo Planning Commission

Exhibit A: Conditions of Approval

CONDITIONS OF APPROVAL

MAJOR USE PERMIT (UP22-0004)
DEVELOPMENT REVIEW (DVR22-0012)
DESIGN REVIEW (DR22-0006)
LANDSCAPE REVIEW (LR22-0002)
Exception (EXC22-0011)
Environmental Document (ED24-0004)
4301 SONOMA BOULEVARD
APN # 0051-250-440

PERMIT DESCRIPTION: The proposed project consists of a Major Use Permit, Design Review, Development Review, Landscape Review, and an Exception to construct a new 2,700-square-foot restaurant with a drive-through for Panda Express. The proposed building will have an overall building height of 23 feet and three inches and will be constructed with various materials, such as black finish stone veneer, vintage wood (spruce color) siding, EIFs (facia material) ice cube finish color and iron ore finish, red finish accent trim, and metal cap black satin finish for the roof. The trash enclosure will be constructed with a concrete masonry unit (CMU) block, corrugated metal gates, and a stucco exterior. The project proposed to operate Monday through Sunday, from 10 a.m. to 10 p.m.

Applicant: Luis Guzman
GWA Architects
1000 Corporate Center Dr.
Monterey Park, CA 91754

Property Owner: CFT NV Developments, LLC
1120 N. Town Center Dr. Ste 150
Las Vegas, NV 89144

A. **PLANNING DIVISION**
Staff Contact: Cesar Orozco, Planning Manager
707.648.5436 | cesar.orozco@cityofvallejo.net

Pre-Building Permit

1. Prior to building permit issuance, submit a numbered list to the Planning Division with a written response on how each condition of approval contained in this report has been satisfied. The list should be submitted to the project planner who will coordinate continued development of the project. The approved list of conditions shall be included in the permit set, after the cover sheet.

2. Prior to building permit issuance, obtain a Temporary Use Permit from the Planning Division for any temporary office or construction trailer, as my be needed.

3. Prior to building permit issuance, apply for a Zoning Compliance for all new signage.

4. Prior to building permit issuance, the Planning Division shall confirm that the building permit drawings and subsequent construction substantially conform with the approved Planning application drawings included in this report.

5. Prior to building permit issuance, submit update landscape plan with required street trees.

6. Prior to the issuance of a building permit, the Director may require the applicant to submit such information as proposed machinery, processes, products, or environmental impacts as may be necessary to demonstrate the ability of the proposed uses to comply with applicable performance standards. Such required information may include reports by expert consultants. Whenever an environmental impact report has been submitted and determined to be adequate under state and city guidelines, no further information shall be required. (VMC Section 16.505.02 (B))

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During Construction

7. Construction activities shall be managed in compliance with the following requirements:

    a. Site Watering. During the construction of a project, all portions of the site shall be watered as necessary to reduce emissions of dust and other particulate matter, and all stockpiles shall be covered.
    b. Maintenance. Streets and sidewalks shall be made dirt free at the completion of construction.
    c. Noise. All construction and transport equipment shall be muffled in accordance with state and federal laws.
    d. Emissions. Construction and transport equipment shall be operated to minimize exhaust emissions. During construction, trucks and equipment should be running only when necessary.
    e. Hours of Operation. Grading and pile driving operations within ¼ mile of residential units shall be limited to between 8:00 am and 5:00 p.m. on weekdays to ensure compliance with the requirements for construction activity in Subsection 16.502.12.D.1 of the VMC., Maximum Noise Level for Temporary Construction Activity, or as otherwise restricted as part of an approval.
    f. Water Run-off. All water run-off from construction sites shall be controlled. During construction, trucks and equipment should be running only when necessary, and shall comply with Chapter 12.41 of the Vallejo Municipal Code.

8. No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any excessive noise, annoying noise, amplified sound or vibrations that are physically annoying to reasonable persons of normal sensitivity or that are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons of normal sensitivity located at the lot line of the property from which these noises emanate or that interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or that may detrimentally or adversely affect such residences or places of business. (VMC Section 16.502.09 (C))

9. Construction, demolition, and related loading/unloading activities that may generate noise shall be limited to the following: 7 a.m. and 6 p.m. on Monday- Friday, Saturday 9 am- 6 pm and Sundays and holidays not allowed. (VMC Section 16.502.09 (D))

10. The fencing for construction sites shall not be installed until a building permit or grading permit has been issued, and said fencing shall be removed prior to final inspection. If the building permits expire before the construction is completed, the Planning and Development Services Director may issue a temporary use permit pursuant to Chapter 16.339, Temporary Uses, to allow the fencing to remain for a longer period of time. (VMC Section 16.505.08 (B))

Pre-Operation

11. Prior to operation/final building inspection, the landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC 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)

12. 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.

13. Prior to operation/final building inspection, all American Disabilities Act (ADA) improvements shall be installed in compliance with th approved building plans, subject to final review and approval by the Chief Building Official.

Operation

14. In the event that the drive-through queue spills outside the drive-through lanes, the operator shall do the following, as needed to alleviate the situation:
    a. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This shall be a mobile order-taking point using a table or mobile device.
    b. Direct drive-through customers to designated parking slots when there is a need to have additional time at the pick-up window.
    c. Enhance general drive-thru car line management and pedestrian circulation by utilizing designated restaurant crew to ensure proper circulation around the site.

15. The project proposes to operate Monday through Sunday from 10 a.m. to 10 p.m. Changes to hours of operation shall be reviewed by the City of Vallejo Planning Division. All late-night business operations (before 6 a.m. and after 12 a.m.), located within three hundred feet of a residential zoning district, and commenced on or after the effective date of the Zoning Code, shall require a Major Use Permit, as prescribed in VMC Chapter 16.606. (VMC Section 16.323.02).

16. The site shall be maintained free of litter and graffiti. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 100 feet of the premises. One permanent, non-flammable trash receptacle shall be installed near each of the entrance/exits of the building and near each of the drive-through lanes. (VMC Section 16.316.02 (F))

Landscaping Maintenance

17. All landscaping shall be permanently maintained in a healthy, thriving and weed-free condition, in compliance with the approved landscape plan. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the original approved design or upgraded to reflect current best practices for water efficiency. Regular maintenance shall include:
    a. Adjusting, checking, and repairing irrigation equipment; resetting automatic controllers; aerating and de-thatching turf areas; adding/replenishing fertilizer, mulch, soil amendments; insect control; the replacement of dead or diseased plants; pruning; watering; and weeding all landscaped areas.
    b. The trimming of vegetation as necessary to maintain the effective functioning of solar energy facilities and passive solar design features installed both on site and on adjacent properties.
    c. The trimming of vegetation as necessary to keep pedestrian and bicycle paths clear. (VMC Section 16.504.08 (A))

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18. Litter shall be removed from all landscaped areas in a timely fashion. (VMC Section 16.504.08 (B))

19. Turf areas shall be mowed on a regular basis and be kept green. Accumulation of leaves, twigs, bark, and other similar materials shall be removed on a regular basis. Planting areas shall be always kept free of weeds. (VMC Section 16.504.08 (C))

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

Fences, Walls, and Screening

21. Fencing and walls shall be continuously maintained with no sign of rust or disrepair. Graffiti shall be removed within forty-eight hours. (VMC Section 16.505.02 (B)).

22. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry section, back-up and emergency generators, and similar utility devices.
    a. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure.
    b. Equipment shall be screened on all sides, and screening materials shall be opaque.
    c. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed so that, at the time of building occupancy, such plants effectively screen their respective equipment.
    d. The use of wood expanded metal lath, and chain link for the purpose of screening is prohibited. (VMC Section 16.505.10)

Lighting

23. Lighting shall be designed, located, and installed to be directed downward or toward structures, be shielded or fully shielded, and shall be well-maintained in order to prevent glare, light trespass (unwanted light on adjacent lots and public rights-of-way), and light pollution to the maximum extent feasible. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Director. (VMC Section 16.506.04 (B))

24. All outdoor lighting in non-residential zoning districts shall be turned off during daylight hours and during any hours when the building is not in use and the lighting is not required for security. Time

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clocks or photo-sensor systems may be required as a condition of approval of a discretionary permit. (VMC Section 16.506.04 (D))

Parking

25. At least three percent of parking spaces provided shall be electric vehicle (EV) charging stations.
    a. Size. Electric vehicle charging stations shall be the same size as other spaces, and electric vehicle charging equipment shall not reduce the size of the space.
    b. Signage. Each electrical vehicle charging station shall be clearly marked with a sign reading "Electrical Vehicle Charging Station" and the associated California Vehicle Code restrictions, and only a vehicle that is connected for electric charging shall be allowed to park in the stalls or spaces so designated.
    c. Equipment. Electrical vehicle charging stations shall be equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment, as necessary for public use. (VMC Section 16.508.09)

Signs

26. No signs be installed until the applicant receives Zoning Compliance Review approval by City of Vallejo Planning Division.

27. Temporary signs are allowed without a sign permit for a maximum of sixty days after the opening of a new business, provided that the area of the temporary signs shall not exceed fifty percent of the total sign area allowed on the site by Section 16.509.04, General Requirements for All Signs. (VMC Section 16.509.03 (P)).

28. No moving, rotating, flashing, or changing of color intensity or signs with electronic/digitally created content (i.e., electronic reader board signs) shall be permitted at the site. No windblown signs, such as posters, pennants, streamers, or strings of light bulbs, balloons, or other inflated objects are permitted at the site. The only exceptions to these requirements are time and temperature devices and signs installed by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare. (VMC Section 16.509.07 (C))

29. Portable "A" frame signs, or other signs attached to a device used to allow the sign to be rolled or moved around, are prohibited. Included in this category are signs larger than three square feet affixed to a vehicle intended for the purpose of business identification, directional to a business, or advertisement of a business. (VMC Section 16.509.07 (D))

General Requirements

30. A final decision on an application for any discretionary approval subject to appeal shall become effective after the expiration of ten calendar days following the date of action unless an appeal is filed. No building permit or business license shall be issued until the 11th day following the date of the action. If a different termination date is fixed at the time of granting, or if actual construction or alteration has begun under valid building permits, the ten-day, period may be waived. (VMC Section 16.602.11)

31. This approval shall automatically expire within two years of the effective date of this resolution (September 4, 2026) (VMC Section 16.602.12 (A)), unless exercised or extended. Issuance of a building permit shall constitute exercise of rights; provided, however, that, unless otherwise specified as a condition of project approval, the permit shall expire if:
    i. The Building Permit expires.

ii. Final inspection is not completed, or certificate of occupancy issued within the time specified as a condition of project approval.
iii. The rights granted under the permit are not exercised within one year following the earliest to occur of the following: issuance of a certificate of occupancy; or if no certificate of occupancy is required, the last required final inspection for the new construction. (VMC Section 16.602.11 (B))

32. The Planning and Development Services Director may approve a one-year extension of any permit or approval granted for a residential or non-residential project under the Zoning Code upon receipt of a written application and fees received fifteen calendar days before the expiration date with the required fee prior to expiration of the permit. (VMC Section 16.602.11 (C.1))

33. No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in the Zoning Code. For the purpose of this chapter, the modification of a permit may include minor modification of a development review approval that is in substantial compliance as determined by the Planning and Development Services Director. (VMC Section 16.602.11 (D))

34. Applications for changes to an approved permit must be filed and processed in compliance with the requirements in Section 16.602.02, Application Forms and Fees, and shall be subject to a fee established by the Master Fee Schedule.
    b. Minor Modifications. The Planning and Development Services Director may approve minor changes to approved plans that are consistent with the original findings and conditions approved by the hearing body and would not intensify any potentially detrimental effects of the project.
    c. Major Modifications. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan that would affect the findings adopted as a basis for project approval shall be treated as a new application. (VMC Section 16.602.11 (E))

35. A request for major changes to an approved site plan or building plan that will not affect the findings adopted as a basis for project approval, but are still considered substantial, shall be forwarded to the original review authority for the discretionary permit for review and approval. Any changes to the proposed colors shall require approval by the Planning and Development Services Director. (VMC Section 16.602.11 (F))

36. For new developments, utilities including, but not limited to, all electrical, telephone, cable television, fiber-optic cable, gas, water, sewer, irrigation/recycled water, and similar distribution lines providing direct service to a project shall be installed underground within the site. This requirement may be waived by the Planning and Development Services Director upon determining that underground installation is infeasible, or the electrical line is otherwise exempt from an under-grounding requirement. (VMC Section 16.501.10)

37. Within five business 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 EQA legal challenges.

38. Applicant shall obtain an inspection from the Planning Division prior to occupancy/final building inspection. All Building inspections require a minimum of 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finalized in accordance

with the approved plans and required conditions of approval or a bond has been posted to cover all costs of any unfinished work as agreed to by the Planning and Development Services Director.

39. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers and affiliates and each of them from any and all claims, demands, causes of action, damages, costs, expenses, actual attorney's fees, applicant's fees, expert fees, losses or liability, in law or in equity, of every kind and nature whatsoever arising out of or in connection with Applicant's operations, or any subcontractor's operations, to be performed under this agreement for Applicant's or subcontractor's tort negligence including active or passive, or strict negligence, including but not limited to personal injury including, but not limited to bodily injury, emotional injury, sickness or disease, or death to persons and/or damage to property of anyone, including loss of use thereof, caused or alleged to be caused by any act or omission of Applicant, or any subcontractor, or anyone directly or indirectly employed by any of them or anyone for the full period of time allowed by the law, regardless to any limitation by insurance, with the exception of the sole negligence or willful misconduct of the City. No modification of the project, any application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's indemnity obligation.

B. BUILDING DIVISION

Staff Contact: Sergio Caldera, Building Inspector Manager
Sergio.caldera@cityofvallejo.net |707.567.7935

1. Plans and permits are required for Building, mechanical, plumbing, and electrical work per California Code of Regulations, Title 24, and applicable City Ordinance in effect at the time of completed Building Permit application date and required fees shall be paid at time of application.

2. A soils report shall be provided for foundation design plan review.

3. 2022 California Code of Regulations applies if permit application(s) are received before the end of 2025. After 12-31-2025 the 2025 California Code of Regulations will apply.

4. Accessibility compliance is required per California Building Code (CBC 11B and 2010 ADA.

C. PUBLIC WORKS

Staff Contact: Bryan Little, Associate Civil Engineer
bryan.little@cityofvallejo.net | 707.648.5306

The following code requirement conditions will apply prior to detailed construction plans submitted to the city for review.

Project Conditions

1. Plans to identify and delineate boundaries and elevations of wetland along the Sonoma Boulevard frontage. Confirm that there are no improvements in the wetland. Plans to identify storm drain laterals, connections and that no discharge into the wetland. Show cross sections and details. Any stormwater discharge to the wetland would require a permit under Section 401 and 404 of the Clean Water Act.

2. Plans to show trash enclosure details. All trash enclosures shall be accessible to garbage trucks. No garbage trucks shall be required to back in or back out to pick up. Plans to use turning templates

to illustrate maneuvers of garbage trucks, fire trucks and delivery trucks at driveways, on drive aisles, and on parking aisles.

Standard Project Conditions

3. **HOW PROJECT CONDITIONS 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.

4. **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).

5. **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).

6. **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 the City Municipal Code. (VMC, Chapter 12.40).

7. **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 Chapter 10.14).

8. **ON-SITE SOILS ENGINEER.** During grading operations, the project geologist or soils engineer and necessary soils testing equipment must be present on site. In the absence of the soils engineer or his representative on site, the **Department of Public Works** shall shut down the grading operation. (VMC Chapter 12.40.080).

9. **DUST AND EROSION CONTROL.** All dust and erosion control shall be in conformance with City standards and ordinances. (VMC Chapters 12.40.050 & 12.40.070).

10. **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 the minimum relative compaction recommended by the soils engineer (usually at least 90 percent). (COV, Regulations & Standard Specifications, 2011, Section 2.4.1).

11. **DRIVEWAY STANDARDS.** Entrances to any private project must be standard driveway approaches unless deviation is permitted by the **City Engineer**. (VMC, Chapter 10.04.260). Prior to the start of construction of sidewalk or driveway, applicant to obtain a sidewalk permit.

12. **STREET EXCAVATION PERMIT.** Obtain a street excavation permit from the **Department of Public Works** prior to performing any work within City streets or rights-of-way, or prior to any cutting

and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC Chapter 10.08).

13. **ENCROACHMENT PERMIT.** Prior to building permit issuance, obtain an encroachment permit from the **Department of Public Works** for all work proposed within the public right-of-way. (VMC Chapter 10.16).

14. **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).

15. **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).

16. **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.

17. **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).

18. **STREET TREES.** Prior to release for occupancy, plant required street trees are 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 Chapter 15.06.190 and Regulations and Standard Specifications Section 3.3.48).

19. **JOINT TRENCH**. The developer shall provide joint trench plans for the underground electrical, gas, telephone, cable television and communications conduits and cables including the size, location and details of all trenches, location of all building utility service stubs and meters and placement or arrangements of junction structures as a part of the Improvement Plans submitted for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer. (VMC Chapters 15.06.160 & 15.06.170).

STORMWATER CONTROL PLAN AND C.3 REQUIREMENTS.

Stormwater Control Plan and C.3 Requirements. Applicant shall provide the following and obtain approval prior to issuance of grading permit:

20. 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).

21. 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)

22. Construct stormwater treatment measures per the approved SWCP prior to occupancy approval. (ENGR)

23. 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)

24. Execute and record any agreements identified in the SWCP which pertain to the transfer of ownership, right-of-entry for inspection or abatement, and/or long-term maintenance of stormwater treatment or hydrograph modification BMPs, prior to occupancy approval. (ENGR)

D. WATER DIVISON

Staff Contact: John Pena, Assistant Engineer
John.pena@cityofvallejo.net | 707.645.2610

Standard Conditions of Approval – Water Department

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 the 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.

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:
   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.

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 must be paid prior to issuance of the building permit.

9. **GENERAL CONDITIONS**

   a) Apply and pay for Fire Flow Test with the Water Department to determine operation of sprinkler system and final service size.

b) Provide water meter and service sizing calculations per most recent California Plumbing Code, include a water fixture count table.
c) 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).

10. 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.
a) ESTIMATE OF FEES: Until Building Plans, Water Meter Data Card and Fire Flow Test results are submitted.

E. FIRE PREVENTION

Staff Contact: Vincent Sproete, Fire Prevention Manager
vincent.sproete@cityofvallejo.net | 707.654.7868

1. Access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing 70,000 lbs. with an all-weather driving surface.

2. All fire protection equipment and building utilities including gas shut-off valves, and electrical service disconnects shall be 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.

3. Prior to final Inspection, in accordance with the 2019 California Fire Code rooms or areas containing controls for HVAC systems, electrical panels, automatic fire extinguishing systems, fire alarm equipment or other detection, suppression or control elements shall be identified with appropriate signs.

4. 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) 658-4565 or visit www.knoxbox.com

5. Keys for the Knox Box entry system required by the Fire Department shall be attached to durable tags with permanent marking identifying the door(s) or lock(s) that the key functions with. i.e. "MASTER" or "MECHANICAL ROOM".

6. Prior to final inspection, in accordance with the 2019 California Fire Code approved address numbers shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall clearly contrast with their background. The characters shall be a minimum of 4" high (6" for Commercial) with a 1/2" stroke. The size of the building and distance or location of the address numbers from the roadway may necessitate larger numbers.

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7. Prior to final inspection, the minimum fire-extinguisher requirement shall be one 2A-10BC rated portable unit in such locations so that maximum floor-travel distance does not exceed 75' to the nearest extinguisher from any portion of the building with a maximum of 3,000 square feet of floor area surveyed. Plan submittal shall include the proposed location of extinguishers. Final location shall be approved in the field by the Fire Department.

8. All fire extinguishers shall be mounted in a conspicuous and readily accessible location either on a bracket or within an approved storage cabinet. Fire extinguishers shall be mounted so the top of the unit is 3 feet to 5 feet off the finished floor. If the extinguisher is not readily visible, a sign shall be located directly above the extinguisher. The sign shall be legible and of a contrasting color with its background. Final installation measures and identification signage shall be approved in the field by the Fire Department prior to final inspection.

9. 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 2 sets of plans for review and approval. Design and system calculations shall be prepared by a licensed C-16 Contractor. Permit Fee is $737.

10. Used cooking (grease trap) oil storage shall be in accordance with the Fire Code Section 608.

11. All compressed gas cylinders shall be adequately secured to prevent falling or being knocked over. Fasteners used to secure cylinders shall be of non-combustible material. This requirement shall be reviewed and approved by the Fire Prevention Division prior to final inspection sign-off.

12. Carbon dioxide enrichment systems that exceed 100 pounds require a separate permit from the Fire Department. CFC 5307.4

13. The trash dumpster shall be protected by limited area fire sprinkler heads.

14. Smoke detection/dampers for HVAC systems shall be required as set forth in the Mechanical Code. Areas served by 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.

15. Means of egress illumination shall be provided and maintained at any time the building is occupied. The means of egress shall be illuminated of not less than 1 foot candle power and shall be approved by the Fire Prevention Division prior to sign-off of the final inspection.

16. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal. Final exit lighting shall be approved by the Fire Marshal prior to sign-off of the final inspection.

17. In accordance with the 2019 California Fire Code Chapter 10, all emergency lighting and exit signs lights shall have two separate sources of power.

18. All buildings shall comply with the 2019 California Building Code, Chapter 10 Means of Egress requirements. Including but not limited to; exit signs, exit doors, exit hardware, and exit illumination.

19. Provide a California Building Code approved illuminated exit sign over all required exits.

20. In accordance with the 2019 California Fire Code Chapter 10 all exit doors shall swing in the direction of egress travel were serving an occupant load of 50 or more.

21. Panic and fire exit hardware. Doors serving assembly occupancy with an occupant load of 50 or more shall not be provided with a latch or lock unless it is panic hardware or fire exit hardware.

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22. Post 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;

    1. General _____

    2. Dining _____
    (calculations shall be provided by the Architect)

23. All interior curtains, canopies, and decorations shall be Flame Retardant treated in accordance with the California Code of Regulations Title 19 Article 8 and 9 and the 2019 California Fire Code.

24. Businesses will require an annual fire department permit for "Places of Assembly". A permit fee of $412 will be due and payable annually.

25. All roof material shall be rated class "A" or better.

26. A final inspection from the Fire Prevention Division is required.

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VALLEJO PANDA EXPRESS PROJECT
CATEGORICAL EXEMPTION

VALLEJO, CALIFORNIA

LSA

Feburary 2024

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VALLEJO PANDA EXPRESS PROJECT
CATEGORICAL EXEMPTION

VALLEJO, CALIFORNIA

Submitted to:

City of Vallejo
Planning Department
555 Santa Clara Street
Vallejo, California 91754

Prepared by:

LSA
157 Park Place
Point Richmond, California 94801
(510) 236-6810

Project No. 20230952

Feburary 2024

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LIST OF ABBREVIATIONS AND ACRONYMS

ADA	Americans with Disabilities Act
AFY	acre feet per year
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
B/LR	Business/Limited Residential
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
CC	Central Corridor Commercial
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH_4	methane
City	City of Vallejo
Clean Air Plan	BAAQMD 2017 Clean Air Plan
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibel(s)
dBA	A-weighted decibel(s)
DMA	Drainage Management Area
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency

General Waste Discharge Permit	General Waste Discharge Requirements for Limited Threat Discharges to Surface Waters
GHG	greenhouse gas
gpd	gallons per day
GWP	Global Warming Potential
HFCs	hydrofluorocarbons
HVAC	heating, ventilation, and air conditioning
I-80	Interstate 80
in/sec	inch(es) per second
ITE	Institute of Transportation Engineers
Ldn	day-night average level
Leq	equivalent continuous sound level
LID	Low Impact Development
L_{max}	maximum instantaneous noise level
LUST	Leaking Underground Storage Tank
MRP	Municipal Regional Stormwater NPDES Permit
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
Pb	lead
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter

PM_{10}	particulate matter less than 10 microns in diameter
POTW	publicly owned treatment works
PPV	peak particle velocity
proposed project	Vallejo Panda Express Project
RCM	Regulatory Compliance Measure
ROG	reactive organic gases
San Francisco Bay RWQCB	San Francisco Bay Regional Water Quality Control Board
SCP	Stormwater Control Plan
SF_6	sulfur hexafluoride
SO_2	sulfur dioxide
SolTrans	Solano County Transit
SPL	sound power level
Specific Plan	White Slough Specific Plan
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
UWMP	Urban Water Management Plan
VFWD	Vallejo Flood and Wastewater District
VMC	Vallejo Municipal Code
VMT	vehicle miles traveled
VPD	Vallejo Police Department
VTC	Vallejo Transit Center

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1.0 INTRODUCTION

Article 19 of the *California Environmental Quality Act (CEQA) Guidelines* includes, as required by Public Resources Code Section 21084, a list of classes of projects that have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the Vallejo Panda Express Project (proposed project). This document demonstrates that the proposed project qualifies for a CEQA Exemption as an Infill Development Project (Class 32), consistent with the provisions of *CEQA Guidelines* Sections 15332 and 15300.2, and provides information for City of Vallejo (City) decision makers regarding a finding that the proposed project is exempt under CEQA.

In summary, this document demonstrates that the proposed project qualifies for an exemption under *CEQA Guidelines* Section 15332 as an infill development project because: (1) the proposed project is consistent with the applicable General Plan designation and all applicable General Plan policies, as well as the applicable Zoning designations and regulations; (2) the proposed project would occur within the City limits on a site of less than 5 acres in size that is substantially surrounded by urban uses; (3) the project site has no value for endangered, rare, or threatened species; (4) the proposed project would not result in any significant effects related to traffic, noise, air quality, or water quality; and (5) the project site can be adequately served by all required utilities and public services. In addition, none of the exceptions to categorical exemptions identified in *CEQA Guidelines* Section 15300.2 apply; therefore, the proposed project is categorically exempt from CEQA review as a Class 32 In-Fill Development Project pursuant to *CEQA Guidelines* Sections 15300 and 15332.

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2.0 PROJECT DESCRIPTION

The following describes the proposed Vallejo Panda Express Project. This section includes a description of the project's location and existing site characteristics, project components, required approvals, and entitlements. The City is the lead agency for review of the project under CEQA.

2.1 PROJECT SITE

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

2.1.1 Location

The 1.57-acre (68,354-square-foot) project site is located at 4301 Sonoma Boulevard in Vallejo (Assessor's Parcel Number [APN] 0051-250-680), Solano County. The project site is currently undeveloped and is bounded by a self-storage facility to the north, a gas station and restaurant to the south, a vacant undeveloped parcel to the west, and State Route (SR) 29 (Sonoma Boulevard) to the east.

Regional access to the project site is primarily provided by Sonoma Boulevard, which directly abuts the project site, and SR-37, located approximately 0.25 mile to the west of the project site. Figure 2-1 depicts the site's regional and local context. Figure 2-2 depicts the project location on an aerial photograph of the project site. All figures are provided at the end of this section.

2.1.2 Existing Site Conditions

The generally level project site is currently vacant, with remnants of previous developments and vegetated areas. A concrete building slab is located within the western portion of the site, and an approximately 5-foot-deep basin is located in the eastern portion of the site. An approximately 0.102-acre wetland swale is located within the basin.[1]

2.1.3 Regulatory Setting

The City's General Plan Land Use Map designates the project site as Business/Limited Residential. The Business/Limited Residential (B/LR) designation allows professional office uses, light industrial uses, commercial/business uses, and residential uses.[2]

The project site is designated as Central Corridor Commercial (CC) on the City's Zoning Map.[3] The CC zoning district is intended to create and establish regulations for community-serving mixed-use

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1 Salix Consulting. 2023. *Aquatic Resources Delineation for the 1.6-Acre 4301 Sonoma Boulevard Study Area.* February.

2 City of Vallejo. 2020. General Plan 2040 Land Use Map. February 11. Website: https://ci.vallejo.ca.us/common/pages/DisplayFile.aspx?itemId=17961494 (accessed August 14, 2023).

3 City of Vallejo. 2018. Zoning Map. Website: https://covit.maps.arcgis.com/apps/View/index.html?appid=7638bbc2a29d4c4387366372429f6daa&extent=-122.3063,38.0807,-122.2239,38.1134 (accessed August 14, 2023).

areas along the Sonoma Boulevard Central Corridor. Permitted uses within the CC zoning district include mixed-use with housing, and medium- and high-density residential and or nonresidential uses at street level.[4]

2.2 PROPOSED PROJECT

The proposed project would consist of the demolition of the existing concrete slab and parking lot, located in the west and northwest portions of the project site, and the construction of an approximately 2,700-square-foot commercial restaurant building, to be occupied by Panda Express, with a drive-through feature. Vehicular access to the project site would be provided via a new internal drive aisle connecting to an existing access roadway and driveway along Sonoma Boulevard. The proposed project would not include any grading or earth disturbance within the wetlands on the eastern portion of the site. Figure 2-3 depicts the conceptual site plan for the proposed project.

2.2.1 Building Program

The proposed project would include the construction of an approximately 2,700-square-foot, one-story restaurant building with a drive-through feature. The proposed building would be in the southwest corner of the project site adjacent to the existing restaurant to the south. The proposed building would be a maximum of 23 feet, 3 inches in height. Refer to Figure 2-4 for the north and south building elevations for the proposed project and to Figure 2-5 for the east and west building elevations. Additionally, the proposed building would include a 363-square-foot patio area and a 306-square-foot trash enclosure area.

2.2.2 Parking and Circulation

A total of 33 automobile parking spaces would be provided throughout the project site, of which two stalls would be Americans with Disabilities Act (ADA) accessible.

The proposed project would also include pavement and utility improvements to the access roadway to the south of the project site. These improvements would begin at the southwest corner of the project site and extend to Yolano Drive, south of the project.

2.2.3 Operations

The proposed project would be open Monday through Sunday from 10:00 a.m. to 10:00 p.m. It is anticipated that the proposed project would employ up to three employees per shift.

2.2.4 Open Space and Landscaping

The proposed project would include a total of 15,484 square feet of landscaping on the project site. The majority of the landscaping would be around the perimeter of the project site and would consist of trees, shrubs, vines, and ground cover. Approximately 16 trees would be planted as part of the

[4] City of Vallejo. Municipal Code Library. Website https://library.municode.com/ca/vallejo/codes/municipal_code?nodeId=TIT16ZO_PTIIDIDETY_CH16.204CODI_16.204.01PUAP (accessed December 29, 2023).

proposed project. A total of 2,895 square feet of bioretention planters would be provided on site on the south, east, and west sides of the project site.

2.2.5 Utilities and Infrastructure

The project site is located in an urban area and is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, and telecommunications. Existing and proposed utility connections are discussed below.

2.2.5.1 Water

The proposed project would install four 1.5-inch water lines south of the project site, which would connect to the existing 8-inch main line located within Yolano Drive to provide water service to the project site. Water service would be provided by the City. Additionally, a 1.5-inch water meter and backflow preventer would be installed south of the project site along the private utility easement adjacent to Yolano Drive.

2.2.5.2 Wastewater

Wastewater generated at the project site would be collected by the existing 6-inch sanitary sewer line located south of the project site (along the existing driveway), connected via a new 4-inch tie-in and a new 4-inch point of connection to the proposed building. Additionally, a 1,250-gallon grease interceptor would be installed, connecting to a new 4-inch grease sewer point of connection. A sewer manhole would be installed along the northwest boundary of the project site for maintenance purposes. The proposed project would remove and replace a section of the existing sanitary sewer pipe 3 feet beyond the new manhole along the northwest end of the project site. The Vallejo Flood and Wastewater District would provide wastewater service to the project site.

2.2.5.3 Stormwater

Approximately 13,027-square-foot (19 percent) of the 68,354-square-foot (1.57-acre) project site is currently covered with impervious surfaces, and 55,327 square feet is covered with pervious surfaces. Development of the proposed project would result in new and replaced impervious surfaces. The proposed project would increase impervious surfaces by 19,441 square feet on the project site. Approximately 32,468 square feet (47 percent) of the project site would be covered by impervious surfaces. As described above, the proposed project would include approximately 2,895 square feet of bioretention planters that would be used for treatment and storage of stormwater.

2.2.5.4 Power

Electric service to the project site would be provided via a transformer directly southwest of the project site. New electrical lines would be installed to connect to the existing transformer. Electrical service to the site would be provided by Pacific Gas and Electric (PG&E).

2.2.6 Grading and Construction

To prepare the project site for construction, remnants from previous developments and existing vegetation would be removed. In total, 40,975 square feet of land would be disturbed. The project site would be excavated to a depth of approximately 7 feet below existing ground surface for

trenching utilities at the southwest sewer point connection, 5 feet below existing ground surface for trenching utilities at the southwest storm drain connection, and 3.5 feet below existing ground surface for trenching utilities for the water system. Approximately, 2,440 cubic yards of soil would be excavated from the project site, of which 335 cubic yards would be kept on site and 2,105 cubic yards would be hauled off site. Project construction is estimated to begin July 8, 2024, and would occur over an approximate 9-month period.

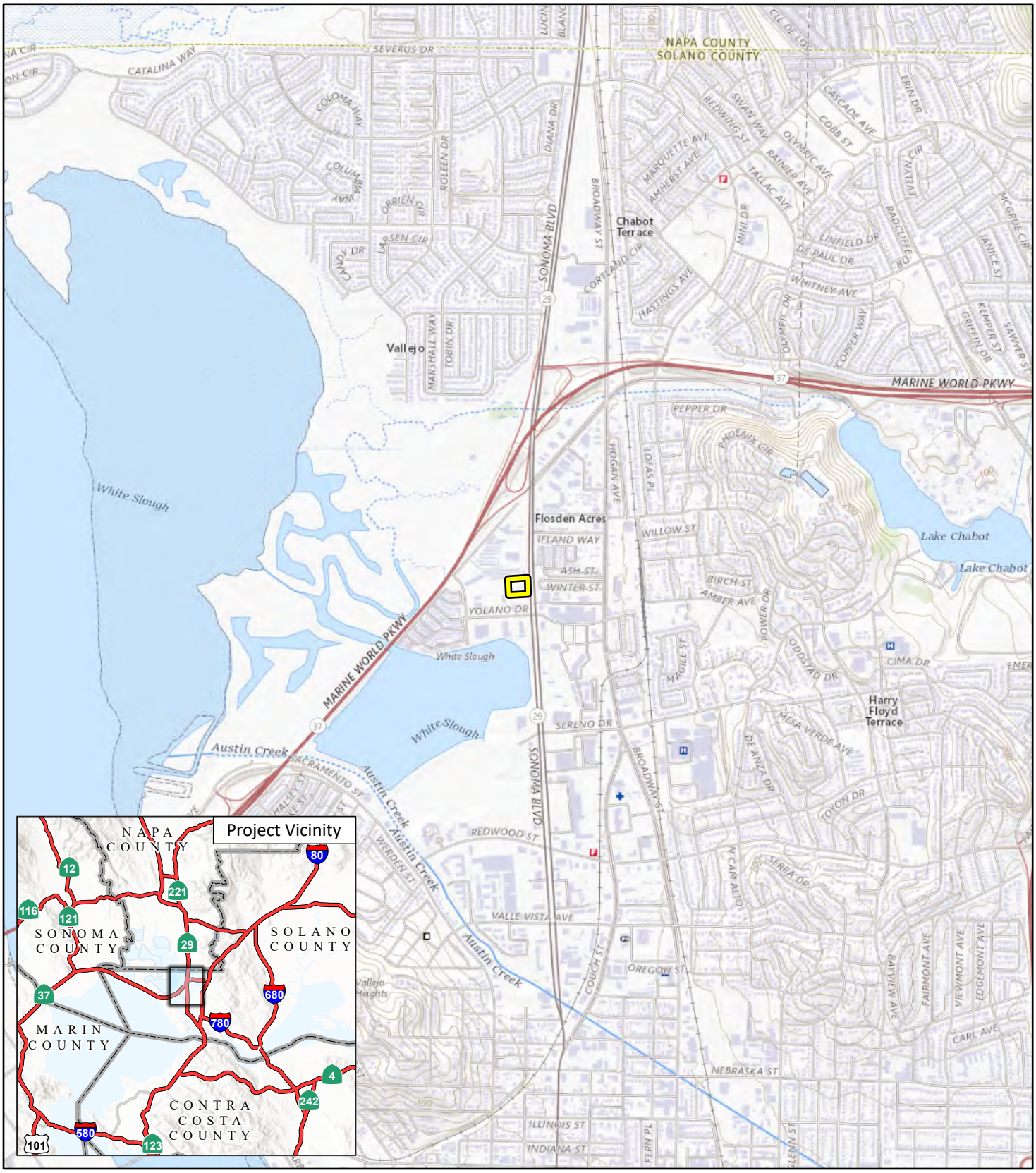
2.3 PROJECT APPROVALS

A number of permits and approvals would be required for the proposed project. A list of potential permits and approvals that may be required is provided in Table 2.A.

Table 2.A: Potential Permits and Approvals

Lead Agency	Potential Permits/Approvals
City of Vallejo	● CEQA Categorical Exemption and streamlined review ● Use Permit ● Architectural and site approval ● Provision of grading, construction, and Stormwater Pollution Prevention Plan permits and approvals

Source: LSA (2024).
CEQA = California Environmental Quality Act



LSA

FIGURE 2-1

0 1000 2000
FEET

SOURCE: USGS The National Map (2017)

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Vallejo Panda Express Project

Project Location and Regional Vicinity

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LSA

Project Site

FIGURE 2-2

N

0 50 100

FEET

SOURCE: Nearmap (2023)

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Vallejo Panda Express Project

Aerial Photograph of Project Site

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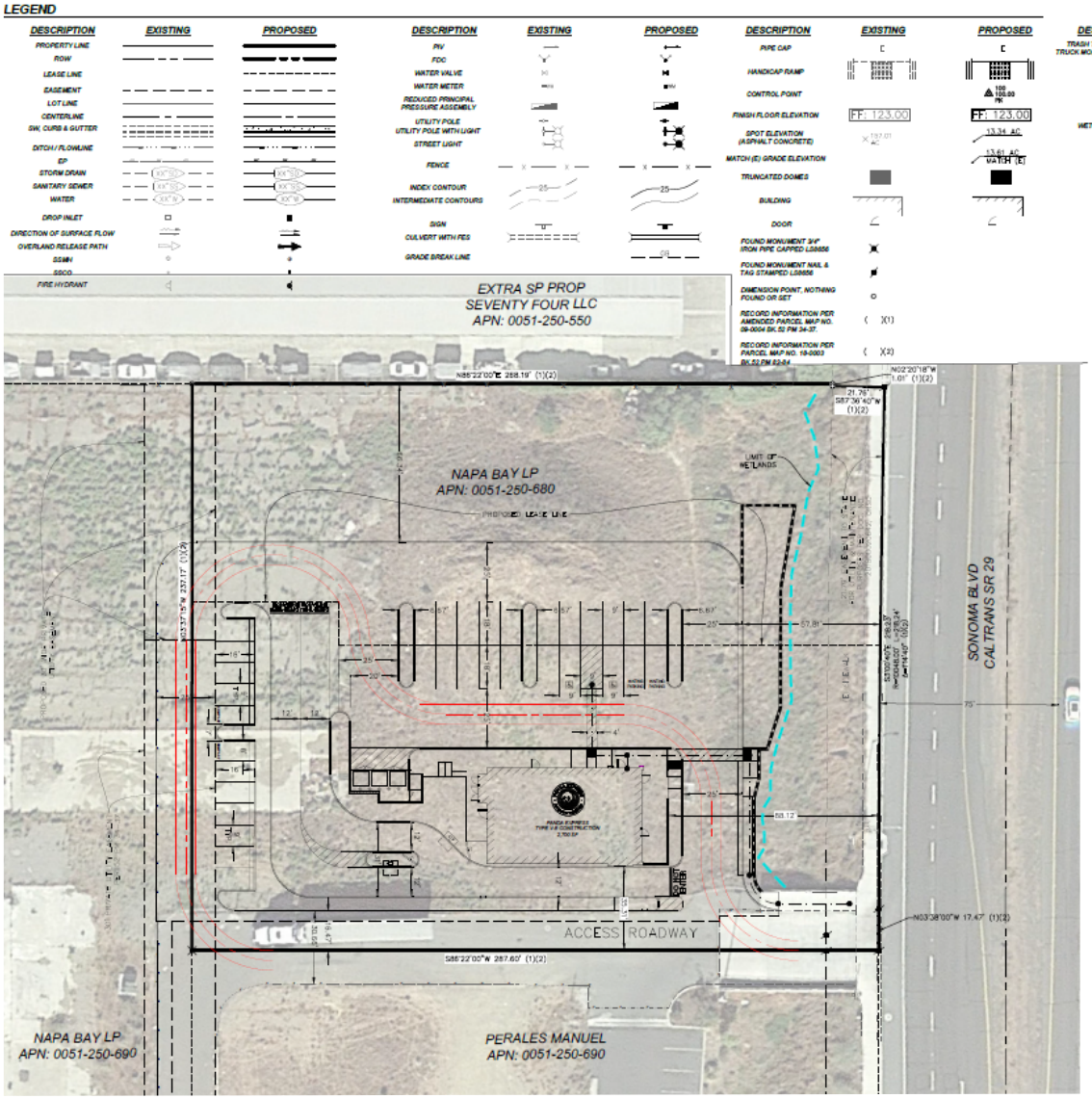

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FIGURE 2-3

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SOURCE: CWE

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Vallejo Panda Express Project

Site Plan

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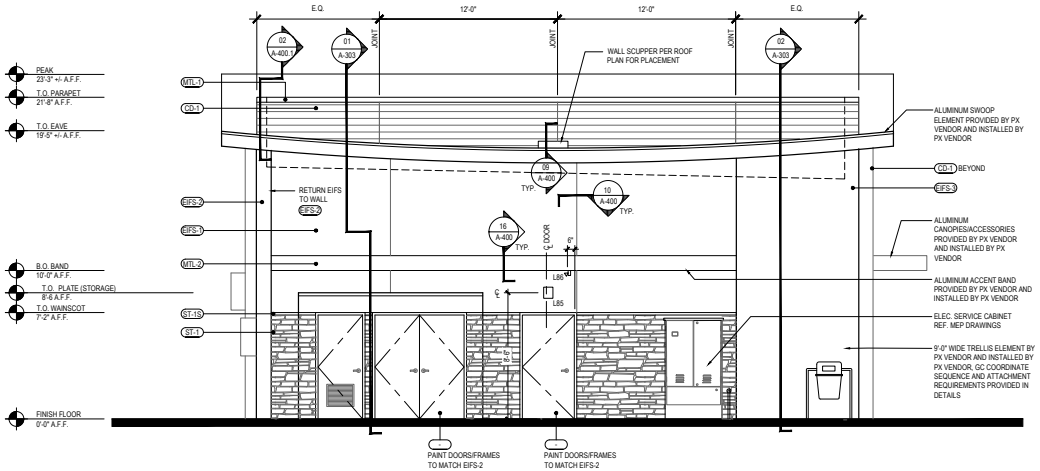
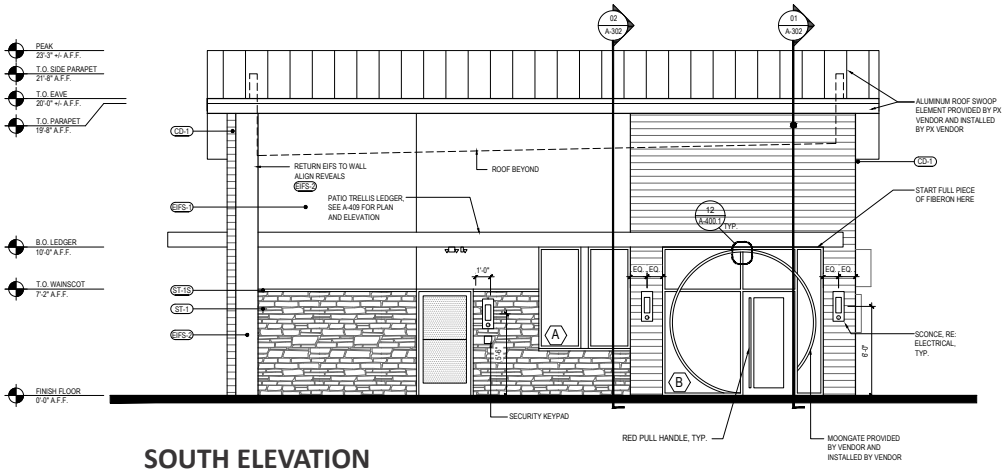


NORTH ELEVATION



SOUTH ELEVATION

LSA

FIGURE 2-4

0 6.5 13

FEET

SOURCE: Gary Wang & Associates, Inc.

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Vallejo Panda Express Project

Proposed Conceptual Building Elevations – North and South

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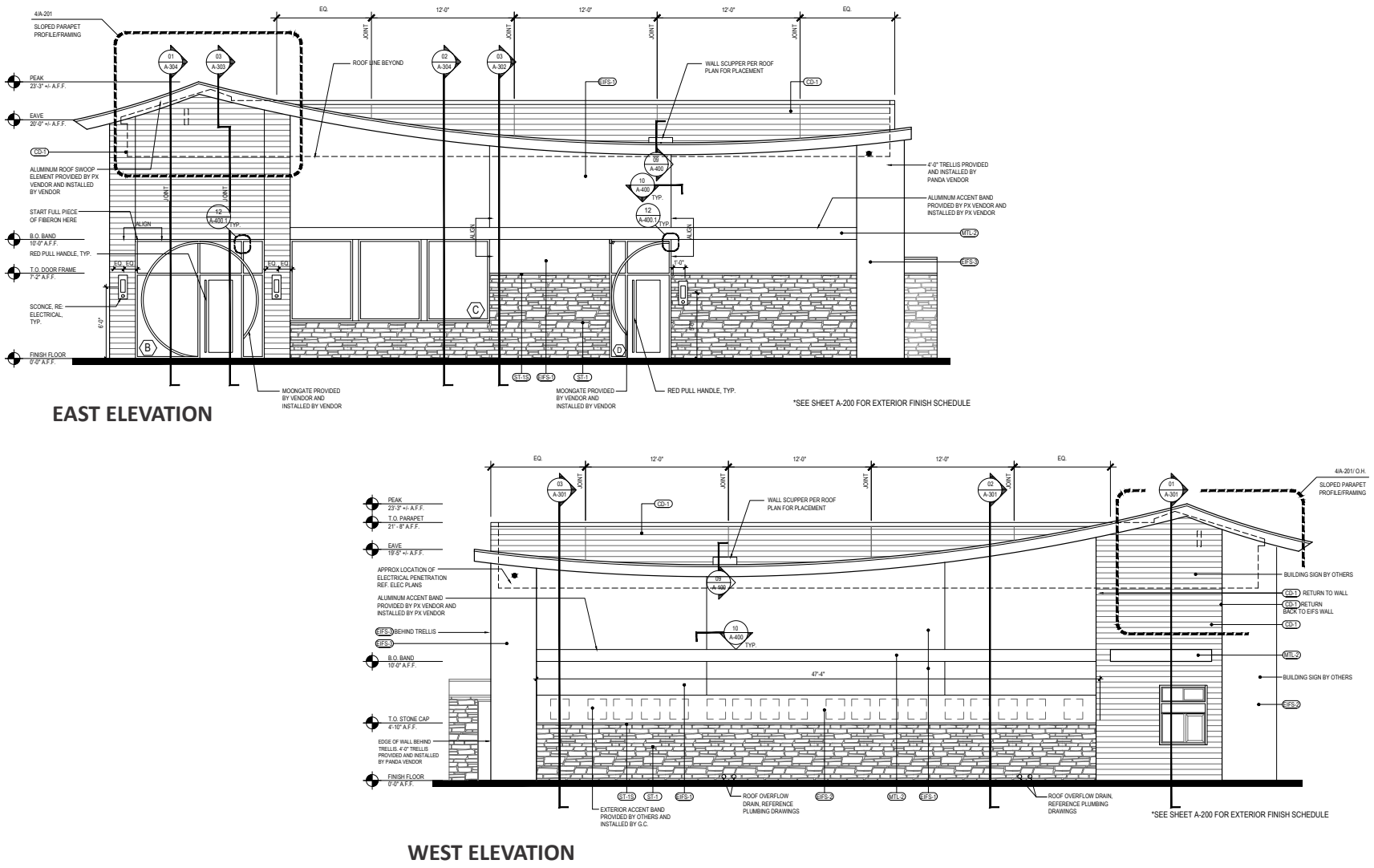

FIGURE 2-5

0 6.5 13

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SOURCE: Gary Wang & Associates, Inc.

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Vallejo Panda Express Project

Proposed Conceptual Building Elevations – East and West

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3.0 EXEMPTIONS

Article 19 of the *CEQA Guidelines* includes, as required by Public Resources Code Section 21084, a list of classes of projects that have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the proposed project, and to demonstrate that the project qualifies for a CEQA Exemption as an Infill Development Project, consistent with the provisions of *CEQA Guidelines* Sections 15332 and 15300.2. Specifically, the information provided herein shows that:

a. The project qualifies for an exemption under *CEQA Guidelines* Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment;

b. No exceptions to the infill exemption, as identified in *CEQA Guidelines* Section 15300.2, apply to the proposed project.

CEQA Guidelines Section 15332 is applicable to projects characterized as infill development meeting the following conditions:

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 5 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.

The analysis below concludes, based on substantial evidence, that the project qualifies for a Categorical Exemption under *CEQA Guidelines* Section 15332 (e.g., Class 32) and, as a result, would not have a significant effect on the environment. In addition, the analysis shows that none of the exceptions identified in *CEQA Guidelines* Section 15300.2 apply; therefore, the proposed project is categorically exempt from CEQA review.

3.1 CRITERION SECTION 15332(A): GENERAL PLAN AND ZONING CONSISTENCY

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

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

3.1.1 General Plan

The project site is designated Business/Limited Residential (B/LR) in the City of Vallejo General Plan.[5] The General Plan designation intends for this site to consist of primarily industrial and business uses. "Industrial use" refers to manufacturing, assembly, and research and development. Restaurants that cater to the needs of businesses, employees, and residents of the surrounding area are also accommodated under this designation.

The proposed project would result in the construction of an approximately 2,700-square-foot Panda Express restaurant building with a drive-through feature. The proposed building would be in the southwest corner of the project site, adjacent to the existing restaurant to the south. The proposed project meets the requirements of the B/LR land use that is permitted in the applicable zoning designation, as shown below, under the B/LR land use designation. The proposed project is also within the 35-foot height limit established in the General Plan for this land use designation. Therefore, the proposed project would be consistent with the site's General Plan designation.

3.1.2 Specific Plan

The project site is within the White Slough Specific Plan (Specific Plan) area, in Development Zone 1A. An Environmental Impact Report (EIR) was certified by the City Council for the Specific Plan on November 28, 1995. Zone 1A is intended to provide a mix of civic, commercial, industrial, and residential uses. The proposed project would be consistent with the vision for the area that is permitted for commercial uses, "eating and drinking establishments," "retail services-general," and "personal services-general."

3.1.3 Zoning

The project site is zoned Central Corridor (CC). The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor. Permitted uses within the CC zoning district include mixed uses with housing, medium- and high-density residential or nonresidential uses at street level.

As stated above, the proposed project would result in the construction of an approximately 2,700-square-foot, one-story restaurant building. Commercial and restaurant activities are allowed in the CC district; therefore, the proposed project would be permitted within the CC zoning district. The proposed project would be within the maximum height allowed for the project site in the General Plan, which is 35 feet. Therefore, the proposed project would be consistent with the site's zoning designation.

3.2 CRITERION SECTION 15332(B): PROJECT LOCATION, SIZE, AND CONTEXT

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

[5] City of Vallejo General Plan 2040 Website: https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=17961496 (accessed August 29, 2023).

The proposed project is located within the Vallejo city limits on a project site of less than 5 acres. The site is substantially surrounded by urban uses, including self-storage facilities, SR-37, SR-29, restaurants, and mobile home parks.

The project site is located within the incorporated limits of the City of Vallejo on a 1.57-acre site. The site is currently vacant. Immediately south of the project site, an existing restaurant and gas station and surface parking lot are present. The project site is surrounded by properties with urban land uses and paved public streets (see Figure 2-2). Therefore, the proposed project meets the criteria of *CEQA Guidelines* Section 15332(b).

3.3 CRITERION SECTION 15332(C): ENDANGERED, RARE, OR THREATENED SPECIES

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

The project site has no value as habitat for endangered, rare, or threatened species. The project site is undeveloped and consists of weedy annual species and ruderal vegetation; no trees are present within the site. The project site contains a 0.102-acre wetland swale along the eastern boundary of the project site; however, the proposed project would not include any grading or earth disturbance within the wetlands on the eastern portion of the site. The proposed development would be set back approximately 22 feet from the existing wetland swale and no development would occur within this area. Additionally, there are no existing buildings that could potentially provide habitat for special-status bats.

For the reasons stated above, the proposed project meets the criteria of *CEQA Guidelines* Section 15332(c).

3.4 CRITERION SECTION 15332(D): TRAFFIC, NOISE, AIR QUALITY, OR WATER QUALITY

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

Relative to *CEQA Guidelines* Section 15332(d), the following provides a discussion demonstrating that the proposed project would not result in a significant effect on traffic, noise, air quality, and water quality, and that the project adheres to the *CEQA Guidelines* Section 15332(d) criterion.

3.4.1 Traffic, Parking, Access, and Circulation

The proposed project would result in the construction of a new 2,700-square-foot restaurant building with dual drive-through lanes. Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. As stated above, the proposed project would construct a fast-food restaurant with dual drive-through lanes. The hours of operation for the proposed project would be from 10:00 a.m. to 10:00 p.m. As project operations would begin after the typical a.m. peak period (i.e., after 9:00 a.m.), using peak-hour trip rates would lead to an overestimation of a.m. conditions. The a.m. peak hours for the proposed project would occur after 10:00 a.m. As a result, trip rates for Land Use Code 930 (Fast Casual Restaurant) were utilized for the a.m. peak hour to provide a more

realistic trip generation forecast. The a.m. peak hours for Land Use Code 930 would be lower compared to the a.m. peak hours for Land Use Code 934, as Land Use Code 934 assumes an earlier opening time than the proposed project. During daily p.m. peak hours, trip rates for Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) were utilized.

Table 3.A, below, summarizes the trip generation for the proposed project. As presented in Table 3.A, the proposed project is forecast to generate approximately 1,136 net daily trips, approximately 4 total a.m. peak-hour trips, and approximately 40 total p.m. peak-hour trips. The new trips generated by the proposed project would result in a total increase of fewer than 100 trips during the a.m. and p.m. peak hours; therefore, as identified in the Trip Generation Analysis prepared for the proposed project,[6] which is included as Appendix A, the new level of project-generated traffic would not be considered significant.

Table 3.A Trip Generation Rates

Land Use	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Rates[1]									
Fast Casual Restaurant[2]		TSF	0.714	0.715	1.43	--	--	--	--
Fast-Food Restaurant with Drive-Through Window[3]		TSF	--	--	--	17.18	15.85	33.03	467.48
Project Trip Generation									
Panda Express with Drive-Through	2.7	TSF	2	2	4	46	43	89	1,262
Pass-by3 4 (0% AM, 55% PM, 10% Daily)			0	0	0	-25	-24	-49	-126
Net New Trip Generation			**2**	**2**	**4**	**21**	**19**	**40**	**1,136**

Source: *2021 Institute of Transportation Engineers Trip Generation Manual,* 11th Edition.

1 Trip rates from the Institute of Transportation Engineers *Trip Generation* Manual, 11th Edition (2021).

2 Land Use Code (930) – Fast Casual Restaurant

3 Fast-Food Restaurant with Drive-Through Window (Drive-Through Window Land Use: 0% AM (assumed), 55% PM, and 10% daily (estimated).

TSF = thousand square feet

The project site is located in northern Vallejo and would be readily accessible to pedestrians, bicyclists, and transit users. Given the nature of the proposed development site, users are primarily expected to access the site via automobile. The proposed project's driveway and surface-level parking would be adequate to serve the project's vehicular traffic. Regional access to the project site is provided from Interstate 80 (I-80) and SR 29. Vehicular access to and from the project site would not change from existing conditions.

Public access to the project site is provided by a local municipal bus line (Solano County Transit [SolTrans] Lines R, 2, 3 and 84), with bus stops approximately 0.20 mile from the project site. These bus lines provide access to and from the Vallejo Transit Center (VTC), Fairfield, Richmond, and Six Flags among other destinations. The proposed project would not make major modifications to the existing pedestrian facilities at the project site.

Implementation of the proposed project would increase the daytime population at the project site, resulting in approximately 1,136 net daily trips; however, the project is not expected to result in any

6 RK Engineering Group, Inc. 2022. *Sonoma Boulevard & Yolano Drive Panda Express Project Trip Generation & Vehicle Miles Traveled (VMT) Screening Assessment, City of Vallejo, CA.*

significant adverse impacts to roadway operations or intersections. Therefore, project implementation would not result in changes to the City's transportation and circulation system that could conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities. The proposed project would not otherwise decrease the performance or safety of such facilities or cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity or alternative travel modes.

3.4.2 Noise

The following is based on the *Noise Analysis for the Vallejo Panda Express Project,* prepared for the proposed project, which is included in Appendix C.[7]

A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. Noise impacts can be described in three categories. The first category is audible impacts, which refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 decibels (dB) or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 A-weighted decibels (dBA). Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

The first is audible impacts that increase noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, is a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

[7] LSA Associates, Inc. 2024. *Noise Analysis – Vallejo Panda Express Project.* February 2.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptor to the project is the existing mobile home community opposite of Sonoma Boulevard, which is approximately 150 feet from the project site property line.

The primary existing noise sources in the project area are transportation facilities, including Sonoma Boulevard and Yolano Drive. In addition, commercial uses operations, such as car wash operations and parking lot activities, are audible at the project site.

In order to assess the existing noise conditions in the area, long-term noise measurements were conducted at the project site. Two long-term, 24-hour measurements were taken from August 24, 2023, to August 25, 2023. The locations of the noise measurements and the results are summarized in Table 3.B. Noise measurement data are provided in Attachment B of this analysis.

Table 3.B: Existing Noise Level Measurements

Location Number	Location Description	Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Average Daily Noise Levels (dBA L_{dn})	Primary Noise Sources
LT-1	East of Sonoma Boulevard, on a tree by the gate at Vallejo Mobile Home Community and RV Park, approximately 100 ft away from the Sonomo Boulevard centerline	69.4–73.9	63.1–69.2	74.0	Traffic on Sonoma Boulevard. Occasional community activity noise.
LT-2	On a tree east of the parking lot at MTS Training Academy, approximately 70 ft away from the Yolano Drive centerline.	58.4–63.7	50.0–61.6	64.3	Traffic on Yolano Drive and Sonoma Boulevard. Car wash operations. Occasional parking lot activities.

Source: Compiled by LSA (2024).
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel(s)
ft = foot/feet
L_{dn} = day-night average level
L_{eq} = equivalent continuous sound level

3.4.2.1 Applicable Noise Standards

The applicable noise standards governing the project site include the criteria in the City's General Plan and the City of Vallejo Municipal Code (VMC).

City of Vallejo. The City of Vallejo provides noise and land use compatibility standards in the Noise Element of the 2040 General Plan. In addition, the City regulates noise in Section 16.502.09 of the City of Vallejo Municipal Code, as detailed below.

> ***Vallejo General Plan 2040.*** The General Plan Noise Element provides the City's goals and policies related to noise. The City has identified the following policies and actions in the Noise Element that are applicable to the project:

- **Policy NBE-5.13 Noise Control**. Ensure that noise does not affect quality of life in the community.
    - **Action NBE-5.13A** Continue to require that new noise-producing uses are located sufficiently far away from noise-sensitive receptors and/or include adequate noise mitigation, such as screening, barriers, sound enclosures, noise insulation, and/or restrictions on hours of operation.
    - **Action NBE-5.13B** Update City regulations to require that parking, loading, and shipping facilities and all associated mechanical equipment be located and designed to minimize potential noise and vibration impacts on residential neighborhoods.
    - **Action NBE-5.13C** Update City regulations to restrict the allowable hours to between 7 a.m. and 7 p.m. on weekdays for construction, demolition, maintenance, and loading/unloading activities that may impact noise-sensitive land use.
    - **Policy NBE-5.13 Vibration Control**. Ensure that vibration does not affect quality of life in the community.
    - **Action NBE-5.14A** Update City regulations to establish quantified vibration level limits similar to commonly used guidelines found in the Federal Transit Administration document “Transit Noise and Vibration Impact Assessment” (2006).
- **Policy NBE-5.15 Noise Compatibility Standards**. Apply the General Plan noise and land use compatibility standards to all new residential, commercial, and mixed-use development and redevelopment.
    - **Action NBE-5.15E** When approving new development, limit project-related noise increases to the following for permanent stationary and transportation-related noise sources:
        - no more than 10 dB in non-residential areas;
        - no more than 5 dB in residential areas where the with-project noise level is less than the maximum "normally acceptable" level in the Noise and Land Use Compatibility figure; and
        - no more than 3 dB where the with-project noise level exceeds the "normally acceptable" level in Noise and Land Use Compatibility figure.
    - **Action NBE-5.15F** Require acoustical studies with appropriate mitigation measures for projects that are likely to be exposed to noise levels that exceed the ‘normally acceptable’ standard and for any other projects that are likely to generate noise in excess of these standards.

City of Vallejo Municipal Code. This project utilizes the City’s noise control guidelines, found in Section 16.502.09, for determining and mitigating nontransportation or stationary-noise source

impacts from operations.[3] Table 16.502-C of the Municipal Code, maximum noise level by noise zone, classifies uses and facilities and establishes the maximum noise level to be generated by daily operations as measured at the property line or at any boundary of a residential zone. For single-unit residential and multiple-unit residential, the maximum noise level is 60 dBA L_{eq} and 65 dBA L_{eq}, respectively. For commercial uses, the maximum noise level is 70 dBA L_{eq}.

Construction, demolition, and related loading/unloading activities that may generate noise exceeding levels in Table 3.C shall be limited to between 7:00 a.m. and 7:00 p.m. in residential zoning districts and in any mixed-use district.

Table 3.C: Maximum Noise Level For Temporary Construction Activity (Mobile Construction Equipment)

Time	RR, RLD	RMD, RHD, NMX, NC	Commercial (Including Medical and Office) and Industrial
Weekdays 7:00 AM to 6:00 PM	75 dBA	80 dBA	85 dBA
Saturdays 9:00 AM to 6:00 PM	60 dBA	65 dBA	70 dBA
Sundays and Legal Holidays	None	None	None

Source: Section 16.502.09 of the City of Vallejo Code of Ordinance.
dBA = A-weighted decibels
NC = Neighborhood Commercial
NMX = Neighborhood Mixed Use
RHD = Residential High Density
RLD = Residential Low Density
RMD = Residential Medium Density
RR = Rural Residential

3.4.2.2 Generation of Substantial Increase in Ambient Noise Levels

The following section describes how the short-term construction and long-term operational noise impacts of the proposed project would be less than significant.

Short-Term Construction-Related Analysis. Project construction would result in short-term noise and vibration. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of various types of construction noise and vibration would vary from 1 day to several weeks, depending on the phase of construction. The levels and types of noise and vibration that may occur during construction are described below.

Construction Noise Analysis. Two types of short-term noise would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations.

The first type of short-term construction noise would result from the transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts

[3] City of Vallejo. 2023. *Municipal Code Section 16.502.09*. September 7. Website: https://library.municode.com/ca/vallejo/codes/municipal_code.

than trucks associated with worker commutes. The single-event noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA maximum instantaneous noise level (L_{max}). However, the pieces of heavy equipment for construction activities would be moved on site just once and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level changes associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during demolition, site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels would vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.D lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 feet between the construction equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1–2 minutes of full-power operation followed by 3–4 minutes at lower power settings.

Table 3.D: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 ft
Compressor	100	81
Concrete Mixer	40	85
Concrete Pump	40	85
Crane	16	83
Dozer	40	80
Forklift	20	75
Front [End] Loader	40	79
Generator	100	78
Grader	8	85
Scraper	40	88
Welder	40	74

Sources: *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (USEPA 1971); Roadway Construction Noise Model (FHWA 2006).
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous sound level
USEPA = United States Environmental Protection Agency

Table 3.E shows the composite noise levels of one piece of equipment type for each construction phase at a distance of 50 feet from the construction area.

Table 3.E: Construction Noise Levels by Phase

Phase	Duration (days)	Equipment	Composite Noise Level at 50 ft (dBA L_{eq})	Distance to Sensitive Receptor (ft)[1]	Noise Level at Receptor (dBA L_{eq})
Demolition	15	1 concrete/industrial saw, 1 dozer, and 3 tractors	88	310	72
Site Preparation	2	1 grader, 1 dozer, and 1 tractor	85	310	69
Grading	10	1 grader, 1 dozer, and 2 tractors	86	310	70
Building Construction	160	1 crane, 1 forklift, 1 generator set, 1 tractor, and 3 welders	83	310	68
Paving	10	1 cement and mortar mixer, 1 paver,1 piece of paving equipment, 1 roller, and 1 tractor	85	310	70
Architectural Coating	10	1 air compressor	74	310	58

Source: Compiled by LSA (2024).
[1] Distances are from the average location of construction activity for each phase, assumed to be the center of the project site.
dBA L_{eq} = average A-weighted hourly noise level
ft = foot/feet

As presented above, Table 3.E shows the construction phases, the expected duration of each phase, the equipment expected to be used during each phase, the composite noise levels of the equipment at 50 feet, the distance of the nearest sensitive receptor (the Vallejo Mobile Home Community & RV Park) to the east from the average location of construction activities (a distance of 310 feet from the center of the project site), and noise levels expected during each phase of construction. These noise level projections do not take into account intervening topography or barriers.

It is expected that average noise levels during construction at the nearest sensitive receptor, the Vallejo Mobile Home Community & RV Park to the east, would approach 72 dBA L_{eq} during the demolition phase, which would occur for a duration of approximately 15 days. Average noise levels during other construction phases would range from 58 dBA equivalent continuous sound level (L_{eq}) to 70 dBA L_{eq}. Noise levels at the nearest off-site commercial uses to the south would reach an average noise level of 79 dBA L_{eq} during the daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously; therefore, these noise levels are assumed to be conservative in nature.

Although the project construction-related short-term noise levels have the potential to be higher than the ambient noise in the project vicinity, construction noise would cease to occur once the project construction is completed. Furthermore, the construction-related noise levels would be below the 75 dBA L_{eq} and 85 dBA L_{eq} criteria established by the City's Municipal Code for residential and commercial uses, respectively. Although the short-term construction noise level exceeds the Saturdays (9:00 a.m. to 6:00 p.m.) standard of 60 dBA L_{eq} at residential-zoned areas, the construction noise levels would remain below the existing ambient noise level of approximately 69 dBA L_{eq} measured for the same time period and, therefore, would be considered less than significant.

The project would be constructed in compliance with the requirements of the City's Noise Ordinance, which states that construction activities are allowed between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on Saturdays.

Long-Term Off-Site Traffic Noise Impact Analysis. In order to assess the potential traffic impacts related to the proposed project, RK Engineering Group, Inc., estimates that the proposed project would result in a net increase of 1,136 ADT based on the proposed increase in square footage. Based on the ADTs provided in the City of Vallejo General Plan, the ADT along Sonoma Boulevard in the project vicinity is approximately 27,100 based on the existing (2014) traffic volumes.[4] While the existing ADT is likely higher, using 27,100 ADT as the existing count would be a conservative approach. The following equation was used to determine the potential impacts of the project:

$$\text{Change in } L_{dn} = 10 \log_{10} [V_{e+p}/V_{existing}]$$

Where: $V_{existing}$ = the existing daily volume

V_{e+p} = existing daily volumes plus project

Change in L_{dn} = the increase in noise level due to the project

The results of the calculations show that an increase of less than 0.2 dBA day-night average level (L_{dn}) is expected along Sonoma Boulevard. A noise level increase of less than 3 dBA would not be perceptible to the human ear; therefore, the traffic noise increase along Sonoma Boulevard resulting from the proposed project would be less than established thresholds.

Long-Term Operational Noise Impact Analysis. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site uses, such as drive-through speakers; heating, ventilation, and air conditioning (HVAC) equipment; and trash-emptying activities. It is assumed in this analysis that the hours of operation of the proposed use would remain between the hours of 7:00 a.m. and 10:00 p.m. Therefore, noise impacts associated with the long-term operation of the project must comply with the City's standard of 60 dBA L_{eq} at surrounding sensitive residential uses and 70 dBA L_{eq} for surrounding commercial uses.

To determine the future noise impacts from project operations to the noise-sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on site. A graphic representation of the operational noise impacts is presented in Appendix B.

The initial analysis of typical operations assumed in this analysis are conservative in nature (i.e., with all operations occurring simultaneously and for the entirety of each applicable hour). A description of the sources and their respective sound levels, from reference materials as well as measurements gathered by LSA for other projects, included in the analysis is as follows:

[4] City of Vallejo. 2017. *General Plan 2040 – Table MTC-1 Vallejo General Plan Mitigated Update: Traffic Volume Forecasting*. August 29.

- Drive-through speakers (2) that have a sound pressure noise level of 60 dBA L_{eq} at a distance of 55 feet.[5] Drive-through speakers are expected to operate continuously during daytime hours.

- Rooftop HVAC equipment (2) on the restaurant could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA L_{eq} at 5 feet, based on manufacturer data.[6] All HVAC equipment is expected to operate continuously during daytime hours.

- Parking lot operations are expected to result in maximum noise levels of 83.4 dBA L_{max} at a distance of 5 feet. For each parking lot area, noise impacts are expected to occur for a period of 30 minutes or less in a given hour. Parking lot activities are expected to operate during daytime hours.

- The trash-emptying activities would take place for a period of less than 1 minute and would generate SPLs of up to 118.6 dBA SPL or 84 dBA L_{eq} at 50 feet, based on reference information within SoundPLAN. Trash bin-emptying activities would only occur during daytime hours.

The results on Sheet 1, presented in Appendix B, show that the existing residential uses to the east would experience noise level impacts that would remain below the exterior noise level standard of 60 dBA L_{eq}. Additionally, noise levels would not exceed 70 dBA L_{eq} at the project property lines; therefore, there would be no impact to surrounding commercial uses as well.

3.4.2.3 Aircraft Noise Impacts

The closest airport to the project site is the Napa County Airport, located approximately 5.4 miles north of the project site. The project site is not located within the 65 dBA CNEL noise contour for the airport and is not located within the vicinity of a private airstrip. Although aircraft-related noise may be audible on the project site, the proposed project would not expose people working in the project area to excessive noise levels due to the proximity of a public airport. Additionally, there are no helipads or private airstrips within 2 miles from the project area.

3.4.2.4 Generation of Excessive Groundborne Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves.

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5 HM Electronics. 1998. *Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post*. December.

6 Trane. *Fan Performance - Product Specifications RT-PRC023AU-EN.*

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet.[2] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, the construction of the project could result in ground-borne vibration that may be perceptible.

Ground-borne vibration has the potential to damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings.[2] Ground-borne vibration that may resulting in damage is usually measured in terms of peak particle velocity (PPV).

Vibration standards included in the FTA Manual (2018) are used in this analysis for ground-borne vibration impacts on surrounding buildings.

The criteria for environmental impacts resulting from ground-borne vibration are based on the maximum levels for a single event. The City's Municipal Code does not include specific criteria for assessing vibration impacts associated with damage. Therefore, for the purpose of determining the significance of vibration impacts experienced at sensitive uses surrounding the project site, the guidelines within the FTA Manual have been used to determine vibration impacts (refer to Table 3.F, below).

Table 3.F: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
in/sec = inch(es(per second PPV = peak particle velocity

The FTA Manual guidelines show that a vibration level of up to 0.2 inch per second (in/sec) in PPV is considered safe for non-engineered timber and masonry buildings, which are the types of buildings located on properties adjacent to the project site. Accordingly, the 0.2 in/sec PPV threshold was used to evaluate vibration impacts at the nearest structures to the site.

Construction Vibration. Ground-borne noise and vibration from construction activity would be low. Table 3.G provides reference PPV values and vibration levels (in terms of VdB) from typical

[2] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual – FTA Report No. .0123*. September.

Table 3.G: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS VdB re 1 µin/sec.
µin/sec = micro-inches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch(es) per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

construction vibration sources at 25 feet. While there is currently limited information regarding vibration source levels specific to the equipment that would be used for the project, to provide a comparison of vibration levels expected for a project of this size, a large bulldozer would generate 0.089 PPV (in/sec) of ground-borne vibration when measured at 25 feet, based on the FTA Manual. As shown previously in Table 3.G, it would take a minimum of 0.2 PPV (in/sec) to cause any potential building damage to non-engineered timber and masonry buildings.

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would only be used at or near the project setback line). The formula for vibration transmission is provided below:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

The closest structures to the construction activities are the commercial uses to the south, which are approximately 30 feet from the project's southern construction boundary. Using the reference data from Table 3.G and the equation above, it is expected that vibration levels generated by dump trucks and other large equipment would generate ground-borne vibration levels of 0.068 PPV (in/sec) at the closest structures to the project site. This vibration level would not exceed the 0.2 PPV (in/sec) threshold considered safe for non-engineered timber and masonry buildings. Vibration levels at all other buildings would be lower. Therefore, construction would not result in any vibration damage.

Long-Term Ground-Borne Noise and Vibration from Vehicular Traffic. The proposed project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 PPV (in/sec), structures more than 20 feet from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 PPV (in/sec); therefore, vibration levels generated from project-related traffic on the adjacent roadways would not occur.

3.4.3 Air Quality

The following is based on the *Air Quality Analysis for the Vallejo Panda Express Project* prepared for the proposed project, which is included in Appendix C.[8] The proposed project is located in Vallejo and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen dramatically. Neither California nor National Ambient Air Quality Standards (CAAQS and NAAQS, respectively) for the following chemicals have been violated in recent decades: nitrogen dioxide (NO_2), sulfur dioxide (SO_2), sulfates, lead (Pb), hydrogen sulfide, and vinyl chloride. Those exceedances of air quality standards that do occur primarily happen during meteorological conditions conducive to high pollution levels, such as cold, windless nights or hot, sunny summer afternoons. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially.

Both the State and federal governments have established health-based ambient air quality standards for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), NO_2, SO_2, Pb, and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally. The BAAQMD is under State nonattainment status for O_3 and particulate matter standards. The BAAQMD is classified as nonattainment for the federal O_3 8-hour standard and nonattainment for the federal particulate matter less than 2.5 microns in size ($PM_{2.5}$) 24-hour standard. As such, the primary pollutants of concern in the project area are O_3, CO, and $PM_{2.5}$.

3.4.3.1 Consistency with Applicable Air Quality Plans

The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan), which defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas (GHG) emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

3.4.3.2 Clean Air Plan Goals

The primary goals of the Bay Area Clean Air Plan are to attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce GHG emissions and protect climate.

[8] LSA Associates, Inc. 2024. *Air Quality and Greenhouse Gas Analysis – Vallejo Panda Express Project.* January 29.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed BAAQMD thresholds of significance. Therefore, the proposed project would not conflict with the Clean Air Plan goals.

3.4.3.3 Clean Air Plan Control Measures

The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures. The proposed project's compliance with each of these control measures is discussed below.

Stationary Source Control Measures. The Stationary Source Control Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD Permit and Inspection programs. Since the proposed project would not include any of these stationary sources, the Stationary Source Control Measures of the Clean Air Plan are not applicable to the proposed project.

Transportation Control Measures. The BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would result in the redevelopment of the site with a 2,700-square-foot fast-food restaurant on an infill site located near existing commercial and residential uses, reducing the demand for travel by single-occupancy vehicles. In addition, since the proposed project would consist of a local-serving retail project less than 50,000 square feet, the proposed project may be presumed to have a less than significant impact on vehicle miles traveled (VMT).[9] Therefore, the proposed project would not conflict with the identified Transportation Control Measures of the Clean Air Plan.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the proposed project.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with

[9] RK Engineering Group, Inc. 2022. op. cit.

local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the latest Title 24 standards of the California Code of Regulations regarding energy conservation and green building standards. Therefore, the proposed project would not conflict with any of the Building Control Measures.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane (CH_4). Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the proposed project.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to adopt ordinances that promote urban tree plantings. Since the proposed project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the proposed project.

Waste Management Control Measures. The Waste Management Control Measures focus on reducing or capturing CH_4 emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The proposed project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the proposed project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the proposed project.

Super GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the proposed project.

3.4.3.4 Clean Air Plan Implementation

As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan.

3.4.3.5 Criteria Pollutant Analysis

As noted above, the BAAQMD is currently designated as a nonattainment area for O_3 CAAQS and NAAQS and particulate matter NAAQS. The BAAQMD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing

cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

3.4.4 Greenhouse Gas Emissions

While GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere, over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- CH_4;
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF_6).

While manmade GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs, above, because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured compared to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

In 2023, the BAAQMD published an updated version of the CEQA Guidelines.[10] The BAAQMD CEQA Guidelines include thresholds to evaluate project impacts to protectively evaluate the potential

[10] Bay Area Air Quality Management District (BAAQMD). 2023. *2022 California Environmental Quality Act Air Quality Guidelines*. April 20.

effects of the project on air quality. These protective thresholds are appropriate in the context of the size, scale, and location of the proposed project.

3.4.4.1 Local Regulations

The Community Health Element of the City of Vallejo General Plan[11] includes air quality policies and actions intended to protect the community from harmful levels of air pollution. The following actions are applicable to the project:

- **Action CP-1.12B:** Update City regulations to set BAAQMD-recommended limits for particulate emissions from construction, demolition, debris hauling, and utility maintenance.
- **Action CP-1.12C:** Provide information regarding advances in air-quality protection measures to schools, homeowners, and operators of "sensitive receptors" such as senior and childcare facilities.
- **Action CP-1.12D:** Periodically review and update City regulations to comply with changes in State law and BAAQMD Guidelines pertaining to coal or wood-burning devices.
- **Action CP-1.12E:** Periodically review the Building Code for consistency with the latest California Green Building Standards Code, and assess the need for updates to require new construction and remodels to employ best practices and materials to reduce emissions, both during and after construction.
- **Action CP-1.12F:** Update City regulations to prohibit grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour or require the use of water trucks to wet soil.

3.4.4.2 Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance and fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. The California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. As identified in Section 2.0, Project Description, construction activities for the project would begin July 8, 2024, and would occur over a 288-day period. In addition, the proposed project would include the demolition of 20,130 square feet of building area and the export of 15 cubic yards of soil, which were included in CalEEMod. This analysis also assumes use of Tier 2 construction equipment. Other detailed construction information is currently unavailable; therefore, this analysis utilizes CalEEMod default assumptions.

[11] City of Vallejo. 2018. *Propel Vallejo General Plan 2040*. July 24. Website: https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=17961496 (accessed January 2024).

3.4.4.3 Short-Term Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, ROG, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Project construction activities would include demolition, site preparation, grading, building, paving, and architectural coating (painting). Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, reactive organic gases (ROG), and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As discussed above, CalEEMod was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. Construction-related emissions are presented in Table 3.H, below.

Table 3.H: Project Construction Emissions (in Pounds per Day)

Project Construction	ROG	NO_X	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	0.5	9.6	0.8	0.7	0.7	0.4
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (January 2024).
BAAQMD = Bay Area Air Quality Management District
BMP = Best Management Practice
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases

As shown in Table 3.H, construction emissions associated with the project would not exceed the BAAQMD's thresholds for ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$ emissions. The BAAQMD requires the implementation of the BAAQMD's basic best management practices (BMPs) to reduce construction fugitive dust impacts to a less than significant level. Therefore, implementation of Regulatory Compliance Measure (RCM) AIR-1 would be required.

RCM AIR-1: In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Best Management Practices shall be implemented by the project applicant during the project construction period:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- Unpaved roads proving access to sites located 100 feet or farther from a paved road shall be treated with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City of Vallejo regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's General Air Pollution Complaints phone number shall also be visible to ensure compliance with applicable regulations.

With RCM-1, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS.

3.4.4.4 Operational Emissions

This air quality analysis includes estimating emissions associated with long-term operation of the project. Indirect emissions of criteria pollutants with regional impacts would be emitted by project-

generated vehicle trips. In addition, localized air quality impacts (i.e., higher CO concentrations or "hot spots") near intersections or roadway segments in the project vicinity would also potentially occur due to project-generated vehicle trips.

Consistent with BAAQMD's guidance for estimating emissions, CalEEMod was used to calculate the long-term operational emissions associated with the project. As described in Section 2.0, Project Description, the proposed project would develop an approximately 2,700-square-foot restaurant with a drive-through feature and 33 parking spaces. The analysis was conducted using land use codes *Fast Food Restaurant with Drive Thru* and *Parking Lot*. The proposed project would also include a total of 15,484 square feet of landscaping on the project site, which was included in CalEEMod. This analysis assumes the proposed project would generate approximately 1,136 average daily trips.[12] The proposed project would be all-electric, which was also included in CalEEMod. Where project-specific data were not available, default assumptions (e.g., energy usage, water usage, and solid waste generation) from CalEEMod were used to estimate project emissions. CalEEMod output sheets are attached in Appendix B.

Long-Term Operational Emissions. Long-term air pollutant emission impacts considered for projects in the BAAQMD include those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

Mobile-source emissions include ROG and NO_X emissions that contribute to the formation of O_3. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy-source emissions would typically result from activities in buildings for which natural gas is used. As identified above, the proposed project would be all-electric; therefore, the proposed project would not generate energy-source emissions.

Typically, area-source emissions consist of direct sources of air emissions located at the project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment.

Emission estimates for operation of the project were calculated using CalEEMod. The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the air basin. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 3.I for ROG, NO_X, PM_{10}, and $PM_{2.5}$.

The results shown in Table 3.I indicate the project would not exceed the significance criteria for daily or annual ROG, NO_X, PM_{10}, and $PM_{2.5}$ emissions; therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS.

[12] RK Engineering Group, Inc. 2022. op. cit.

Table 3.I: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds per Day				
Mobile-Source Emissions	4.5	3.9	5.8	1.5
Area-Source Emissions	0.1	<0.1	<0.1	<0.1
Energy-Source Emissions	0.0	0.0	0.0	0.0
Total Emissions	**4.6**	**3.9**	**5.8**	**1.5**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons per Year				
Mobile-Source Emissions	0.8	0.7	1.1	0.3
Area-Source Emissions	<0.1	<0.1	<0.1	<0.1
Energy-Source Emissions	0.0	0.0	0.0	0.0
Total Emissions	**0.8**	**0.7**	**1.1**	**0.3**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (January 2024).
BAAQMD = Bay Area Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases

Localized CO Impacts. Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area since the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening-level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.

- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the policies or programs of the Solano Transportation Authority. The proposed project would generate a total of 4 a.m. peak-hour

trips and a total of 40 p.m. peak-hour trips[13]; therefore, the project's contribution to peak-hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. As such, the proposed project would not result in localized CO concentrations that exceed State or federal standards.

3.4.4.5 Sensitive Receptors

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site include the residential uses approximately 150 feet east of the project site across Sonoma Boulevard.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement RCM AIR-1 described above. With implementation of this regulatory measure, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions, as demonstrated through the CalEEMod evaluation, which shows that the proposed project would be below the BAAQMD thresholds of significance for criteria pollutants. Additionally, the proposed project would not be expected to be a significant source of TACs. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation.

3.4.4.6 Objectionable Odors

During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. Additionally, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.4.5 Water Quality

Stormwater runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES program is administered by the San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB).

3.4.5.1 Construction Related Water Quality Impacts

Construction activities are subject to the State Water Resources Control Board (SWRCB) NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP), Order No. 2022-0057-DWQ, NPDES No. CAS000002. Any construction activity,

[13] RK Engineering Group, Inc. 2022. op. cit.

including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's CGP, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of Construction BMPs during construction activities. The proposed project would include the demolition of the existing concrete slab (20,130 square feet) in the northwest portion of the project site and the construction of a 2,700-square-foot, one-story building; drive-through; and associated surface parking on a 1.57-acre site. The proposed project would disturb 0.941 acre (40,972 square feet). Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via stormwater runoff into receiving waters.

Because construction of the proposed project would disturb less than 1 acre of soil, the project is not subject to the requirements of the CGP. Nevertheless, the proposed project must comply with Sections 12.40 and 12.41 of the City's Municipal Code, which require applicants to prepare a SWPPP and implement BMPs during construction activities. Construction BMPs would include, but not be limited to, erosion control and sediment control BMPs designed to minimize erosion and retain sediment on site, and source control, site design, and good housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Groundwater Dewatering. According to the Geotechnical Engineering Investigation prepared for the proposed project, groundwater was encountered at depths of 6 to 9 ft below ground surface (bgs). Excavation during construction would be to a maximum depth of approximately 7 feet bgs. Due to the relatively shallow depth of groundwater and the proposed depth of excavation, groundwater dewatering may be required during construction. If dewatering is required, it would be conducted in accordance with the requirements of the General Waste Discharge Requirements for Limited Threat Discharges to Surface Waters (General Waste Discharge Permit), Order No. 2003-003-DWQ.[14] If needed, groundwater dewatering would be localized and temporary, and the volume of groundwater removed would not be substantial. Therefore, the proposed project would continue to minimize pollutant runoff from the project site.

3.4.5.2 Operational Related Water Quality Impacts

The project site is predominantly vacant and has approximately 0.071 acre (3,085 square feet) of impervious surfaces. The proposed project would develop a majority of the project site and increase the amount of impervious surface by 0.743 acre (32,351 square feet) on site and 0.164 acre (7,148 square feet) off site, for a total increase in impervious surfaces of 0.976 acre (42,514 square feet). Pollutants of concern from long-term operations include pathogens (bacteria/viruses), metals,

[14] State Water Resources Control Board (SWRCB). 2003. Division of Water Quality. General Waste Discharge Requirements (WDRs) for Discharges to Land with a Low Threat to Water Quality (General WDRs). Website: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf (accessed January 9, 2024).

nutrients, toxic organic compounds, pesticides/herbicides, sediments/total suspended solids, trash and debris, and oil and grease.

The City, which has joined the cities of Fairfield and Suisun City and the Vallejo Flood & Wastewater District to form the Solano Stormwater Alliance, and which is collectively referred to along with these entities as the "Solano Permittees," is a permittee on the California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) (Order No. R2-2022-0018, NPDES Permit No. CAS612008 as amended by Order No.R2-2022-0018).[15] Provision C.3 of the MRP requires all new development and redevelopment projects that create and or replace between 2,500 and 50,00 square feet of impervious surfaces to incorporate post-construction stormwater control measures.[16] Under Provision C.3 requirements, the preparation and submittal of a Stormwater Control Plan (SCP) would be required for the project site as the proposed project would include the replacement of approximately 3,017 square feet and would add approximately 32,448 square feet of impervious surface. The purpose of an SCP is to detail the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. In particular, SCPs must include Low Impact Development (LID) design measures, which reduce water quality impacts by preserving and recreating natural landscape features, minimizing impervious surfaces, and using stormwater as a resource rather than a waste product.

Under existing conditions, stormwater flows to the east side of the lot, down a gradual slope, and is conveyed into an existing drainage ditch along the eastern boundary of the project site. The drainage ditch conveys flows to the south along the project site frontage along SR-29 into existing 12-inch storm drain pipelines located within Yolano Drive (south of the project site).

Upon construction of the proposed project, approximately 32,468 square feet (47 percent) of the project site would be covered by impervious surfaces and approximately 35,886 square feet (52 percent) would be covered by pervious surfaces consisting of landscaped areas.

Consistent with Provision C.3 of the MRP and Section 12.41 of the City's Municipal Code, the applicant has prepared an SCP. According to the SCP, the proposed project would include approximately 2,895 square feet of bioretention space throughout the project site that would be used for stormwater control. In addition, the proposed project would include 16 Drainage Management Areas (DMAs) totaling approximately 46,734 square feet. The DMAs would include asphalt parking areas, drive aisles, sidewalks, landscaped areas, and rooftops. Runoff from these DMAs would be conveyed into the three bioretention areas throughout the project site, as outlined below.

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[15] California Regional Water Quality Control Board. 2023. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit Order No. R2-2023-0019, Permit No. CAS612008 as amended by order No. R2-2022-0018. May 11. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.waterboards.ca.gov%2Fsanfranciscobay%2Fboard_info%2Fagendas%2F2023%2FOctober%2F5_final_to.docx&wdOrigin=BROWSELINK (accessed January 9, 2024).

[16] Contra Costa Clean Water Program. 2023. Municipal Regional Stormwater Permit (MRP 3.0). Website: https://www.cccleanwater.org/development-infrastructure/development/stormwater-c-3-guidebook.

DMAs 1–6, located on the northern, southern, and eastern portions of the project site, would drain to bioretention planter IMP-1 on the east side of the project. DMAs 7–9, located on the western side of the site, would drain to bioretention planter IMP-2 on the northwestern side of the proposed building and drive-through. DMAs 10–16, located in the southern portion of the site, would drain to bioretention planter IMP-3 on the south side of the project site.

The proposed project would be required to comply with the MRP and SCP, which would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with operation of the proposed project. Therefore, the proposed project would continue to minimize pollutant runoff from the project site.

Groundwater for Project Operations. The project site is currently vacant and primarily covered with pervious surfaces. Development of the proposed project would increase the impervious surface area by 47 percent. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. In the existing condition, stormwater is not a significant source of groundwater recharge because it does not infiltrate, but rather flows across the site and into the existing storm drain system. The proposed project would not alter existing drainage, and stormwater would continue to be collected on site and directed to the city's storm drains. Therefore, the proposed project would not interfere substantially with groundwater recharge.

Project operations would not require groundwater extraction, as the proposed project would connect to the existing water lines within the public alley located just south of the project site. While the project would increase water use on the project site, the City of Vallejo obtains water from the Sacramento River Watershed; the Solano Project from the Putah Creek Watershed, which includes Lake Berryessa; the Wild Horse Creek Watershed through Lake Madigan, Lake Frey, and the Green Valley Diversion; and the Upper Suisun Creek Watershed through Lake Curry.[17] Because the City does not use groundwater for municipal water supply, water use during operation of the proposed project would not affect groundwater.

3.4.5.3 Flooding

The project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year or 500-year floodplain.[18] The project site is not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami.[19] Seiches are waves that are created in an enclosed body of water, such as a bay, lake, or harbor, and go up and down or oscillate and do not progress forward like standard ocean waves. The nearest water bodies are the Napa River, located approximately 0.7 mile west of the project site, and San Pablo Bay, located approximately 3.5 miles southeast of the project site. Both of these water bodies are located at a

17 City of Vallejo. 2021. 2020 Urban Water Management Plan. October 12, 2021.

18 Federal Emergency Management Agency (FEMA). 2016. Flood Insurance Rate Map No. 06095C0419F. August 13. Website: https://msc.fema.gov/portal/search?AddressQuery=5180%20Sonoma%20Boulevard%2C%20Vallejo%2C%20CA#searchresultsanchor (accessed February 9, 2023).

19 California Department of Conservation (DOC). 2022. Solano County Tsunami Hazard Areas. Website: https://www.conservation.ca.gov/cgs/ tsunami/maps/solano (accessed February 9, 2023).

lower elevation than the project site and would not inundate the project site in the event of a seiche. No project-related impacts associated with flood flows or release of pollutants from inundation would occur.

3.5 CRITERION SECTION 15332(E): UTILITIES AND PUBLIC SERVICES

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

The project site is located in an urban area already served by all necessary municipal utilities (i.e., stormwater, water, wastewater, solid waste) and public services (i.e., police and fire). The following analysis reviews whether the project can, as required by *CEQA Guidelines* Section 15332(e), be "adequately served by all required utilities and public services." As discussed, the site can be adequately served by all required utilities and public services.

3.5.1 Stormwater

The City of Vallejo Public Works Department is responsible for the engineering and maintenance of the stormwater drainage system for the project site and the surrounding area. Stormwater runoff from the project site is channeled into storm drains along Yolano Drive, south of the project site, which ultimately discharges into San Pablo Bay.

Construction of the proposed project would increase impervious surfaces by approximately 19,411 square feet. Approximately 32,468 square feet (45 percent) of the project site would be covered by impervious surfaces, and approximately 35,886 square feet (52 percent) would be covered by pervious surfaces after construction. The proposed project would include approximately 2,895 square feet of bioretention planters that would be used for treatment and storage of stormwater. The proposed stormwater infrastructure would be limited to the project site and would be constructed in accordance with all City regulations and requirements and be designed consistent with the MRP Program requirements for LID. Therefore, there would be no significant increase in contributions to the municipal stormwater system once the proposed project is in operation.

3.5.2 Water

The project site is served by existing water supply and distribution systems operated and managed by the City of Vallejo. The Vallejo Water Division collects water from the Sacramento River watershed; the Solano Project from the Putah Creek Watershed, which includes Lake Berryessa; the Wild Horse Creek Watershed through Lake Madigan, Lake Frey, and the Green Valley Diversion; and the Upper Suisun Creek Watershed through Lake Curry.[20] The City of Vallejo updated its Urban Water Management Plan (UWMP) in 2020, and it was adopted in 2021.[21] According to the UWMP, the average water use for the City's service area is projected to be 30,331-acre feet per year (AFY) in 2035 and 31,892 AFY in 2045.

The proposed project would install four 1.5-inch water lines south of the project site, which would connect to the existing 8-inch main line located within Yolano Drive to provide water service to the

[20] City of Vallejo. 2021. 2020 Urban Water Management Plan. October 12.

[21] Ibid.

project site. Water service would be provided by the City of Vallejo. Additionally, a 1.5-inch water meter and backflow preventer would be installed south of the project site along the private utility easement adjacent to Yolano Drive.

The project site would be served by the existing 8-inch water line within Yolano Drive, and four 1.5-inch water lines would be installed south of the project site. It is estimated that the proposed project would result in a slight increase in water usage due to the development of a new restaurant building and new landscaped areas, totaling 2,761 gallons per day (gpd), or 3.09 AFY. As stated above, the average water use for the City's service area is projected to be 30,331 AFY in 2035 and 31,892 AFY in 2045. This accounts for approximately 0.01 percent of the City's projected service-wide annual water demand for both 2035 and 2045. Therefore, the proposed project would only result in a marginal increase in water use, and there is sufficient water to serve the proposed project.

3.5.3 Wastewater

The Vallejo Flood and Wastewater District (VFWD) provides wastewater, stormwater, and flood control protection services for Vallejo and service to the project site. VFWD serves over 120,000 residents in the greater Vallejo area. On average, VFWD conveys 10 million gallons of wastewater daily through its 30 pump stations to the customers via the Ryder Street treatment plant. During large storm events, the Ryder Street treatment plant capacity would increase to allow flows of up to 60 million gpd.

The project site would be served by the existing 6-inch sanitary sewer line located south of the project site (along the existing driveway), connected via a new 4-inch tie-in and a new 4-inch point of connection to the proposed building. It is estimated that the proposed project would result in a slight increase in wastewater generation due to the development of a new restaurant building, to a total of 2,244 gpd. This increase would not substantially change VFWD's wastewater treatment demand projections or require the expansion of wastewater facilities. The proposed project would represent an increase of VFWD's available capacity of 10 million gpd by less than 0.02 percent. Therefore, operation of the proposed project would not contribute to a substantial amount of new demand for wastewater treatment, and such demand would be within the anticipated projected demand for wastewater treatment.

3.5.4 Solid Waste

Solid waste, recycling, and yard waste collection services in Vallejo, including the project site, are provided by Recology Vallejo. Solid waste collected by Recology is transported to the Devlin Road Transfer Station, a regional facility operated by the Napa-Vallejo Waste Management Authority. Green waste and recyclables are sorted and sent to various facilities and solid waste that cannot be recycled is sent to the Keller Canyon Landfill, located at 901 Bailey Road in Pittsburg, Contra Costa County. The landfill has a maximum permitted capacity of 75,018,280 cubic yards and a remaining capacity of 63,408,410 cubic yards as of November 2004. The landfill accepts a maximum of 3,500 tons per day and has an expected closure date of December 2050. [22] According to the California

[22] California Department of Resources Recycling and Recovery (CalRecycle). 2023. Solid Waste Information System (SWIS), Keller Canyon Landfill (07-AA-0032). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4407?siteID-228 (accessed January 10, 2024).

Department of Resources Recycling and Recovery (CalRecycle), fast-food restaurants typically generate an average of 6,528 pounds of waste material per employee per year.[23] The proposed project would generate an average of 169.86 pounds per day. This increase in solid waste would account for less than 0.02 percent of Keller Canyon Landfill's maximum allowable capacity per day. With this minimal increase in solid waste disposal demand, the Keller Canyon Landfill has adequate capacity to serve the proposed project and would not require the expansion or construction of new solid waste facilities.

3.5.5 Police Services

The Vallejo Police Department (VPD) provides law enforcement services to Vallejo. The proposed project would result in an increase in the daytime population at the project site but would not result in an increase in the residential population within the city. The project site is in an area already served by the VPD. The VPD has one station within the city limits, located at 111 Amador Street approximately 2.4 miles southeast of the project site. It is not anticipated that the proposed project would result in the need for any new physical facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, police service is adequate to serve the proposed project.

3.5.6 Fire Protection Services

Fire suppression, emergency medical and rescue services, and other life safety services are provided to the project area and the site by the Vallejo Fire Department. In addition, the City of Vallejo and the County of Solano coordinate for response in emergency situations. The City and the County have adopted separate but consistent Emergency Operations Plans used for pre-emergency planning and emergency response to natural and human-made disasters. There are six fire stations within Vallejo, consisting of 108 employees, 99 of which are firefighters, paramedics, engineers, captains, and battalion chiefs. The closest fire station to the project site is Vallejo Fire Station 23, at 900 Redwood Street, approximately 0.75 mile south of the project site. The project site is in an area already served by the VFD and would not impact the VFD's response time standard of responding within 8 minutes.[24] The proposed project would not require the development of new or physically altered facilities. Therefore, fire protection service would be adequate to serve the proposed project.

3.5.7 Schools

The proposed project would include the construction of a new restaurant building, drive-through, and associated surface parking; however, it is not expected that the proposed project would result in a substantial increase in the school-age population in the area. Therefore, the proposed project would not have an impact on school capacity.

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23 Cascadia Consulting Group. 2006. *Contractor's Report to the Board: Targeted Statewide Waste Characterization Study – Waste Disposal and Diversion Findings for Selected Industry Groups.* June.

24 City of Vallejo. Fire Department. Website: https://vallejo.hosted.civiclive.com/city_hall/departments___divisions/fire (accessed September 12, 2023).

4.0 EXCEPTONS TO CATEGORICAL EXEMPTIONS

In addition to analyzing the applicability of *CEQA Guidelines* Section 15332 (Class 32), this technical report assesses whether any of the exceptions to Categorical Exemptions identified in *CEQA Guidelines* Section 15300.2 (Exceptions) apply to the proposed project. The following analysis compares the criteria in *CEQA Guidelines* Section 15300.2 (Exceptions) to the project and concludes, based on substantial evidence, that none of the exceptions is applicable to the project, and that the project is categorically exempt from CEQA pursuant to *CEQA Guidelines* Sections 15300 and 15332.

4.1 CRITERION SECTION 15300.2(A): LOCATION

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 on 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 proposed project does not qualify for an exemption under Classes 3, 4, 5, 6, or 11. The project site is located in an urban area and situated between SR-37 and SR-29. Within the project vicinity, the Napa River and White Slough are situated east of the project site, with their confluence with San Pablo Bay located to the southwest of the project site; however, the property is not in itself located within a sensitive environment. The site contains a 0.102-acre wetland swale along the eastern boundary of the project site; however, the proposed project would not include any grading or earth disturbance within the wetlands on the eastern portion of the site. Therefore, the proposed project would not result in any impacts on an environmental resource of hazardous or critical concern, and the exception under *CEQA Guidelines* Section 15300.2(a) does not apply to the proposed project.

4.2 CRITERION SECTION 15300.2(B): CUMULATIVE IMPACT

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. Lands to the north, south, and east of the project site are fully developed with existing commercial, light industrial, and residential uses. 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. Therefore, the exception under *CEQA Guidelines* Section 15300.2(b) does not apply to the proposed project.

4.3 CRITERION SECTION 15300.2(C): SIGNIFICANT EFFECT

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.

There are no known unusual circumstances that apply to the project which may result in a significant effect on the environment. The proposed project consists of the construction of a restaurant building, dual drive-through, and associated surface parking lot. The proposed project would not result in a change in the existing use or introduce a new activity to the area that could result in a significant effect on the environment. Therefore, the exception under *CEQA Guidelines* Section 15003.2(b) does not apply to the proposed project.

4.4 CRITERION SECTION 15300.2(D): SCENIC HIGHWAY

d. 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 criterion does not apply to improvements required as mitigation by an adopted Negative Declaration or certified EIR.

The proposed project would not affect a resource within a State Scenic Highway. The nearest scenic highways are SR-29 and SR-37, located approximately 0.20 mile west and 0.29 mile north of the project site, respectively.[25] The project site would not be visible from either SR-29 or SR-37; therefore, no scenic resources within view of a State Scenic Highway would be altered as part of the project.

4.5 CRITERION SECTION 15300.2(E): HAZARDOUS WASTE SITES

e. 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 is not on any list pursuant to Section 65962.5 of the Government Code or any other list compiled for purposes related to identifying the prior release of hazardous materials.[26,27] However, seven Leaking Underground Storage Tank (LUST) Cleanup sites are within 1,000 feet of the project site, and one of these sites is within the western boundary of the project site. as described below.

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25 California, State of. 2018. *California Scenic Highway Mapping System.* Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed January 30, 2024).

26 California State Water Resources Control Board. 2019. EnviroStor. Website: www.envirostor.dtsc.ca.gov/public (accessed January 30, 2024).

27 Department of Toxic Substances Control. 2015. GeoTracker. Website: geotracker.waterboards.ca.gov (accessed January 30, 2024).

Table 4.A: LUST Sites

Site name	Address	Distance from site	Media of Concern	Status
Bill Lang Pontiac Cadillac	4301 Sonoma Boulevard	Within the western boundary of the project site	Soil	Case closed—5/13/1997
Bill Lang Pontiac	4301 Sonoma Boulevard	90 feet (south)	Soil	Case closed—5/13/1997
Connoly Development	4300 Sonoma Boulevard	690 feet (south)	Under investigation	Case closed—7/23/1999
ACME Transfer Storage Inc.	163 Yolano Drive	626 feet (south)	Under investigation	Case closed—5/20/1996
Auto Outlet	140 Yolano Drive	750 feet (southwest)	Soil	Case closed—7/2/2001
Sharp Van and Storage	1133 Enterprise	646 feet (northwest)	Under investigation	Case closed—6/8/2000
Beacon #3711 (Former)	1295 Marine World Parkway	880 feet (west)	Other groundwater (uses other than drinking water)	Case closed—5/28/1996

Source: State Water Resources Boards. Geo Tracker. 2024. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=4301+Sonoma+Blvd+Vallejo%2C+CA+94589 (accessed February 12, 2024).
LUST = Leaking Underground Storage Tank

The project site is currently undeveloped. Therefore, the exception under *CEQA Guidelines* Section 15300.2(e) does not apply to the project.

4.6 CRITERION SECTION 15300.2(F): HISTORIC RESOURCES

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

No historic resources exist in the vicinity of the project site. There is also no known sensitivity for archaeological or paleontological resources on the site. However, the site may contain previously unknown subsurface archaeological deposits. The proposed project would comply with Cultural Resources and Historic Properties Policy NBE 1.9 and 1.10 in the General Plan, which would require compliance with City, State, and federal historic preservation laws, regulations, and codes, including laws related to archaeological and cultural resources. In particular, the proposed project would be required to comply with *CEQA Guidelines* Section 15064.5(e), which specifies procedures to be used in the event of a discovery of Native American human remains on nonfederal land. Adherence to *CEQA Guidelines* Section 15064.5(e) would ensure that impacts to cultural resources would not occur.

4.7 CONCLUSION

On the basis of substantial evidence, as discussed above, the project is eligible for a Class 32 Categorical Exemption in accordance with *CEQA Guidelines* Section 15332, In-Fill Development Projects. Because the proposed project meets the criteria for categorically exempt in-fill development projects in *CEQA Guidelines* Section 15332, none of the exceptions to the categorical exemptions in *CEQA Guidelines* Section 15300.2 apply, and the project would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the project.

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5.0 STREAMLINING UNDER CEQA GUIDELINES SECTION 15183

5.1 CEQA GUIDELINES SECITON 15183

Section 15183(c) of the *CEQA Guidelines* specifies that "if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards,… then an additional EIR need not be prepared for the project solely on the basis of that impact."

Section 15183(b) of the *CEQA Guidelines* states that "in approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis: (1) are peculiar to the project or the parcel on which the project would be located; (2) were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent; (3) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or (4) are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

Section 15183(d) of the *CEQA Guidelines* further states that the streamlining provisions of this section "shall apply only to projects that meet the following conditions: (1) the project is consistent with a community plan adopted as part of a general plan, a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or a general plan of a local agency; and (2) an EIR was certified by the lead agency for the zoning action, the community plan, or the general plan."

5.2 APPLICABILITY OF SECTION 15183 TO THE PROPOSED PROJECT

As stated in Sections 3.1.1 and 3.1.2, above, the proposed project would be consistent with the General Plan designations and zoning for the site described in the General Plan and would meet the requirements for streamlining under *CEQA Guidelines* Section 15183(d).

As stated in Sections 3.0 and 4.0, above, potential impacts as a result of the proposed project would be substantially mitigated by the imposition of uniformly applied standard conditions of approval.

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APPENDIX A

TRIP GENERATION ANALYSIS

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October 18, 2022

Mr. Luis Guzman
GWA ARCHITECTURE, INC.
1000 Corporate Center Drive, Suite 550
Monterey Park, CA 91754

Subject: Sonoma Boulevard & Yolano Drive Panda Express Project Trip Generation & Vehicle Miles Traveled (VMT) Screening Assessment, City of Vallejo, CA

Dear Mr. Guzman:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation Analysis and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Sonoma Boulevard & Yolano Drive Panda Express Project.

B. Project Description

The project site is currently vacant and located at 4301 Sonoma Boulevard in the City of Vallejo, CA.

The proposed project, based on the most recent site plan, will consist of constructing a 2,700 square-foot (SF) Panda Express fast-food restaurant with dual drive-through lanes proposed to provide queuing for up to 13 vehicles.

The project site is currently designated as Business/Limited Residential in the *City of Vallejo General Plan 2040 Land Use Map*.

Exhibit A shows the location of the proposed project. Exhibit B shows the proposed site plan.

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C. Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project is proposing to construct a Panda Express fast-food restaurant with dual drive-through lanes. As such, ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window trip rates are the most appropriate for this land use. However, Panda Express restaurants do not serve breakfast and is anticipated to open daily after the AM peak period (i.e., after 9 AM). Thus, utilizing the ITE Land Use 934 AM peak hour trip rates will significantly overstate the projected AM peak hour conditions of the project. As a result, ITE Land Use 930: Fast Causal Restaurant trip rates have been utilized for the AM peak hour to provide a more realistic trip generation forecast. ITE Land Use 934 trip rates were utilized for the daily and PM peak hour periods.

The ITE trip generation rates (11th Edition) for the proposed project are shown in Table 1.

Table 1
ITE Trip Generation Rates

Land Use	ITE Code	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast Casual Restaurant	930	TSF	0.714	0.715	1.43	--	--	--	--
Fast-Food Restaurant with Drive-Through Window	934	TSF	--	--	--	17.18	15.85	33.03	467.48

Source: *2021 ITE Trip Generation Manual, 11th Edition*.
[1]TSF = Thousand Square Feet.

Utilizing the ITE trip generation rates in Table 1, Table 2 shows the ITE peak hour and daily trip generation for the proposed project.

Table 2
Proposed Project Trip Generation

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Panda Express with Drive-Through	2.7	TSF	2	2	4	46	43	89	1,262
Pass-by[2] (0% AM, 55% PM, 10% Daily)			0	0	0	-25	-24	-49	-126
Total Net Trip Generation Forecast			**2**	**2**	**4**	**21**	**19**	**40**	**1,136**

Source: *2021 ITE Trip Generation Manual, 11th Edition*.
[1] TSF = Thousand Square Feet.
[2] *ITE Trip Generation Manual* (11th Edition) provides the following pass-by rates for ITE Land Use 934: Fast—Food Restaurant with Drive Through Window land use: 0% AM (assumed), 55% PM, and 10% daily (estimated).

It should be noted that the total net trip generation includes adjustments for pass-by per the *ITE Trip Generation Manual* (11th Edition). These pass-by reductions account for trips that are already present in everyday traffic on the adjacent streets (i.e. Sonoma Boulevard, etc.) and will stop by the project site as they pass by on their way to another destination. The pass-by reduction factors used for the project land use are summarized in footnote 2 of Table 2 above.

As shown in Table 2, the proposed project is forecast to generate approximately 1,136 net daily trips, approximately 4 net AM peak hour trips and approximately 40 net PM peak hour trips.

As specified in the *Preliminary Review of Multi-Tenant Commercial Building PR21-0007*, dated December 3, 2021, prepared by the City of Vallejo Planning Department, a traffic safety study would be required if the project is expected to generate 100 or more peak hour trips. Based on the net trip generation (i.e., 1,136 net daily trips, 4 net AM peak hour trips, and 40 net PM peak hour trips), the proposed project is not required to prepare a traffic safety study and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

D. VMT Screening Criteria

The California Governor's Office of Planning and Research (OPR) issued a Technical Advisory in December 2018 which described their recommended procedures and methodology for

VMT analysis. A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining California Environmental Quality Act (CEQA) impacts. Pursuant to CEQA guidelines, Section 15064.3, VMT is the most appropriate measure of transportation impacts.

Consistent with the recommendations of the *City of Vallejo CEQA Transportation Impact Analysis Guidelines*, dated October 2020, prepared by Fehr & Peers, screening thresholds may quickly identify whether or not a project should be expected to have a less than significant impact without conducting a detailed project-level assessment.

The following three types of screening criteria can be applied to effectively screen projects from project-level assessment: Step 1: Transit Priority Area (TPA) Screening; Step 2: Low VMT Area Screening; and Step 3: Project Type Screening. Any of these three criteria can be utilized to screen out from a project-level VMT assessment. Specifically, Step 3: Project Type Screening (TPA) Screening criteria and is most applicable for this project.

Step 3: Project Type Screening

The Technical Advisory states that local-serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.

As previously stated, the proposed project will consist of constructing a 2,700 square-foot (SF) Panda Express fast-food restaurant. As a result, the proposed project is screened out based on Step 3: Project Type Screening (local-serving retail projects less than 50,000 square feet) and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no further VMT analysis is required.

The *City of Vallejo CEQA Transportation Impact Analysis Guidelines*, dated October 2020, prepared by Fehr & Peers, is provided in Appendix A.

E. Conclusions

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Sonoma Boulevard & Yolano Drive Panda Express Project.

As specified in the *Preliminary Review of Multi-Tenant Commercial Building PR21-0007*, dated December 3, 2021, prepared by the City of Vallejo Planning Department, a traffic safety study will be required if the project is expected to generate 100 or more peak hour trips. Based on the net trip generation (i.e., 1,136 net daily trips, 4 net AM peak hour trips, and 40 net PM peak hour trips), the proposed project is not required to prepare a traffic safety study and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

Furthermore, based on the *City of Vallejo CEQA Transportation Impact Analysis Guidelines*, dated October 2020, prepared by Fehr & Peers, the proposed project will consist of constructing a 2,700 square-foot (SF) Panda Express fast-food restaurant. As a result, the proposed project is screened out based on Step 3: Project Type Screening (local-serving retail projects less than 50,000 square feet) and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no further VMT analysis is required.

RK Engineering Group, Inc. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

LICENSED PROFESSIONAL ENGINEER
JUSTIN J. TUCKER
C 92866
Exp: 12/31/23
CIVIL
STATE OF CALIFORNIA

Justin Tucker, P.E
Principal Engineer

Michael Torres, E.I.T.
Engineer II

Exhibits

Exhibit A

Location Map

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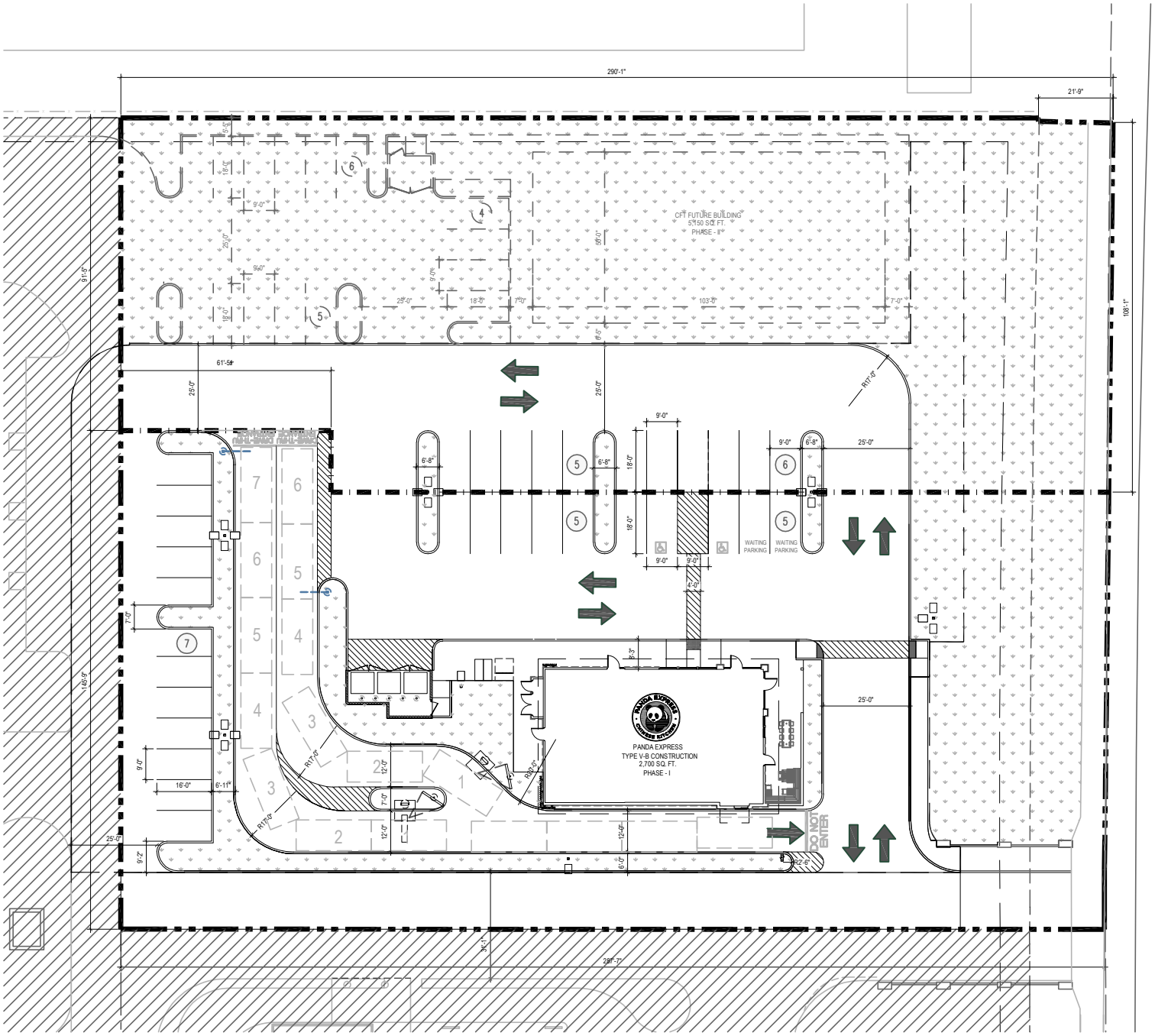
Exhibit B

Site Plan



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RK engineering group, inc.

Appendices

Appendix A

City of Vallejo CEQA Transportation
Impact Analysis Guidelines

City of Vallejo
CEQA Transportation Impact Analysis Guidelines

Prepared for:
City of Vallejo

July 2020
Revised October 2020

WC19-3631

FEHR PEERS

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A. VMT Analysis Process Flowchart
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Introduction

SB 743 and the Updated CEQA Guidelines

SB 743, signed by the Governor in 2013, is changing the way transportation impacts are identified. Specifically, the legislation directed the Office of Planning and Research (OPR) to consider different metrics for identifying transportation impacts under the California Environmental Quality Act (CEQA). The OPR finalized updates to the CEQA Guidelines in December 2018; the updated Guidelines identify vehicle miles of travel (VMT) as the preferred transportation impact metric. The updated Guidelines state that, by July 2020, all lead agencies must use VMT as the new transportation metric for identifying impacts of land use projects.

The updated Guidelines include revised Appendix G Checklist questions for transportation impact evaluation. The four questions are:

Would the project:

1. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
3. *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
4. *Result in inadequate emergency access?*

Criteria 2 is the implementation of the SB 743 requirement. CEQA Guidelines section 15064.3(b) reads, in part, as follows:

(1) Land Use Projects. Vehicle-miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the

availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

City of Vallejo SB 743 Implementation Process

In anticipation of the change to the VMT metric, the City of Vallejo initiated and is nearing completion of a SB 743 Implementation Study. The study included the following steps.

- Review of relevant policies related to greenhouse gas reduction, multimodal transportation, and VMT (memorandum dated October 28, 2019).
- Review of potential travel demand models for use in VMT analysis (memorandum dated October 28, 2019).
- Presentation to City Planning Commission on SB 743 background and implementation guidance from OPR and other sources (presentation on January 6, 2020).
- Preparation of methodology and threshold options based on guidance in the Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and other research regarding VMT reductions needed to achieve the state's greenhouse gas reduction goals (memorandum dated January 31, 2020).
- Preparation of City staff methodology and threshold recommendations for Planning Commission consideration (memorandum dated April 6, 2020).
- Presentation of City staff-recommended methodology and thresholds (presentation on April 20, 2020).

The Planning Commission expressed support for the City staff-recommended methodology and thresholds, and the recommendation will be considered at the June 23, 2020 City Council Meeting.

As noted in CEQA Guidelines Section 15064.7(b) below, lead agencies are encouraged to formally adopt their significance thresholds and this is key part of the SB 743 implementation process.

> *(b) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).*

CEQA Transportation Impact Analysis and City Development Review

One of the fundamental roles of government agencies is the construction and maintenance of public infrastructure facilities including roadways, rail and bus facilities, bicycle and pedestrian infrastructure, water lines, sanitary sewer lines, stormwater treatment facilities, parks, and other public facilities. When private development occurs, it is the responsibility of government to ensure that there are adequate public facilities to serve incremental population and employment growth. For the transportation system, one way to address this issue has been the preparation of a Transportation Impact Analysis (TIA).

For the past several decades, the preparation of a TIA was integrated into the CEQA process, in which the TIA was used primarily to analyze a project's impacts under CEQA. However, with the passage of SB 743, changes to this process are necessary. Specifically, a *Transportation Assessment (TA)* may need to be prepared as a stand-alone document, as part of the project approval process, including information for the decision makers that is not required as part of the CEQA process. A separate *Transportation Impact Analysis (TIA)* would contain the information specifically needed for the CEQA document.

The purpose of this *TIA Guidelines* document is to provide instructions for analyzing the potential transportation impacts of proposed development projects, for purposes of the CEQA evaluation. These guidelines present the recommended methodology that should generally be utilized in the preparation of TIAs. These recommendations are general guidelines and the City of Vallejo may modify the TIA requirements based on the unique characteristics of a particular project.

Can LOS Analysis Still be Conducted as Part of Development Review?

SB 743 does not prevent a city or county from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts.

The City's General Plan 2040 has an advisory standard of LOS E or better, to be considered along with, but not to override, metrics for pedestrian, bicycle, transit and emergency access performance (General Plan Policy MTC-2.5). LOS can continue to be assessed relative to this standard during development review, to promote the City's interest in maintaining and operating a functional roadway network. However, assessment of a development project's effect on intersection level of service must be conducted outside

the CEQA process. The assessment can be performed as part of a General Plan consistency assessment, within a separate Transportation Assessment document. City planning and traffic engineering staff will define the scope and methodology for project-level of service analysis as part of the development review process.

Congestion Management Program Compliance Changes

A key element of SB 743 is the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. This change is intended to assist in balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Programs (CMPs) are still used (see Government Code Sections 65088.1 and 65088.4). Solano County's Congestion Management Program was recently updated in October 2019. The CMP network in Vallejo includes I-80, SR 37, SR 29 (Sonoma Boulevard), Curtola Parkway, Mare Island Way, and Tennessee Street west of I-80. Three intersections are monitored in the CMP: Tennessee Street/Sonoma Boulevard, Tennessee Street/Mare Island Way, and Curtola Parkway/Sonoma Boulevard. The LOS standard for these intersections in LOS E. The 2019 monitoring indicated all three intersections operated at LOS D or better. However, as noted here, the City of Vallejo may choose to opt out of compliance with the LOS E standard.

VMT Analysis

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring.

The following methodology should be used to determine VMT impact thresholds and mitigation requirements for land use project TIAs. These recommendations were developed by City of Vallejo staff with guidance from Fehr & Peers, and are based on the updated *CEQA Guidelines* (December 2018) and the Office of Planning and Research guidance document *Technical Advisory on Analyzing Transportation Impacts in CEQA* (December 2018) (*Technical Advisory*).

Analysis Methodology

For purposes of SB 743 compliance, a VMT analysis should be conducted for land use projects as deemed necessary by the City Planning Manager and Traffic Engineer, and would apply to projects that have the potential to increase the average VMT per service population, resident, or employee, depending on the project type. (Service population is residents plus employees.) Normalizing VMT per service population, resident, or employee essentially provides a transportation efficiency metric. Using this efficiency metric allows the analyst to compare the project to the city as a whole, for purposes of identifying transportation impacts.

In addition to assessing the project's VMT efficiency, the project's effect on total citywide VMT is also calculated, to assess how the project may change VMT within the city as it interacts with other city land uses.

Attachment A provides a flowchart outlining the process described below.

Consistency with the Regional Transportation Plan/Sustainable Communities Strategy

The first step in assessing project impacts is to determine if the project land use is contained within the City of Vallejo residential and non-residential land use allocations in the current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and if the project is consistent with the City of Vallejo General Plan. As of June 2020, the current RTP/SCS is *Plan Bay Area 2040*, adopted in 2017. If the project is not consistent with the RTP/SCS and/or the General Plan, amendments to those documents would be needed prior to proceeding with the project review.

Project Screening

There are three types of screening that lead agencies can apply to effectively screen projects from project-level assessment. These screening steps are summarized below:

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA[1] may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may ***NOT*** be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City (if the City requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City, with input from the Metropolitan Transportation Commission); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Step 2: Low VMT Area Screening

Citywide, Countywide and Regional VMT Averages

Table 1 shows the citywide average VMT metrics as reported by the Solano-Napa Activity Based Travel Demand Model (SNABM). The metrics increase by about 2 percent between 2015 and 2040.

Table 1: City of Vallejo VMT Metrics

Land Use	City of Vallejo Baseline Year (2015)	City of Vallejo Cumulative Year (2040)[1]
Residential (All trips made by resident traced back to residence)	26.0 VMT/resident	26.6 VMT/resident
Office/Employment (All trips part of home-work tours traced back to workplace)	31.5 VMT/employee	32.4 VMT/employee

Source: Solano-Napa Activity Based Travel Demand Model (September 2018 version); Fehr & Peers, October 2020.

[1] A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions below. The City has discretion to measure the half-mile based on a straight radius or walking routes. The straight radius method will maximize the footprint of the TPA and allow for the greatest amount of potential project screening. Using the walking route method will decrease the land area subject to potential TPA screening but will increase the likelihood that development projects located in this area have a less than 1/2 mile walking distance to the transit station. Academic research has demonstrated that walking distance is an important factor that influences the choice to take transit and thereby reduce VMT. For more background on this, see the following article: http://www.reconnectingamerica.org/assets/Uploads/20111018UCB-ITS-VWP-2011-5.pdf).

Pub. Resources Code, § 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.' Note that this requirement means that both intersecting routes must have the 15-minute or less frequency of service interval.

Pub. Resources Code, § 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

For information, the City of Vallejo metrics are compared to countywide and nine-county Bay Area metrics in **Table 2.** In both the 2015 and 2040 model results, Vallejo's residential tour VMT per resident is lower than the Solano County average (10 percent lower in 2015 and 8 percent lower in 2040), but higher than the Bay Area average (11 percent higher in 2015 and 18 percent higher in 2040). Vallejo's employment home-work tour VMT per employee is higher than both the Solano County and Bay Area averages in both 2015 and 2040 (2 percent higher than the Countywide average in 2015 and 5 percent higher in 2040; 31 percent higher than the Bay Area average in 2015 and 41 percent higher in 2040).

The Solano County average residential tour VMT per resident increases by 1 percent between 2015 and 2040, and the employment home-work tour VMT per employee is unchanged.

The Bay Area average residential tour VMT per resident decreases by 3 percent between 2015 and 2040, and the employment home-work tour VMT per employee decreases by 4 percent.

In summary, the SNABM indicates that residential and employment VMT metrics are expected to increase slightly in 2040, relative to baseline conditions, in both Vallejo and Solano County, but that Bay Area VMT metrics will drop. The model further indicates that Vallejo's residential VMT metric is lower than the countywide average, but higher than the Bay Area average; and that Vallejo's employment VMT metric is higher than both the countywide average and the Bay Area average.

Table 2: City of Vallejo VMT Metrics Compared to County and Region

Land Use	Baseline (2015) City of Vallejo	Baseline (2015) Solano County	Baseline (2015) Bay Area	Cumulative (2040) City of Vallejo[1]	Cumulative (2040) Solano County[1]	Cumulative (2040) Bay Area[1]
Residential (All trips made by resident traced back to residence)	26.0 VMT/resident	28.8 VMT/resident	23.4 VMT/resident	26.6 VMT/resident	29.0 VMT/resident	22.6 VMT/resident
Office/Employment (All trips part of home-work tours traced back to workplace)	31.5 VMT/employee	30.9 VMT/employee	24.0 VMT/employee	32.4 VMT/employee	30.9 VMT/employee	23.0 VMT/employee

Source: Solano-Napa Activity Based Travel Demand Model (September 2018 version); Fehr & Peers, October 2020.

Project VMT Screening Based on Low-VMT Area

Residential and office projects located within a low-VMT generating area of the city (i.e., lower than citywide average levels, based on the significance thresholds in this document) may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low-VMT area.

The SNABM was reviewed and found to not provide reasonable traffic analysis zone (TAZ)-level results for purposes of identifying low-VMT areas of the city. Therefore, a project applicant and their analyst may present other data, if feasible, to identify if the project is in a low-VMT generating area. One potential data source would be trip generation and trip length information from a location-based services data vendor, demonstrating that similar uses near the project site generate VMT per service population, per resident, or per employee that is no higher than the citywide average. The analyst should use professional judgement to ensure that there is nothing unique about the project that would otherwise be mis-represented utilizing the vendor data.

Other methods for identifying low-VMT areas of the city may become available in the months and years ahead. Therefore, the City may consider other screening methods, supported by substantial evidence for their use.

For low VMT area screening to be satisfied, the analyst must verify that the project land uses would not alter the existing built environment in such a way as to increase the rate or length of vehicle trips (e.g. the proposed project is consistent with existing land use in the area, the project would be expected to contribute VMT consistent with existing land use in the area, and the project would not significantly alter travel patterns in the area).

Step 3: Project Type Screening

The *Technical Advisory* states that local-serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.

The following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary, as their uses are local serving in nature; however, note that it is recommended that as much substantial evidence as possible be provided for the local-serving nature of a given project:

- Local-serving K-12 public schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping centers
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)

- Community institutions (public libraries, fire stations, local government facilities)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing[2]
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips[3]
    - This generally corresponds to the following "typical" development potentials:
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 sq. ft. of office
        - 15,000 sq. ft. of light industrial[4]
        - 63,000 sq. ft. of warehousing
        - 79,000 sq. ft. of high cube transload and short-term storage warehouse[7]

Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would come primarily from within the city limits. The project would therefore not generate new "demand" for the project land uses, but would meet at existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

VMT Assessment for Non-Screened Development

Projects not screened through the steps above should complete a VMT analysis using the version of the Solano travel demand model available at the time of the project analysis to determine if they have a significant VMT impact. This analysis should include 'project generated VMT' and 'project effect on VMT' estimates for the project as follows. Thresholds of significance are discussed in the next section. **Attachment B** provides more detailed direction on the steps below. Note that the model version used for this guidelines document is the September 2018 version. Future analysis should use the version available from the Solano Transportation Authority at the time of the analysis, as the STA periodically updates its travel demand model. In addition, the STA is developing a Solano County-validated version of the model, and when it is ready for use, it should be reviewed by the City of Vallejo and used for project impact analysis, rather than the Solano-Napa Activity Based Model. Project analysis using updated

[2] The project must provide 100% of residential units as affordable or supportive housing.

[3] This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

[4] Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE's *Trip Generation Manual*.

versions of the model should include citywide metrics extracted from the updated model as opposed to those presented in Table 1.

- Baseline Conditions – Conditions in the baseline year for the CEQA analysis, which is most often chosen as the time of notice of preparation (NOP) of an environmental document, but may be chosen as the baseline year of the SNABM, if land use and transportation network conditions can be considered largely unchanged between the model baseline year and the date of the NOP. VMT for the project TAZ and citywide total should be calculated.
- Baseline Plus Project - The project land use is added to the project TAZ or a separate TAZ may be created to contain the project land uses. A full model run is performed and VMT changes (by metric of choice) is isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured. If this scenario results in a less-than-significant impact, then additional cumulative scenario analysis may not be required (more information about this outcome can be found in the Thresholds Evaluation discussion later in this section).
- Cumulative No Project– Conditions in the future year travel demand model (current future year is 2040).
- Cumulative Plus Project - The project land use is added to the project TAZ or a separate TAZ is created to contain the project land uses. The addition of project land uses may be accompanied by a reallocation of a similar amount of land use from other TAZs throughout the model area (focusing on Solano and Napa Counties), especially if the proposed project is significant in size such that it would potentially reduce the potential for development throughout the rest of the model area. Land use projects will generally not change the cumulative no project control totals for population and employment growth within the model area. Instead, they will influence the land use supply through changes in general plan land use designations and zoning. If project land uses are simply added to the cumulative no project scenario, then the analysis should reflect this limitation in the methodology and acknowledge that the analysis may overestimate the project's effect on VMT. A full model run is performed and VMT changes (by metric of choice) would be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured.

The model output should include total network-based boundary VMT by speed bin, which includes all vehicle trips and trip purposes in a defined boundary[5] to measure the project effect on VMT. The model output should include the following project-generated VMT: Total Project VMT (all trip purposes) per service population (population plus employment); Residential Tour VMT per resident (for residential projects) and Home-Based-Work Tour VMT per employee (for office/employment uses). The network-

[5] Network-based VMT is also referred to as boundary method VMT. For most projects, boundary method for the City should be adequate. For projects located near the City limit, an alternative boundary should be considered that captures the true effect the project has on local traffic. This could be determined using average trip length to/from the site or other approach to completely capture changes in VMT.

based boundary VMT is needed as an input for air quality, greenhouse gas (GHG), and energy impact analysis, while the project-generated VMT metrics are used for the transportation impact analysis.

Both "plus project" scenarios noted above will summarize two types of VMT: (1) the project effect on VMT, comparing how the project changes VMT on the boundary network looking at citywide VMT in absolute terms and also per service population, comparing these to the No Project condition, and (2) project-generated VMT per service population, per resident, or per employee, with a comparison to the appropriate benchmark noted in the thresholds of significance.

Project-generated VMT should be extracted from the travel demand forecasting model by combining either the origin-destination (for total VMT) or production-attraction (for the other metrics) trip matrices and congested skims from final assignment. The VMT should be adjusted to reflect trips that extend beyond the model boundary (this is described in more detail in Attachment B). The project's effect on VMT should be estimated using the regional boundary (recommended region is Solano County) and extracting the total link-level VMT for both the No Project and With Project condition.

If a project is mixed-use (i.e. composed of both residential and retail/office uses) project-generated VMT should be extracted for both the total VMT and VMT per service population (residents and employees).

Significance Thresholds

The City has adopted the following thresholds of significance. These thresholds are intended to hold new development VMT generation at or below citywide VMT generation levels, for the baseline and cumulative scenarios. This is expected to result in declining VMT over time, as compared to a business as usual condition with no VMT limits. The thresholds balance the City's priorities with respect to competing objectives including Vallejo's geographic and transportation context, greenhouse gas reduction goals, interest in achieving the state's greenhouse gas reduction goals, and General Plan 2040 goals and policies related to land use mix, economic development, and housing provision.

Threshold 1: Project Generated VMT (Residential and Office/Industrial Projects) - Baseline

Project-generated Residential Tour VMT per resident (for residential projects), Home-Based-Work Tour VMT per employee (for office/industrial projects) or Total VMT per service population (for mixed-use projects) is no higher than the baseline citywide Residential Tour VMT per resident, Home-Based-Work Tour VMT per employee, or Total VMT per service population.

Threshold 2: Project Generated VMT (Residential and Office/Industrial Projects) - Cumulative

Project-generated Residential Tour VMT per resident (for residential projects), Home-Based-Work Tour VMT per employee (for office/industrial projects), or Total VMT per service population (for mixed-use projects) is no higher than the cumulative citywide Residential Tour VMT per resident, Home-Based-Work Tour VMT per employee, or Total VMT per service population. This threshold does not apply if it can be demonstrated that VMT rates are declining at the time of the analysis.

Threshold 3: Project's Effect on VMT (Residential and Office/Industrial Projects) -- Cumulative

The Project reduces or has no effect on the citywide total VMT under cumulative conditions.

Threshold 4: Project-Generated VMT and Project's Effect on VMT (Other Project Types)

VMT thresholds for other project types (for example, institutional, destination hotel, or cultural projects) would be developed using considerations unique to the individual project. The thresholds will incorporate the principles of Thresholds 1 – 3, i.e., projects that are not expected to generate VMT above a relevant baseline level and/or are not expected to increase VMT in the cumulative condition would be considered to have a less than significant impact with respect to VMT.

VMT Mitigation Measures

To mitigate VMT impacts, the following choices are available to the applicant:

1. Modify the project's built environment characteristics to reduce VMT generated by the project
2. Implement transportation Demand Management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels

As part of the Vallejo SB 743 Implementation Study, key VMT reduction measures that are appropriate to the Vallejo land use, urban form and transportation context were identified. These measures are summarized below, with additional effectiveness estimates and background information provided in **Attachment C.**

Potential VMT Reduction Measures

- Increase transit accessibility: provide transit stops, fund or contribute to shuttle service, provide transit subsidies to project residents or employees, or other actions that increase the ability of residents or employees to use transit
- Provide pedestrian network improvements: eliminate sidewalk gaps which create barriers to off-site activity centers, or enhance the width or design of existing off-site sidewalks or paths
- Provide bicycle network improvements: eliminate bike facility gaps, add new bike lanes, protected bike lanes, or off-street multi-use paths connecting to key off-site activity centers
- Provide traffic calming measures: construct off-site traffic calming measures which slow auto traffic and create a more comfortable walking and bicycling environment
- Implement a car-sharing program: provide car sharing within a project, or contribute funding to an off-site car sharing site, reducing the need for site employees to commute by car or the need for site residents to own a car
- "Un-bundle" private parking: lease parking separately from office space or residential units within a project site, thus encouraging site users to consider the independent value of the parking and potentially reducing car use
- Implement market-rate public parking: price all public parking within a particular area (downtown, for example) to encourage "park once" behavior, reducing automobile circulation

- Increase transit service frequency: contribute funding to allow transit agencies to provide shorter headways and improve transit trip speed and reliability
- Encourage telecommuting and alternative work schedules: provide telecommuting incentives to reduce employee commuting by automobile

Evaluation of VMT reductions should be conducted using state-of-the-practice methodologies recognizing that many of the TDM strategies are dependent on building occupant performance over time. As such, actual VMT reduction cannot be reliably predicted and monitoring may be necessary to gauge performance related to mitigation expectations.

Potential Future Changes to City VMT Evaluation Methodology

An alternative approach to assessing VMT impacts is to conduct a CEQA analysis of the VMT associated with the City's General Plan, and use that evaluation to support analysis of individual projects subsequent to the General Plan-level evaluation. This approach acknowledges that the City of Vallejo General Plan land use allocations and associated VMT have already been planned for and determined to be acceptable by the City. It also allows the City to set a citywide VMT reduction target and threshold of significance, and plan VMT reduction strategies and programs in a more holistic, effective, and equitable manner than would be possible using project-by-project impact evaluations. It would also provide opportunities for streamlined review of projects under CEQA Guidelines section 15183.

The City of Vallejo intends to prepare an updated General Plan and EIR as described above. When that process is complete, this guideline document will be revised to reflect the new citywide VMT thresholds of significance, VMT reduction targets, VMT reduction policies and TDM measures, and analysis methodology for individual project level reviews

Analysis for Other Appendix G Checklist Criteria

As noted in the Introduction, the updated CEQA Guidelines Appendix G Checklist contains three additional criteria beyond the VMT evaluation criteria discussed in the preceding section. They are listed below.

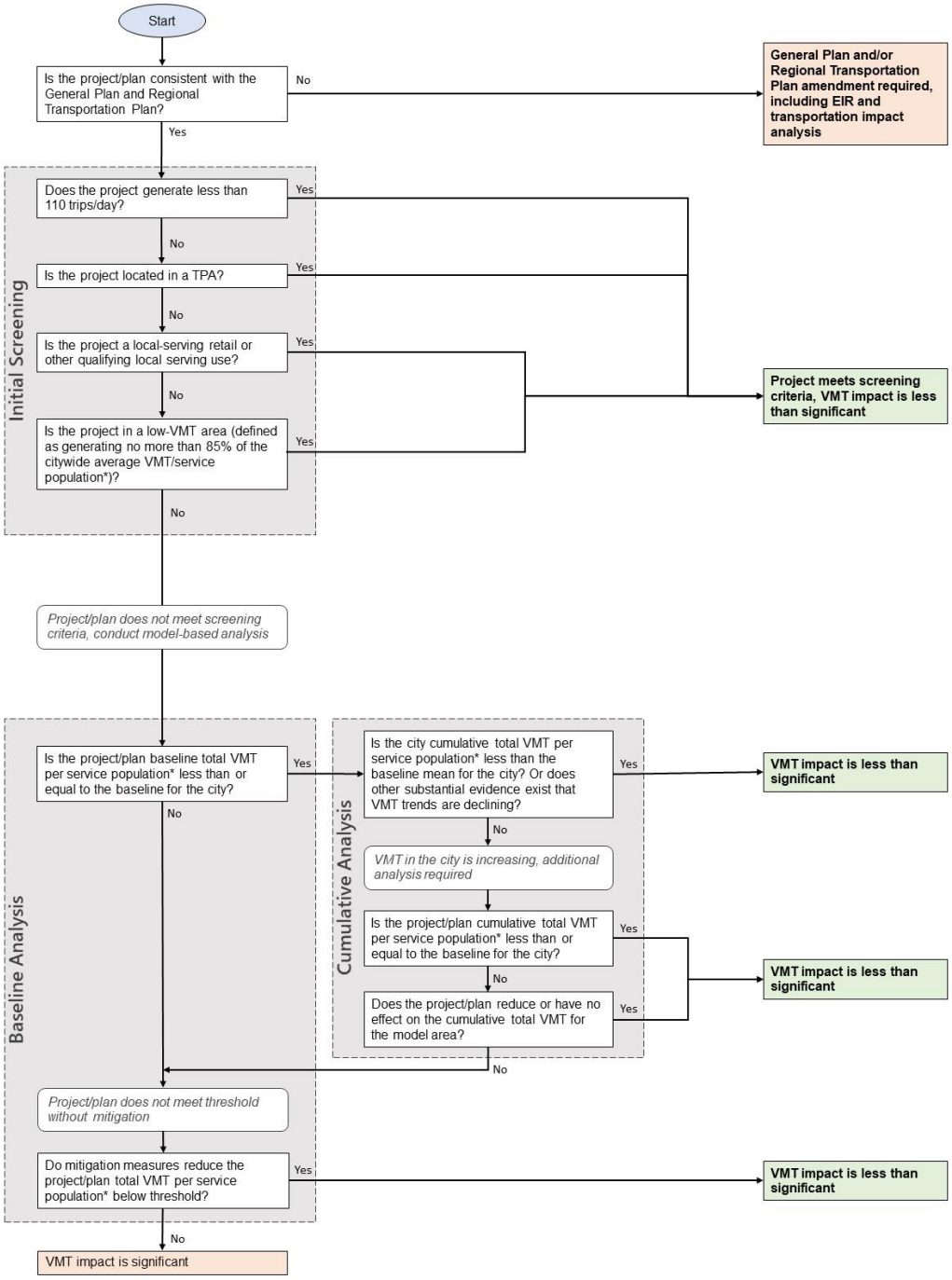
Would the project:

1. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
3. *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
4. *Result in inadequate emergency access?*

TIAs should address these three questions, considering the unique characteristics of the project, including its location, size, design, use mix, transportation and urban form context, and other relevant details.

Attachments

A. VMT Analysis Process Flowchart



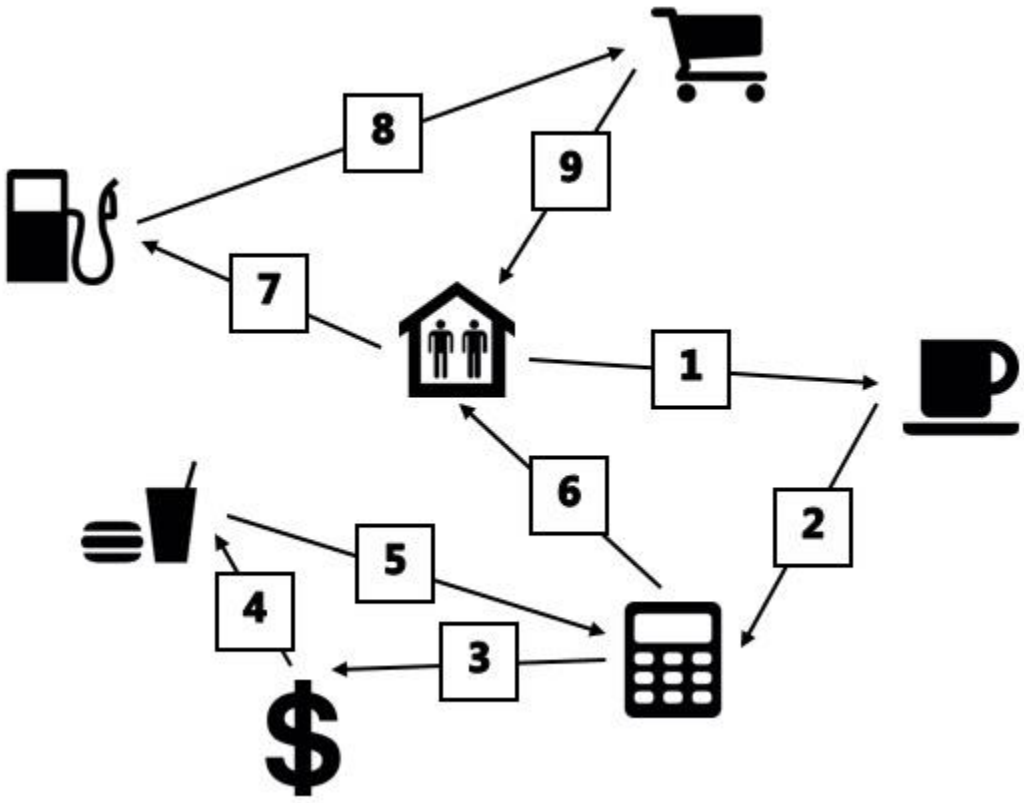
* "Service population" = employees + residents. For single-use residential projects, the service population is residents; for single-use employment projects (such as office uses), the service population is employees.

B. Detailed VMT Forecasting Information

Overview

Travel demand models generate daily person trip-ends for each TAZ across various trip purposes (Home-Based-Work, Home-Based-Other, and Non-Home-Based, for example) based on population, household, and employment variables. Travel demand models are simplifications of reality and as such, TAZs often contain a large amount of population, households, and employment. Travel models do not tie trip generation to individual land uses but instead aggregate all up to the TAZ level. This can create challenges for complying with the SB743 guidance because the thresholds are tied to specific land use categories and their behavior. The following methodology addresses this particular challenge among others.

To better understand the trips used in each metric, consider the following daily vehicle trip tour for an individual residential worker in TAZ. Note that each TAZ would have many individual residential workers and thus the calculations would be a sum of these individual calculations:



These nine daily vehicle trips include a variety of trip purposes: home-based work (HBW), home-based other (HBO), work-based other (WBO), and other-based other (OBO). WBO and OBO trips are often grouped into a non-home based (NHB) category. The table below categorizes the nine daily trips into trip purposes.

Trip	Tour	Origin	Destination	Purpose	Distance
1	Work	Residence	Coffee Shop	HBO	2 miles
2	Work	Coffee Shop	Work	WBO (NHB)	10 miles
3	Work	Work	ATM	WBO (NHB)	1 mile
4	Work	ATM	Sandwich Shop	OBO (NHB)	1 mile
5	Work	Sandwich Shop	Work	WBO (NHB)	1 mile
6	Work	Work	Residence	HBW	11 miles
7	Home	Residence	Grocery Store	HBO	3 miles
8	Home	Grocery Store	Gas Station	OBO (NHB)	1 mile
9	Home	Gas Station	Residence	HBO	2 miles

The SNABM is an activity-based model that uses links an individual's trips into "tours." Therefore it is straightforward to calculated VMT associated with residential or work locations based on the type of "tour." The table below describes the calculation for the partial VMT metrics.

Description	Trips	VMT	Comments
Residential Tour	1-9	32 miles	Includes all trips by a resident
Home-Work Tour	1, 2, 6	23 miles	Includes all trips part of a home-work tour

The Total VMT calculation (all trip purposes for both resident and worker) is more easily calculated using the final origin-destination vehicle matrices and summing all origin and destination trip ends for each TAZ. The Total VMT calculation is includes all trips, all trip purposes, for any interaction with the TAZ regardless of whether they are a resident or worker of the TAZ.

Each of these metrics need to be adjusted to account for the length of trips that get truncated at the travel model boundary. Adjusting the length of trips leaving a model boundary requires appending extra distance at the model gateway zone (or external centroid) connector based on calculations from a parent travel demand model, such as the California Statewide Travel Demand Model (CSTDM). This process results in new gateway distances that are weighted based on the amount and location of external travel origins and destinations. The calculations would need to address the distance of trips outside of travel model boundary; in the case of the SNABM this is the nine county Bay Area.

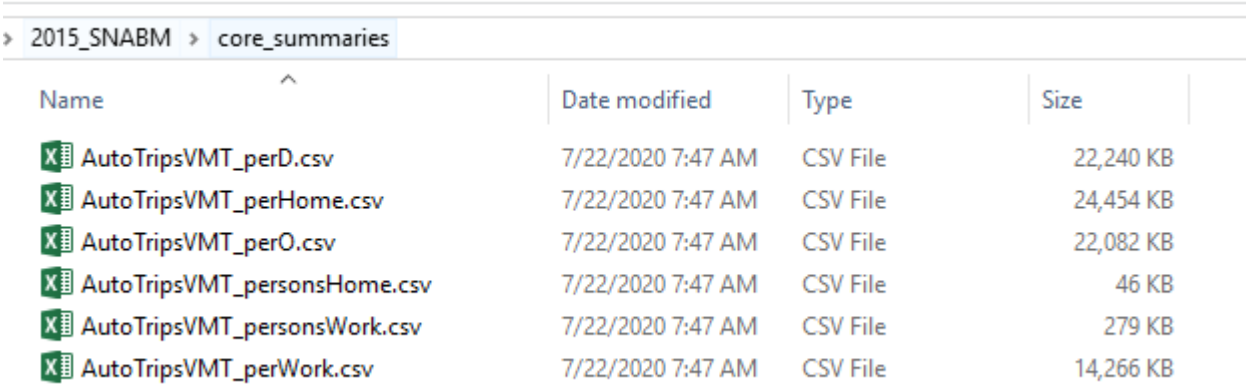
Detailed VMT Calculation Instructions

The following outlines the process used to estimate City of Vallejo VMT Metrics via the Solano-Napa Activity-Based Model (SNABM).

1. Adapted MTC's "Core Summaries" R script that was used for MTC Travel Model 1 to work for SNABM (script available upon request). The script takes approximately 5-15 minutes to run after a

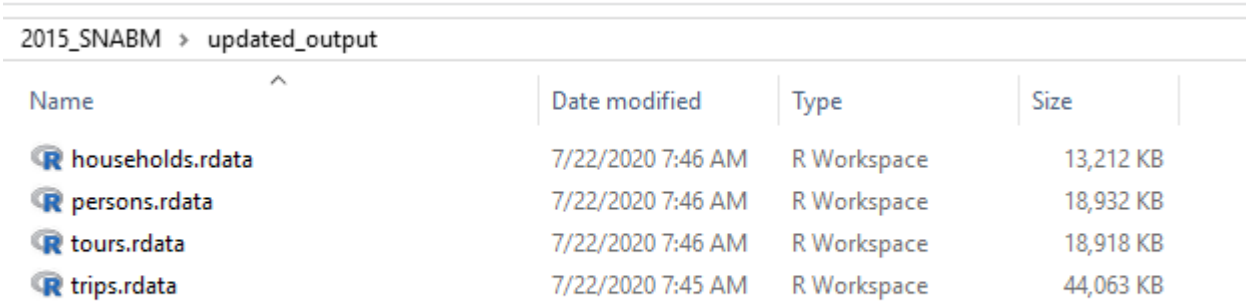
complete SNABM model run and summarizes the large trip and tour list files used in SNABM for use in further VMT summaries

2. Output of script is collection of files in new "core_summaries" and "updated_output" folders within model scenario folder (see below)



2015_SNABM › core_summaries

Name	Date modified	Type	Size
AutoTripsVMT_perD.csv	7/22/2020 7:47 AM	CSV File	22,240 KB
AutoTripsVMT_perHome.csv	7/22/2020 7:47 AM	CSV File	24,454 KB
AutoTripsVMT_perO.csv	7/22/2020 7:47 AM	CSV File	22,082 KB
AutoTripsVMT_personsHome.csv	7/22/2020 7:47 AM	CSV File	46 KB
AutoTripsVMT_personsWork.csv	7/22/2020 7:47 AM	CSV File	279 KB
AutoTripsVMT_perWork.csv	7/22/2020 7:47 AM	CSV File	14,266 KB



2015_SNABM › updated_output

Name	Date modified	Type	Size
households.rdata	7/22/2020 7:46 AM	R Workspace	13,212 KB
persons.rdata	7/22/2020 7:46 AM	R Workspace	18,932 KB
tours.rdata	7/22/2020 7:46 AM	R Workspace	18,918 KB
trips.rdata	7/22/2020 7:45 AM	R Workspace	44,063 KB

3. The files needed to calculate Residential and Office/Employment VMT metrics are the following:
    a. AutoTripsVMT_personHome.csv – summarizes population for each TAZ as output from the population synthesizer
    b. AutoTripsVMT_perHome.csv – summarizes all VMT made by resident tied back to residence TAZ, sorted by tour purpose and trip purpose
    c. AutoTripsVMT_personsWork.csv – summarizes workers/employees for each TAZ as output from the population synthesizer
    d. AutoTripsVMT_perwork.csv – summarizes all VMT made by workers tied back to workplace TAZ, sorted by tour purpose and trip purpose. Note that WorkLocation = 0 means VMT made by non-workers

4. Summarizing Residential VMT Metric
    a. Defined as all trips/VMT by resident traced back to the residence location
    b. To summarize by TAZ: sum of all VMT records on 'AutoTripsVMT_perHome.csv' by TAZ divided by sum of all population records on 'AutoTripsVMT_personsHome.csv' by TAZ
    c. To summarize by jurisdiction (place/county/etc): sum of all VMT records on 'AutoTripsVMT_perHome.csv' by TAZs corresponding to jurisdiction divided by sum of all population records on 'AutoTripsVMT_personHome.csv' by TAZs corresponding to jurisdiction
    d. To summarize by region: same process as jurisdiction describe above, except including all TAZs in Bay Area counties

5. Summarizing Office/Employment VMT Metric
    a. Defined as all trips part of home-work tour traced back to the workplace location
    b. To summarize by TAZ: sum of VMT records with home-work tour purposes (see below) on 'AutoTripsVMT_perWork.csv' by TAZ divided by sum of all worker records on 'AutoTrips_VMT_personsWork.csv' by TAZ
        i. Home-work tour purposes defined as 'work_low', 'work_med', 'work_high', and 'work_very high'
    c. To summarize by jurisdiction (place/county/etc): sum of VMT records with home-work tour purposes (see below) on 'AutoTripsVMT_perWork.csv' by TAZs corresponding to jurisdiction divided by sum of all worker records on 'AutoTrips_VMT_personsWork.csv' by TAZs corresponding to jurisdiction
    d. To summarize by region: same process as jurisdiction describe above, except including all TAZs in Bay Area counties

6. Adjust VMT metrics to account for length of trips that get truncated at travel model boundary
    a. Ran the California Statewide Travel Demand Model (CSTDM) to estimate amount of extra distance to append to trips leaving the SNABM model area
    b. Select zone of SNABM model area zones within CSTDM and calculation of trip lengths outside of SNABM model area for IX/XI trips by gateway.
    c. Apply this average extra distance by gateway to SNABM model estimate of IX/XI trips and summarize "extra" VMT per TAZ (on top of the VMT already summarized within the model boundaries)
        i. Thus the TAZs with more IX/XI trips (e.g. near a model boundary) would get more extra distance than a TAZ with fewer IX/XI trips (e.g. within the core Bay Area)
    d. End product is "extra" VMT to add to the VMT metrics calculated in previous steps

C. Mitigation Measures

A list of mitigation measures which are considered appropriate for Vallejo's geographic and transportation context is provided in the following pages. Potential effectiveness in reducing VMT, along with the basis for the effectiveness finding, is also given. More information on the effectiveness estimates is provided in the Technical Memorandum *VMT Analysis Methodology and Significance Thresholds for City of Vallejo Transportation Impact Assessment: Summary and Next Steps* (April 6, 2020).

For each project mitigation evaluation, the analyst should consider the potential effectiveness for the specific project being evaluated, including its location within Vallejo, multi-modal transportation network and services available to the project, project transportation amenities and proposed improvements to the surrounding network, and other relevant characteristics.

Attachment C

Mitigation Measures:

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VMT Reduction Strategies Based on Vallejo's Land Use and Transportation Context

					New Information Since CAPCOA Was Published in 2010		
CAPCOA Category	CAPCOA #	CAPCOA Strategy	CAPCOA Reduction	Strength of Substantial Evidence for CEQA Impact Analysis?	New information	Change in VMT reduction compared to CAPCOA(1)	Literature or Evidence Cited
Land Use/Location	3.1.1	LUT-1 Increase Density	0.8% - 30% VMT reduction due to increase in density	Adequate	Increasing residential density is associated with lower VMT per capita. Increased residential density in areas with high jobs access may have a greater VMT change than increases in regions with lower jobs access. The range of reductions is based on a range of elasticities from -0.04 to -0.22. The low end of the reductions represents a -0.04 elasticity of demand in response to a 10% increase in residential units or employment density and a -0.22 elasticity in response to 50% increase to residential/employment density.	0.4% -10.75%	Primary sources: Boarnet, M. and Handy, S. (2014). Impacts of Residential Density on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm Secondary source: Stevens, M. (2017). Does Compact Development Make People Drive Less? Journal of the American Planning Association, 83(1), 7-18.
Land Use/ Location	3.1.3	LUT-3 Increase Diversity of Urban and Suburban Developments	9%-30% VMT reduction due to mixing land uses within a single development	Adequate	1] VMT reduction due to mix of land uses within a single development; 2] Reduction in VMT due to regional change in entropy index of diversity.	1] 0%-12% 2] 0.3%-4%	1] Ewing, R. and Cervero, R. (2010). Travel and the Built Environment - A Meta-Analysis. Journal of the American Planning Association,76(3),265-294. Cited in California Air Pollution Control Officers Association. (2010).Quantifying Greenhouse Gas Mitigation Measures. Retrieved from: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf Frank, L., Greenwald, M., Kavage, S. and Devlin, A. (2011). An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy. WSDOT Research Report WA-RD 765.1. Washington State Department of Transportation. Retrieved from: http://www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf Nasri, A. and Zhang, L. (2012). Impact of Metropolitan-Level Built Environment on Travel Behavior. Transportation Research Record: Journal of the Transportation Research Board, 2323(1), 75-79. Sadek, A. et al. (2011). Reducing VMT through Smart Land-Use Design. New York State Energy Research and Development Authority. Retrieved from: https://www.dot.ny.gov/divisions/engineering/technical-services/trans-r-and-d-repository/C-08-29%20Final%20Report_December%202011%20%282%29.pdf Spears, S.et al. (2014). Impacts of Land-Use Mix on Passenger Vehicle Use and Greenhouse Gas Emissions- Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm 2] Zhang, Wengia et al. "Short- and Long-Term Effects of Land Use on Reducing Personal Vehicle Miles of Travel."

TDM STRATEGY EVALUATION

FEHR PEERS

Relevant Strategies for Implementation in Vallejo Due to Land Use Context

					New Information Since CAPCOA Was Published in 2010		
CAPCOA Category	CAPCOA #	CAPCOA Strategy	CAPCOA Reduction	Strength of Substantial Evidence for CEQA Impact Analysis?	New information	Change in VMT reduction compared to CAPCOA(1)	Literature or Evidence Cited
Land Use/ Location	3.1.5	LUT-5 Increase Transit Accessibility	0.5%-24.6% reduce in VMT due to locating a project near high-quality transit	Adequate	1] VMT reduction when transit station is provided within 1/2 mile of development (compared to VMT for sites located outside 1/2 mile radius of transit). Locating high density development within 1/2 mile of transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. 2] Reduction in vehicle trips due to implementing TOD. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features: • A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or • A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development) • Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations • Neighborhood designed for walking and cycling	1] 0%-5.8% 2] 0%-7.3%	1] Lund, H. et al. (2004). Travel Characteristics of Transit-Oriented Development in California. Oakland, CA: Bay Area Rapid Transit District, Metropolitan Transportation Commission, and Caltrans. Tal, G. et al. (2013). Policy Brief on the Impacts of Transit Access (Distance to Transit) Based on a Review of the Empirical Literature. California Air Resources Board. Retrieved from: https://www.arb.ca.gov/cc/sb375/policies/transitaccess/transit_access_brief120313.pdf 2] Zamir, K. R. et al. (2014). Effects of Transit-Oriented Development on Trip Generation, Distribution, and Mode Share in Washington, D.C., and Baltimore, Maryland. Transportation Research Record: Journal of the Transportation Research Board. 2413, 45–53. DOI: 10.3141/2413-05
Neighborhood Site Enhancements	3.2.1	SDT-1 Provide Pedestrian Network Improvements	0%-2% reduction in VMT for creating a connected pedestrian network within the development and connecting to nearby destinations	Adequate	VMT reduction due to provision of complete pedestrian networks.	0.5%-5.7%	Handy, S. et al. (2014). Impacts of Pedestrian Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm
Neighborhood Site Enhancements	3.2.2	SDT-2 Provide Traffic Calming Measures	0.25%-1% VMT reduction due to traffic calming on streets within and around the development	Adequate	Reduction in VMT due to building out a low-stress bike network; reduction in VMT due to expansion of bike networks in urban areas.	0%-1.7%	1] California Air Resources Board. (2016). Greenhouse Gas Quantification Methodology for the California Transportation Commission Active Transportation Program Greenhouse Gas Reduction Fund Fiscal Year 2016-17. Retrieved from: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ctc_atp_finalqm_16-17.pdf. 2] Zahabi, S. et al. (2016). Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. Transportation Research Part D: Transport and Environment. 47, 89-103.
Neighborhood Site Enhancements	3.4.9	TRT-9 Implement Car-Sharing Program	0.4% - 0.7% VMT reduction due to lower vehicle ownership rates and general shift to non-driving modes	Adequate	Vehicle trip reduction due to car-sharing programs; reduction assumes 1%-5% penetration rate. Car sharing effect on VMT is still evolving due to TNC effects. UCD research showed less effect on car ownership due to car sharing participation and an uncertain effect on VMT.	0.3%-1.6%	Lovejoy, K. et al. (2013). Impacts of Carsharing on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm Clewlow, Regina R. and Mishra, Gouri Shankar, (2017). Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States. UC Davis, Institute of Transportation Studies. Research Report - UCD-ITS-RR-17-07.

TDM STRATEGY EVALUATION

FEHR PEERS

Relevant Strategies for Implementation in Vallejo Due to Land Use Context

					New Information Since CAPCOA Was Published in 2010		
CAPCOA Category	CAPCOA #	CAPCOA Strategy	CAPCOA Reduction	Strength of Substantial Evidence for CEQA Impact Analysis?	New information	Change in VMT reduction compared to CAPCOA(1)	Literature or Evidence Cited
Parking Pricing	3.3.3	PDT-3 Implement Market Price Public Parking	2.8%-5.5% VMT reduction due to "park once" behavior and disincentive to driving	Adequate	Implement a pricing strategy for parking by pricing all central business district/employment center/retail center on-street parking. It will be priced to encourage park once" behavior. The benefit of this measure above that of paid parking at the project only is that it deters parking spillover from project supplied parking to other public parking nearby, which undermine the vehicle miles traveled (VMT) benefits of project pricing. It may also generate sufficient area-wide mode shifts to justify increased transit service to the area. VMT reduction applies to VMT from visitor/customer trips only. Reductions higher than top end of range from CAPCOA report apply only in conditions with highly constrained on-street parking supply and lack of comparably-priced off-street	2.8%-14.5%	Clinch, J.P. and Kelly, J.A. (2003). Temporal Variance Of Revealed Preference On-Street Parking Price Elasticity. Dublin: Department of Environmental Studies, University College Dublin. Retrieved from: http://www.ucd.ie/gpep/research/workingpapers/2004/04-02.pdf. Cited in Victoria Transport Policy Institute (2017). Transportation Elasticities: How Prices and Other Factors Affect Travel Behavior. Retrieved from: http://www.vtpi.org/tdm/tdm11.htm Hensher, D. and King, J. (2001). Parking Demand and Responsiveness to Supply, Price and Location in Sydney Central Business District. Transportation Research A. 35(3), 177-196. Millard-Ball, A. et al. (2013). Is the curb 80% full or 20% empty? Assessing the impacts of San Francisco's parking pricing experiment. Transportation Research Part A. 63(2014), 76-92. Shoup, D. (2011). The High Cost of Free Parking. APA Planners Press. p. 290. Cited in Pierce, G. and Shoup, D. (2013). Getting the Prices Right. Journal of the American Planning Association. 79(1), 67-81.
Transit System	3.5.4	TST-4 Increase Transit Service Frequency/Speed	0.02%-2.5% VMT reduction due to reduced headways and increased speed and reliability	Adequate	Reduction in vehicle trips due to increased transit frequency/decreased headway.	0.3%-6.3%	Handy, S. et al. (2013). Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: https://arb.ca.gov/cc/sb375/policies/policies.htm
Commute Trip Reduction	3.4.6	TRT-6 Encourage Telecommuting and Alternative Work Schedules	0.07%-5.5% commute VMT reduction due to reduced commute trips	Adequate - Effectiveness is building/tenant specific. Do not use with "TRT-1 Implement CTR Program - Voluntary" or "TRT-2 Implement CTR Program - Required Implementation/Monitoring."	VMT reduction due to adoption of telecommuting	0.2%-4.5%	Handy, S. et al. (2013). Policy Brief on the Impacts of Telecommuting Based on a Review of the Empirical Literature. California Air Resources Board. Retrieved from: https://www.arb.ca.gov/cc/sb375/policies/telecommuting/telecommuting_brief120313.pdf

NOTES:

(1) For specific VMT reduction ranges, refer to the cited literature.

APPENDIX B

NOISE ANALYSIS

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: February 2, 2024

TO: John Dacey, AICP, Senior Planner, City of Vallejo

FROM: J.T. Stephens, Principal
Moe Abushanab, Noise Engineer

SUBJECT: Noise and Vibration Impact Analysis: Proposed Vallejo Panda Express Project in the City of Vallejo, California

INTRODUCTION AND PROJECT DESCRIPTION

This noise and vibration impact analysis has been prepared to evaluate any potential impacts associated with the proposed Vallejo Panda Express Project (project) in Vallejo, California. This report is intended to satisfy the City of Vallejo's (City) requirement for a project-specific noise and vibration impact analysis and examines if there would be impacts from the proposed project to the existing noise-sensitive uses adjacent to the project site. To properly assess the existing noise environment at surrounding receptors, existing noise levels are assessed based on noise measurement data gathered in the vicinity of the project site (from August 24 to August 25, 2023). Project-related noise and vibration levels generated during construction are based on the estimated construction equipment list. Traffic volumes from the Sonoma Boulevard & Yolano Drive Panda Express Project Trip Generation & Vehicle Miles Traveled (VMT) Screening Assessment[1] and additional stationary sources on the project site were also evaluated.

Location and Description

The 1.57-acre (68,354-square-foot) project site is located at 4301 Sonoma Boulevard in Vallejo (Assessor's Parcel Number [APN] 0051-250-680), Solano County, California. The project site is currently undeveloped and is bounded by a self-storage facility to the north, a gas station and restaurant to the south, a vacant undeveloped parcel to the west, and State Route 29 (Sonoma Boulevard) to the east. Figure 1 shows the project location, and Figure 2 provides an overview of the proposed site plan (all figures are provided in Attachment A).

The proposed project would include the construction of an approximately 2,700-square-foot, one-story restaurant building with a drive-through feature. The proposed building would be located in the southwest corner of the project site adjacent to the existing El Pollo Loco restaurant to the south. Additionally, the proposed building would include a 363-square-foot patio area, and 306-square-foot trash enclosure area. A total of 33 automobile parking spaces would be provided throughout the project site. The proposed project would also include pavement and utility

[1] RK Engineering Group, Inc. 2022. *Sonoma Boulevard & Yolano Drive Panda Express Project Trip Generation & Vehicle Miles Traveled (VMT) Screening Assessment, City of Vallejo, CA.* October 18.

improvements to the access roadway to the south of the project site and would include a total of 15,484 square feet of landscaping on the project site. The proposed project would be all-electric, and would generate approximately 1,136 average daily trips.

To prepare the project site for construction, remnants from previous developments and existing vegetation would be removed, requiring the demolition of 20,130 square feet of building area. In addition, approximately, 1,010 cubic yards of soil would be excavated from the project site, 995 cubic yards of which would be kept on site and 15 cubic yards of which would be off-hauled. Project construction is estimated to begin July 8, 2024, and would occur over a 288-day period.

METHODOLOGY

The evaluation of potential noise and vibration impacts associated with the proposed project includes the following:

- A determination of the short-term construction noise and vibration levels at off-site noise-sensitive uses and comparison to the City's General Plan and Municipal Code Ordinance requirements;
- A determination of the long-term noise levels at off-site noise-sensitive uses and comparison of those levels to the City's pertinent noise standards; and
- If necessary, a determination of required mitigation measures, such as noise barriers, to reduce long-term noise impacts from all sources.

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Similarly, line sources with intervening absorptive vegetation or line sources that are located at a great distance to the receptor would decrease 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the L_{dn} noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. L_{max} is often used together with another noise scale or noise standards in terms of percentile noise levels in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level (i.e., half the time the noise level exceeds this level, and half the time it is less than this level). The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category is audible impacts, which refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally

refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

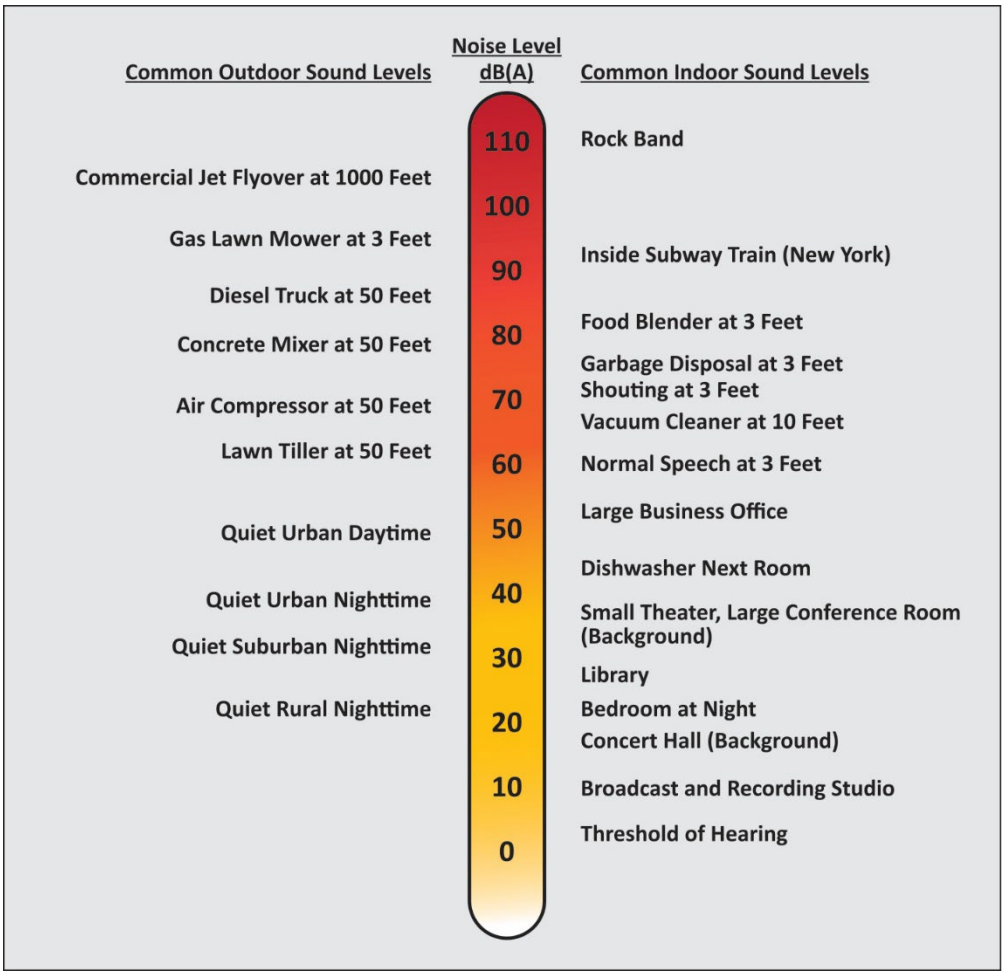
Table A lists full definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this assessment are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Sources: California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018).

Table B: Common Sound Levels and Noise Sources



Source: LSA (2016).

CHARACTERISTICS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough

roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2018).[2] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, the construction of the project could result in ground-borne vibration that may be perceptible.

Ground-borne vibration has the potential to damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2018).[2] Ground-borne vibration that may resulting in damage is usually measured in terms of peak particle velocity (PPV).

APPLICABLE NOISE STANDARDS

The applicable noise standards governing the project site include the criteria in the City's General Plan and the City of Vallejo Municipal Code (VMC).

City of Vallejo

Propel Vallejo General Plan 2040

The Noise Element provides the City's goals and policies related to noise. The City has identified the following policies and actions in the Noise Element that are applicable to the project:

Policy NBE-5.13 Noise Control. Ensure that noise does not affect quality of life in the community.

Action NBE-5.13A Continue to require that new noise-producing uses are located sufficiently far away from noise-sensitive receptors and/or include adequate noise mitigation, such as screening, barriers, sound enclosures, noise insulation, and/or restrictions on hours of operation.

Action NBE-5.13B Update City regulations to require that parking, loading, and shipping facilities and all associated mechanical equipment be located and designed to minimize potential noise and vibration impacts on residential neighborhoods.

Action NBE-5.13C Update City regulations to restrict the allowable hours to between 7 a.m. and 7 p.m. on weekdays for construction, demolition, maintenance, and loading/unloading activities that may impact noise-sensitive land use.

Policy NBE-5.13 Vibration Control. Ensure that vibration does not affect quality of life in the community.

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[2] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual – FTA Report No. .0123*. September.

Action NBE-5.14A Update City regulations to establish quantified vibration level limits similar to commonly used guidelines found in the Federal Transit Administration document "Transit Noise and Vibration Impact Assessment" (2006).

Policy NBE-5.15 Noise Compatibility Standards. Apply the General Plan noise and land use compatibility standards to all new residential, commercial, and mixed-use development and redevelopment.

Action NBE-5.15E When approving new development, limit project-related noise increases to the following for permanent stationary and transportation-related noise sources:

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

Action NBE-5.15F Require acoustical studies with appropriate mitigation measures for projects that are likely to be exposed to noise levels that exceed the 'normally acceptable' standard and for any other projects that are likely to generate noise in excess of these standards.

City of Vallejo Municipal Code

This project utilizes the City's noise control guidelines for determining and mitigating non-transportation or stationary noise source impacts from operations found in 16.502.09[3]. Table 16.502-C of the municipal code, maximum noise level by noise zone, classifies uses and facilities and establishes the maximum noise level to be generated by daily operations as measured at the property line or at any boundary of a residential zone. For single-unit residential and multiple-unit residential, the maximum noise level is 60 dBA L_{eq} and 65 dBA L_{eq}, respectively. For commercial uses, the maximum noise level is 70 dBA L_{eq}.

Construction, demolition, and related loading/unloading activities that may generate noise exceeding levels in Table C shall be limited to hours between 7 a.m. and 7 p.m. in residential zoning districts and in any mixed-use district.

[3] City of Vallejo. 2023. *Municipal Code Section 16.502.09*. September 7.
Website: https://library.municode.com/ca/vallejo/codes/municipal_code

Table C: Maximum Noise Level For Temporary Construction Activity (Mobile Construction Equipment)

Time	RR , RLD	RMD , RHD , NMX , NC	Commercial (including medical and office) and industrial
Weekdays 7 a.m. to 6 p.m.	75 dBA	80 dBA	85 dBA
Saturdays 9 a.m. to 6 p.m.	60 dBA	65 dBA	70 dBA
Sundays and legal holidays	None	None	None

Source: Section 16.502.09 of the City of Vallejo Code of Ordinance.
RR = Rural Residential
RLD = Residential Low Density
RMD = Residential Medium Density
RHD = Residential High Density
NMX = Neighborhood Mixed Use
NC = Neighborhood Commercial
dBA = A-weighted decibels

State of California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for nonresidential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when nonresidential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, or other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

APPLICABLE VIBRATION STANDARDS

The following information provides standards to which potential vibration impacts will be compared.

Federal Transit Administration

Vibration standards included in the FTA Manual (2018) are used in this analysis for ground-borne vibration impacts on surrounding buildings.

The criteria for environmental impacts resulting from ground-borne vibration are based on the maximum levels for a single event. The City's Municipal Code does not include specific criteria for assessing vibration impacts associated with damage. Therefore, for the purpose of determining the significance of vibration impacts experienced at sensitive uses surrounding the project site, the guidelines within the FTA Manual have been used to determine vibration impacts (refer to Table D, below).

Table D: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
in/sec = inches per second PPV = peak particle velocity

The FTA Manual guidelines show that a vibration level of up to 0.2 inches per second (in/sec) in PPV is considered safe for non-engineered timber and masonry buildings, which are the types of buildings located on properties adjacent to the project site. Accordingly, the 0.2 in/sec PPV threshold was used to evaluate vibration impacts at the nearest structures to the site.

THRESHOLDS OF SIGNIFICANCE

Based on *Guidelines for the Implementation of the California Environmental Quality Act* (CEQA), Appendix G, Public Resources Code, Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located.

The *State CEQA Guidelines* indicate that a project would have a significant impact on noise if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive ground-borne vibration or ground-borne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities, including Sonoma Boulevard and Yolano Drive. In addition, commercial uses operations such as car wash operations and parking lot activities are audible at the project site.

In order to assess the existing noise conditions in the area, long-term noise measurements were conducted at the project site. Two long-term, 24-hour measurements were taken from August 24, 2023, to August 25, 2023. The locations of the noise measurements are shown on Figure 3, and the results are summarized in Table E. Noise measurement data are provided in Attachment B of this analysis.

Table E: Existing Noise Level Measurements

Location Number	Location Description	Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Average Daily Noise Levels (dBA L_{dn})	Primary Noise Sources
LT-1	East of Sonoma Boulevard, on a tree by gate at Vallejo Mobile Home Community and RV Park, approximately 100 ft away from the Sonomo Boulevard centerline	69.4-73.9	63.1-69.2	74.0	Traffic on Sonoma Boulevard. Occasional community activity noise.
LT-2	On a tree east of parking lot at MTS Training Academy, approximately 70 ft away from the Yolano Drive centerline.	58.4-63.7	50.0-61.6	64.3	Traffic on Yolano Drive and Sonoma Boulevard. Car Wash operations. Occasional parking lot activities.

Source: Compiled by LSA (2024).
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel(s)
ft = foot/feet
L_{eq} = equivalent continuous sound level

AIRCRAFT NOISE

The closest airport to the project site is the Napa County Airport, located approximately 5.4 miles north of the project site. The project site is not located within the 65 dBA CNEL noise contour for the airport and is not located within the vicinity of a private airstrip. Although aircraft-related noise may be audible on the project site, the proposed project would not expose people working in the project area to excessive noise levels due to the proximity of a public airport. This impact would be less than significant. Additionally, there are no helipads or private airstrips within 2 miles from the project area.

Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others are. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Land uses adjacent to the project site include the following:

- **North:** Existing Extra Space Storage.
- **East:** Existing Vallejo Mobile Home Community & RV Park opposite Sonoma Boulevard.
- **South:** Existing commercial uses.
- **West:** Existing MTS Training Academy – Truck driving school.

The nearest sensitive receptors are:

- **East**: Existing Vallejo Mobile Home Community & RV Park opposite Sonoma Boulevard approximately 150 ft from the project site property line.

PROJECT IMPACT ANALYSIS

The proposed project has the potential to result in short-term construction noise and vibration impacts and long-term mobile-source noise and vibration impacts. Each topic is further discussed below.

Short-Term Construction-Related Analysis

Project construction would result in short-term noise and vibration. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of various types of construction noise and vibration would vary from 1 day to several weeks, depending on the phase of construction. The levels and types of noise and vibration that may occur during construction are described below.

Construction Noise Analysis

Two types of short-term noise would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations.

The first type of short-term construction noise would result from the transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max}. However, the pieces of heavy equipment for construction activities would be moved on site just once and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level changes associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact. No mitigation is required.

The second type of short-term noise impact is related to noise generated during demolition, site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels would vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table F lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the construction equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1–2 minutes of full-power operation followed by 3–4 minutes at lower power settings.

Table F: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 ft
Compressor	100	81
Concrete Mixer	40	85
Concrete Pump	40	85
Crane	16	83
Dozer	40	80
Forklift	20	75
Front [End] Loader	40	79
Generator	100	78
Grader	8	85
Scraper	40	88
Welder	40	74

Sources: *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* (USEPA 1971); Roadway Construction Noise Model (FHWA 2006).
ft = foot/feet
L_{max} = maximum instantaneous sound level

In addition to the reference maximum noise level, the usage factor provided in Table F is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. = Noise emission level of the particular piece of equipment at a reference distance of 50 ft

U.F. = Usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = Distance from the receiver to the piece of equipment

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Table G shows the composite noise levels of one piece of equipment type for each construction phase at a distance of 50 ft from the construction area. Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq\ (at\ distance\ X) = Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Table G: Construction Noise Levels by Phase

Phase	Duration (days)	Equipment	Composite Noise Level at 50 ft (dBA L_{eq})	Distance to Sensitive Receptor (ft)[1]	Noise Level at Receptor (dBA L_{eq})
Demolition	15	1 concrete/industrial saw, 1 dozer, and 3 tractors	88	310	72
Site Preparation	2	1 grader, 1 dozer, and 1 tractor	85	310	69
Grading	10	1 grader, 1 dozer, and 2 tractors	86	310	70
Building Construction	160	1 crane, 1 forklift, 1 generator set, 1 tractor, and 3 welders	83	310	68
Paving	10	1 cement and mortar mixer, 1 paver,1 paving equipment, 1 roller, and 1 tractor	85	310	70
Architectural Coating	10	1 air compressor	74	310	58

Source: Compiled by LSA (2024).

[1] Distances are from the average location of construction activity for each phase, assumed to be the center of the project site.

dBA L_{eq} = average A-weighted hourly noise level

ft = foot/feet

As presented above, Table G shows the construction phases, the expected duration of each phase, the equipment expected to be used during each phase, the composite noise levels of the equipment at 50 ft, the distance of the nearest sensitive receptor, the Vallejo Mobile Home Community & RV Park to the east, from the average location of construction activities (a distance of 310 ft from the center of the project site), and noise levels expected during each phase of construction. These noise level projections do not take into account intervening topography or barriers. Attachment C provides construction noise calculations.

It is expected that average noise levels during construction at the nearest sensitive receptor, the Vallejo Mobile Home Community & RV Park to the east, would approach 72 dBA L_{eq} during the demolition phase, which would occur for a duration of approximately 15 days. Average noise levels during other construction phases would range from 58 dBA L_{eq} to 70 dBA L_{eq}. Noise levels at the nearest off-site commercial uses to the south would reach an average noise level of 79 dBA L_{eq} during the daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously; therefore, these noise levels are assumed to be conservative in nature.

Although the project construction-related short-term noise levels have the potential to be higher than the ambient noise in the project vicinity, construction noise would cease to occur once the project construction is completed. Furthermore, the construction-related noise levels would be below the 75 dBA L_{eq} and 85 dBA L_{eq} criteria established by the City's Municipal Code for residential

and commercial uses, respectively. Although the short-term construction noise level exceeds the Saturdays (9 a.m. to 6 p.m.) standard of 60 dBA L_{eq} at residential zoned areas, the construction noise levels would remain below the existing ambient noise level of approximately 69 dBA L_{eq} measured for the same time period, and therefore, would be considered less than significant.

The project would be constructed in compliance with the requirements of the City's Noise Ordinance, which states that construction activities are allowed between the hours of 7 a.m. and 7 p.m. on weekdays and between 9 a.m. and 6 p.m. on Saturdays.

Construction Vibration Building Damage Potential

Ground-borne noise and vibration from construction activity would be low. Table H provides reference PPV values and vibration levels (in terms of VdB) from typical construction vibration sources at 25 ft. While there is currently limited information regarding vibration source levels specific to the equipment that would be used for the project, to provide a comparison of vibration levels expected for a project of this size, a large bulldozer would generate 0.089 PPV (in/sec) of ground-borne vibration when measured at 25 ft, based on the FTA Manual. As shown previously in Table D, it would take a minimum of 0.2 PPV (in/sec) to cause any potential building damage to non-engineered timber and masonry buildings.

Table H: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

[1] RMS VdB re 1 µin/sec.

µin/sec = micro-inches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would only be used at or near the project setback line). The formula for vibration transmission is provided below:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

The closest structures to the construction activities are the commercial uses to the south, which are approximately 30 ft from the project's southern construction boundary. Using the reference data from Table H and the equation above, it is expected that vibration levels generated by dump trucks and other large equipment would generate ground-borne vibration levels of 0.068 PV (in/sec) at the

closest structures to the project site. This vibration level would not exceed the 0.2 in/sec PPV threshold considered safe for non-engineered timber and masonry buildings. Vibration levels at all other buildings would be lower. Therefore, construction would not result in any vibration damage, and impacts would be less than significant.

Long-Term Off-Site Traffic Noise Impact Analysis

In order to assess the potential traffic impacts related to the proposed project, RK engineering group, inc. estimates that the proposed project would result in a net increase of 1,136 ADT based on the proposed increase in square footage. Based on the ADTs provided in the City of Vallejo General Plan, the ADT along Sonoma Boulevard in the project vicinity is approximately 27,100 based on the existing (2014) traffic volumes[4]. While the existing ADT is likely higher, using 27,100 ADT as the existing count would be a conservative approach. The following equation was used to determine the potential impacts of the project:

$$\text{Change in } L_{dn} = 10 \log_{10} [V_{e+p}/V_{existing}]$$

Where: $V_{existing}$ = the existing daily volume

V_{e+p} = existing daily volumes plus project

Change in L_{dn} = the increase in noise level due to the project

The results of the calculations show that an increase of less than 0.2 dBA L_{dn} is expected along Sonoma Boulevard. A noise level increase of less than 3 dBA would not be perceptible to the human ear; therefore, the traffic noise increase along Sonoma Boulevard resulting from the proposed project would be less than significant. No mitigation is required.

Long-Term Operational Noise Impact Analysis

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site uses such as drive-through speakers, heating, ventilation, and air conditioning (HVAC) equipment, and trash emptying activities. It is assumed in this analysis that the hours of operation of the proposed use would remain between the hours of 7:00 a.m. and 10:00 p.m. Therefore, noise impacts associated with the long-term operation of the project must comply with the City's standard of 60 dBA L_{eq} at surrounding sensitive residential uses and 70 dBA L_{eq} for surrounding commercial uses.

To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed building on site. A graphic representation of the operational noise impacts is presented in Attachment D.

The initial analysis of typical operations assumed in this analysis are conservative in nature (i.e., with all operations occurring simultaneously and for the entirety of each applicable hour). A description

[4] City of Vallejo. 2017. *General Plan 2040 – Table MTC-1 Vallejo General Plan Mitigated Update: Traffic Volume Forecasting*. August 29.

of the sources and their respective sound levels, from reference materials as well as measurements gathered by LSA for other projects, included in the analysis is as follows:

- Drive-thru speakers (2) that have a sound pressure noise level of 60 dBA L_{eq} at a distance of 55 feet[5].Drive-thru speakers are expected to operate continuously during daytime hours.

- Rooftop HVAC equipment (2) on the restaurant could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA L_{eq} at 5 feet, based on manufacturer data[6].All HVAC equipment are expected to operate continuously during daytime hours.

- Parking lot operations are expected to result in maximum noise levels of 83.4 dBA L_{max} at a distance of 5 ft. For each parking lot area, noise impacts are expected to occur for a period of 30 minutes or less in a given hour. Parking lot activities are expected to operate during daytime hours.

- The trash emptying activities would take place for a period of less than 1 minute and would generate SPLs of up to 118.6 dBA SPL or 84 dBA L_{eq} at 50 feet, based on reference information within SoundPLAN. Trash bin emptying activities would only occur during daytime hours.

The results on Sheet 1, presented in Attachment D, show that the noise levels at the existing residential uses to the east would experience noise level impacts that would remain below the exterior noise level standard of 60 dBA L_{eq}. Additionally, noise levels would not exceed 70 dBA L_{eq} at the project property lines, therefore, there would be no impact to surrounding commercial uses as well, resulting in a less than significant impact.

Long-Term Ground-Borne Noise and Vibration from Vehicular Traffic

The proposed project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV, structures more than 20 ft from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant, and no mitigation measures are required.

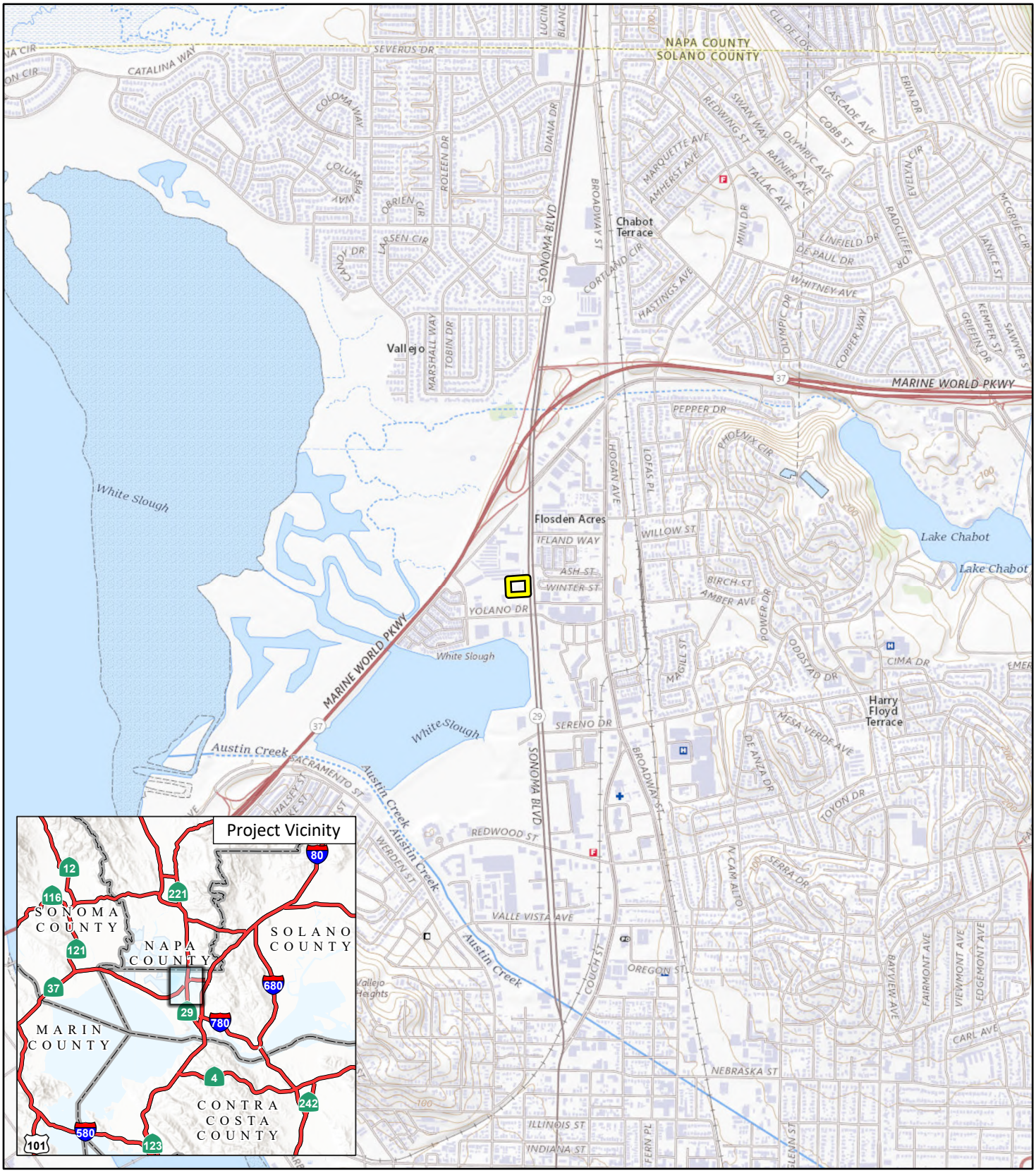
Attachments:
A: Figures
B: Noise Measurement Data
C: Construction Noise Calculations
D: SoundPLAN Noise Model Printouts

[5] HM Electronics. 1998. *Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post*. December.

[6] Trane. *Fan Performance - Product Specifications RT-PRC023AU-EN.*

ATTACHMENT A

FIGURES



LSA

Project Location

FIGURE 1

N

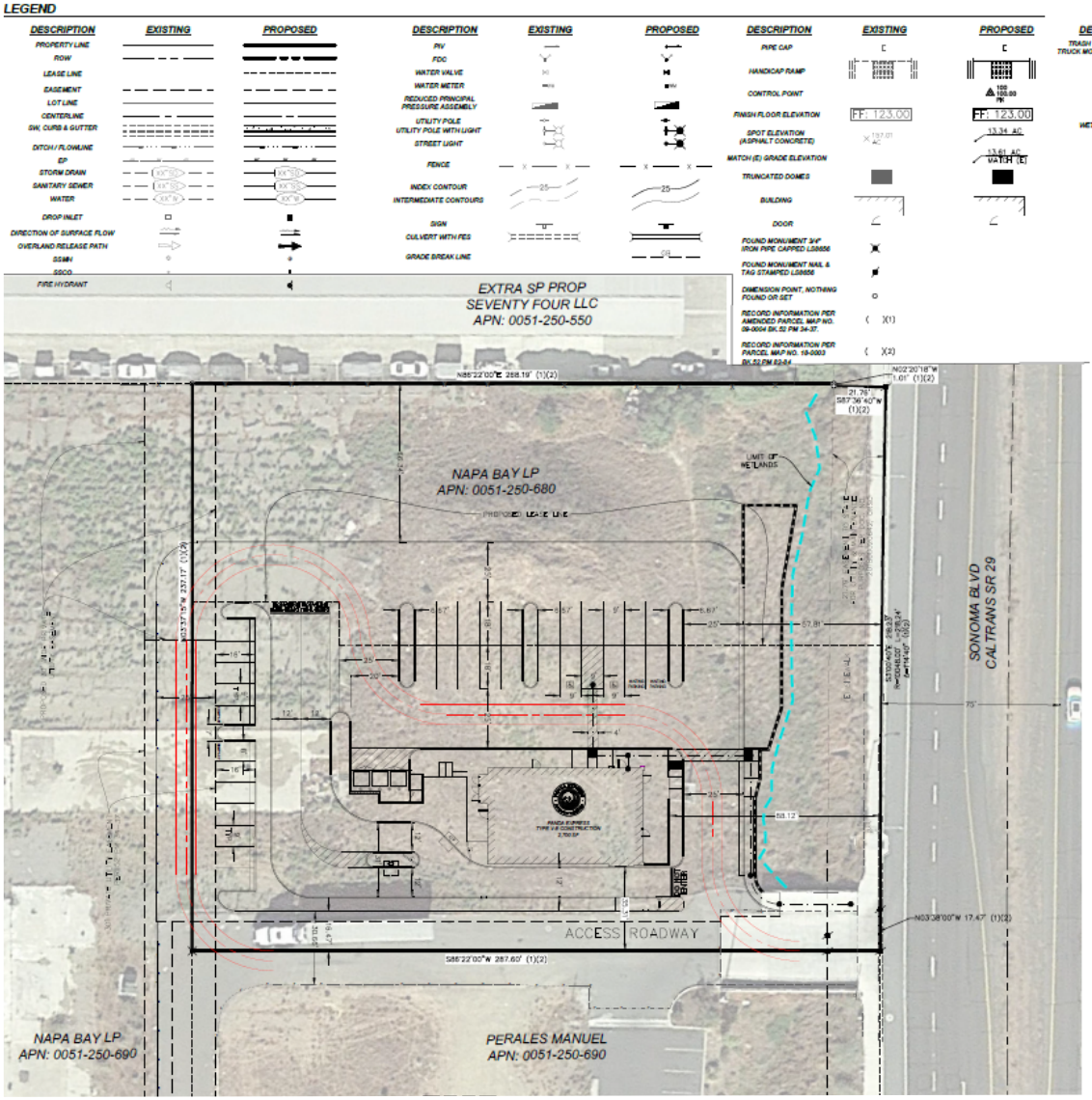
0 1000 2000
FEET

SOURCE: USGS The National Map (2017)

Vallejo Panda Express Project

Project Location and Regional Vicinity

J:\20230952\GIS\Pro\Vallejo Panda Express Project\Vallejo Panda Express Project.aprx (1/31/2024)



LSA

FIGURE 2

0 40 80

FEET

SOURCE: CWE

I:\20230952\G\Site_Plan.ai (1/31/2024)

Vallejo Panda Express Project

Site Plan

LSA

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

0 140 280

FEET

SOURCE: Google Earth (2024)

I:\20230952\G\Noise_Locs.ai (1/31/2024)

FIGURE 3

Panda Express

Noise Monitoring Locations

ATTACHMENT B

NOISE MEASUREMENT DATA

Noise Measurement Survey – 24 HR

Project Number: 20230952
Project Name: Panda Express Vallejo

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:17815)

Site Number: LT-1 Date: 8/24/23

Time: From 1:00 p.m. To 1:00 p.m.

Site Location: Located east of Sonoma Boulevard, on a tree by gate at Vallejo Mobile Home Community & RV Park, approximately 100 ft from the Sonoma Boulevard centerline.

Primary Noise Sources: Vehicle traffic noise on Sonoma Boulevard
Occasional community activity noise

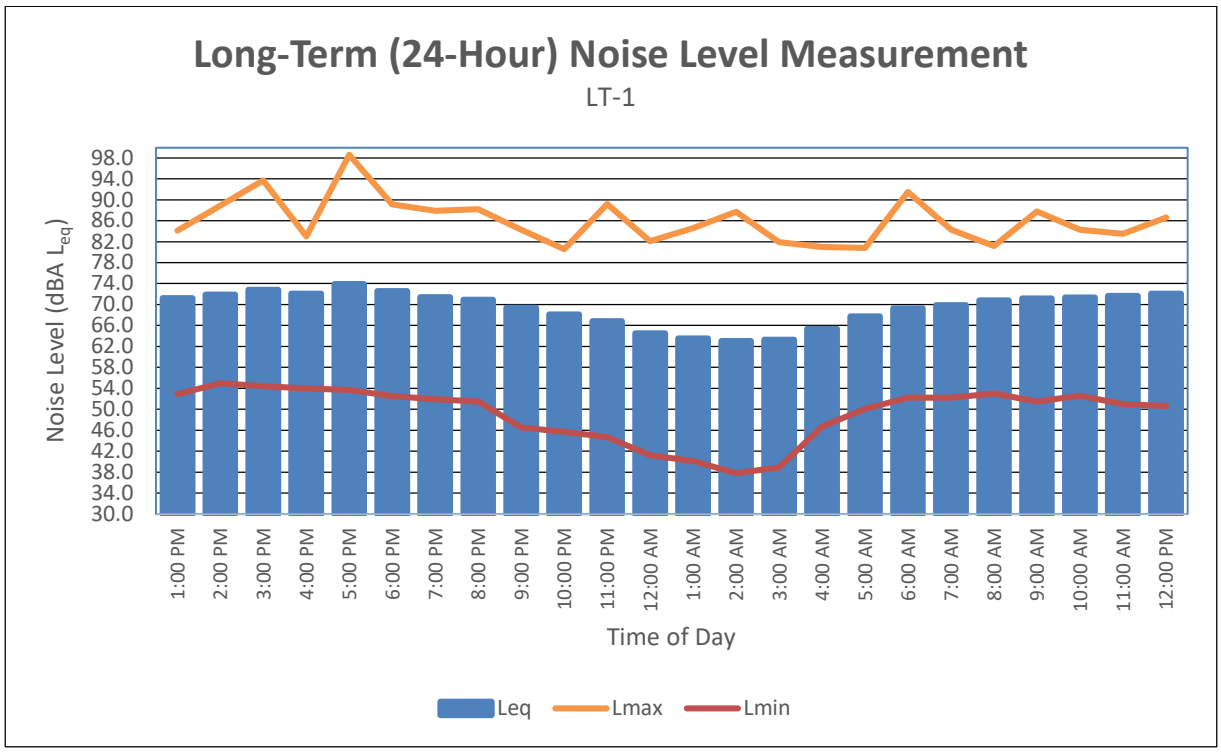
Comments:

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
1:00 PM	8/24/23	71.3	84.1	52.9
2:00 PM	8/24/23	71.9	88.9	55.0
3:00 PM	8/24/23	72.8	93.7	54.4
4:00 PM	8/24/23	72.1	83.0	54.0
5:00 PM	8/24/23	73.9	98.6	53.7
6:00 PM	8/24/23	72.6	89.1	52.5
7:00 PM	8/24/23	71.4	87.9	51.9
8:00 PM	8/24/23	70.9	88.2	51.5
9:00 PM	8/24/23	69.4	84.3	46.5
10:00 PM	8/24/23	68.1	80.6	45.7
11:00 PM	8/24/23	66.8	89.2	44.7
12:00 AM	8/25/23	64.5	82.1	41.2
1:00 AM	8/25/23	63.5	84.6	40.1
2:00 AM	8/25/23	63.1	87.7	37.8
3:00 AM	8/25/23	63.3	81.9	38.9
4:00 AM	8/25/23	65.4	81.0	46.7
5:00 AM	8/25/23	67.7	80.8	50.1
6:00 AM	8/25/23	69.2	91.5	52.2
7:00 AM	8/25/23	69.9	84.3	52.2
8:00 AM	8/25/23	70.8	81.2	53.0
9:00 AM	8/25/23	71.1	87.8	51.5
10:00 AM	8/25/23	71.3	84.3	52.6
11:00 AM	8/25/23	71.7	83.5	51.0
12:00 PM	8/25/23	72.1	86.6	50.6

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



Noise Measurement Survey – 24 HR

Project Number: 20230952
Project Name: Panda Express Vallejo

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:18572)

Site Number: LT-2 Date: 8/24/23

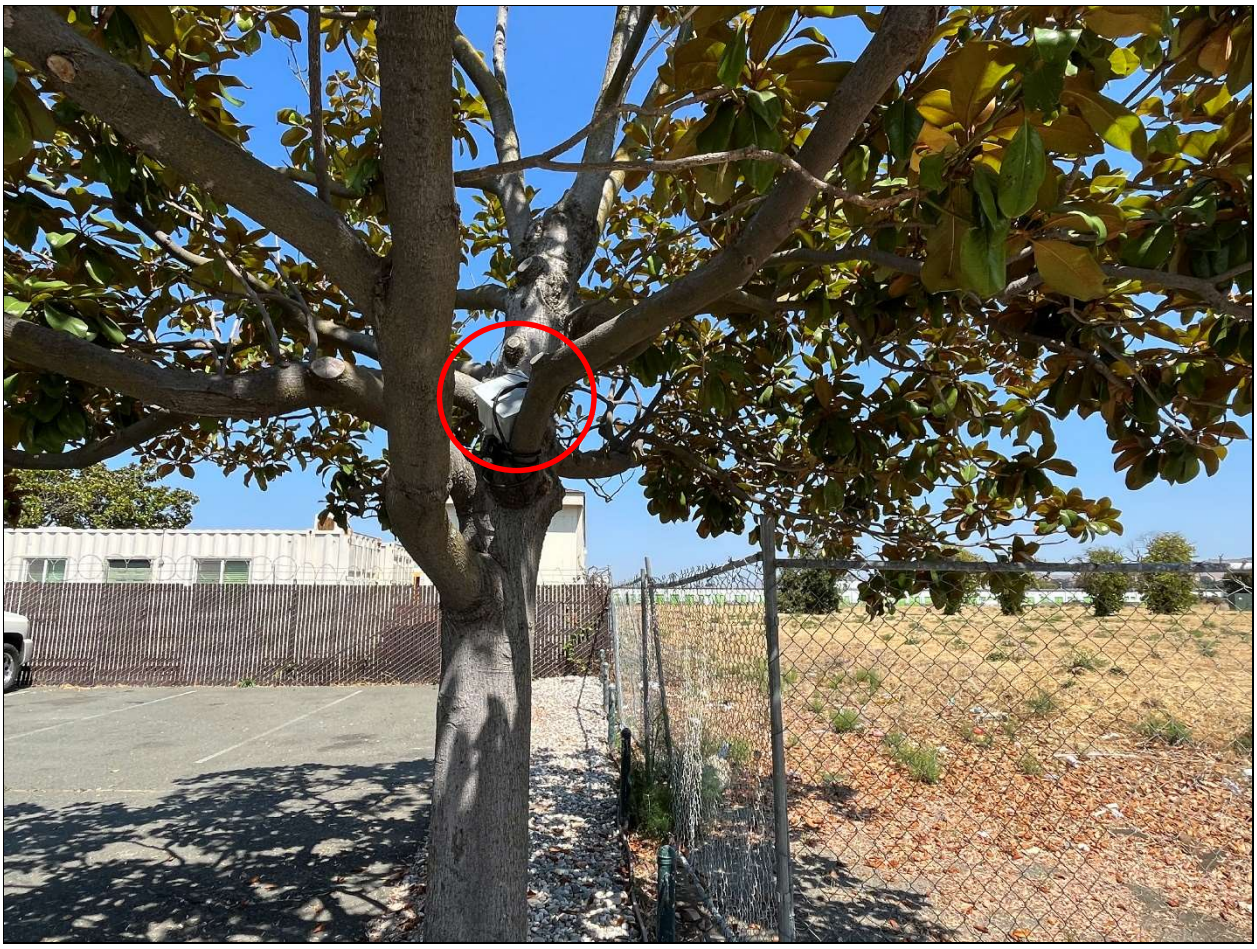
Time: From 1:00 p.m. To 1:00 p.m.

Site Location: Located on a tree east of parking lot at MTS Training Academy, approximately 70 ft from Yolano Drive centerline.

Primary Noise Sources: Vehicle traffic noise on Yolano Drive and Sonoma Boulevard, Background Car Wash operations
Occasional parking lot activities

Comments:

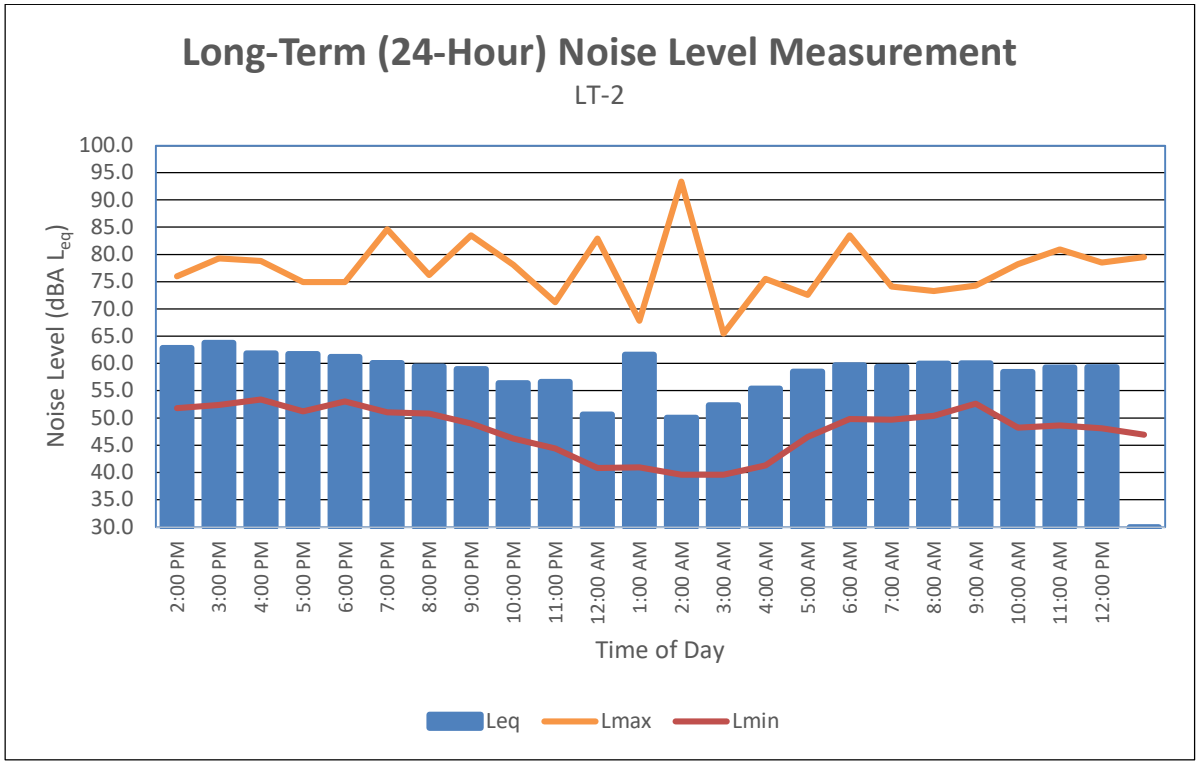
Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
1:00 PM	8/24/23	61.7	76.0	51.8
2:00 PM	8/24/23	62.9	79.3	52.4
3:00 PM	8/24/23	63.7	78.8	53.4
4:00 PM	8/24/23	61.8	74.9	51.2
5:00 PM	8/24/23	61.7	74.9	53.0
6:00 PM	8/24/23	61.2	84.6	51.0
7:00 PM	8/24/23	60.1	76.2	50.8
8:00 PM	8/24/23	59.4	83.5	49.0
9:00 PM	8/24/23	59.0	78.1	46.2
10:00 PM	8/24/23	56.4	71.2	44.4
11:00 PM	8/24/23	56.6	82.9	40.8
12:00 AM	8/25/23	50.6	67.8	40.9
1:00 AM	8/25/23	61.6	93.4	39.6
2:00 AM	8/25/23	50.0	65.5	39.6
3:00 AM	8/25/23	52.3	75.5	41.3
4:00 AM	8/25/23	55.4	72.6	46.5
5:00 AM	8/25/23	58.5	83.5	49.8
6:00 AM	8/25/23	59.7	74.1	49.7
7:00 AM	8/25/23	59.4	73.3	50.4
8:00 AM	8/25/23	60.0	74.3	52.6
9:00 AM	8/25/23	60.0	78.2	48.2
10:00 AM	8/25/23	58.4	80.9	48.6
11:00 AM	8/25/23	59.2	78.5	48.1
12:00 PM	8/25/23	59.3	79.5	46.9

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



ATTACHMENT C

CONSTRUCTION NOISE CALCULATIONS

Construction Calculations

Phase: Demolition

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Concrete Saw	1	90	20	50	0.5	90	83
Dozer	1	82	40	50	0.5	82	78
Tractor	3	84	40	50	0.5	84	85
					Combined at 50 feet	**91**	**88**
					Combined at Receptor 140 feet	**83**	**79**
					Combined at Receptor 170 feet	**81**	**77**
					Combined at Receptor 310 feet	**76**	**72**
					Combined at Receptor 450 feet	**72**	**68**

Phase: Site Preparation

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Grader	1	85	40	50	0.5	85	81
Dozer	1	82	40	50	0.5	82	78
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**89**	**85**
					Combined at Receptor 140 feet	**80**	**76**
					Combined at Receptor 310 feet	**73**	**69**

Phase: Grading

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Grader	1	85	40	50	0.5	85	81
Dozer	1	82	40	50	0.5	82	78
Tractor	2	84	40	50	0.5	84	83
					Combined at 50 feet	**89**	**86**
					Combined at Receptor 140 feet	**80**	**77**
					Combined at Receptor 310 feet	**73**	**70**

Phase:Building Construstion

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Crane	1	81	16	50	0.5	81	73
Man Lift	1	75	20	50	0.5	75	68
Generator	1	81	50	50	0.5	81	78
Tractor	1	84	40	50	0.5	84	80
Welder / Torch	3	74	40	50	0.5	74	75
					Combined at 50 feet	**87**	**83**
					Combined at Receptor 140 feet	**79**	**74**
					Combined at Receptor 310 feet	**72**	**68**

Phase:Paving

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Drum Mixer	1	80	50	50	0.5	80	77
Paver	1	77	50	50	0.5	77	74
All Other Equipment > 5 HP	1	85	50	50	0.5	85	82
Tractor	1	84	40	50	0.5	84	80
Roller	1	80	20	50	0.5	80	73
					Combined at 50 feet	**89**	**85**
					Combined at Receptor 140 feet	**80**	**77**
					Combined at Receptor 310 feet	**73**	**70**

Phase:Architectural Coating

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Compressor (air)	1	78	40	50	0.5	78	74
					Combined at 50 feet	**78**	**74**
					Combined at Receptor 140 feet	**69**	**65**
					Combined at Receptor 310 feet	**62**	**58**

Sources: RCNM

[1]- Percentage of time that a piece of equipment is operating at full power.
dBA – A-weighted Decibels
Lmax- Maximum Level
Leq- Equivalent Level

ATTACHMENT D

SOUNDPLAN NOISE MODEL PRINTOUT

Vallejo Panda Express

Project No. 20230952

Project Operational Noise Levels

C:\Users\JStephens\Desktop\SOUNDPLAN_FILES\20230952 - Vallejo Panda Express\Ops_JTS.sgs - last edit 2/1/2024

APPENDIX C

AIR QUALITY AND GREENHOUSE GAS EMISSIONS ANALYSIS

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: January 26, 2024

TO: John Dacey, AICP, Senior Planner, City of Vallejo

FROM: Cara Cunningham, Associate

SUBJECT: Air Quality Analysis for the Vallejo Panda Express Project, Vallejo, California

This Air Quality Analysis for the proposed Vallejo Panda Express Project (project), as prepared for the City of Vallejo, has been conducted using methods and assumptions recommended by the Bay Area Air Quality Management District (BAAQMD). This analysis includes a description of existing regulatory framework, an assessment of project construction and operation-period air quality emissions, and an evaluation of the project's compliance with adopted plans related to the reduction of emissions in order to achieve clean air.

PROJECT DESCRIPTION

The 1.57-acre (68,354-square-foot) project site is located at 4301 Sonoma Boulevard in Vallejo (Assessor's Parcel Number [APN] 0051-250-680), Solano County, California. The project site is currently undeveloped and is bounded by a self-storage facility to the north, a gas station and restaurant to the south, a vacant undeveloped parcel to the west, and State Route 29 (Sonoma Boulevard) to the east.

The proposed project would include the construction of an approximately 2,700-square-foot, one-story restaurant building with a drive-through feature. The proposed building would be located in the southwest corner of the project site adjacent to the existing El Pollo Loco restaurant to the south. Additionally, the proposed building would include a 363-square-foot patio area, and 306-square-foot trash enclosure area. A total of 33 automobile parking spaces would be provided throughout the project site. The proposed project would also include pavement and utility improvements to the access roadway to the south of the project site and would include a total of 15,484 square feet of landscaping on the project site. The proposed project would be all-electric, and would generate approximately 1,136 average daily trips.[1]

To prepare the project site for construction, remnants from previous developments and existing vegetation would be removed, requiring the demolition of 20,130 square feet of building area. In addition, approximately, 1,010 cubic yards of soil would be excavated from the project site, 995

[1] RK Engineering Group, Inc. 2022. *Sonoma Boulevard & Yolano Drive Panda Express Project Trip Generation & Vehicle Miles Traveled (VMT) Screening Assessment, City of Vallejo, CA.* October 18.

cubic yards of which would be kept on site and 15 cubic yards of which would be off-hauled. Project construction is estimated to begin July 8, 2024 and would occur over a 288-day period.

ENVIRONMENTAL SETTING

Air quality is primarily a function of both local climate, local sources of air pollution and regional pollution transport. The amount of a given pollutant in the atmosphere is determined by the amount of the pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sunshine.

A region's topographic features have a direct correlation with air pollution flow and, therefore, are used to determine the boundary of air basins. Vallejo is located within the San Francisco Bay Area Air Basin (Air Basin), a large shallow air basin ringed by hills that taper into a number of sheltered valleys around the perimeter. Two primary atmospheric outlets exist. One is through the strait known as the Golden Gate, a direct outlet to the Pacific Ocean. The second extends to the northeast, along the west delta region of the Sacramento and San Joaquin Rivers.

Vallejo is within the jurisdiction of the BAAQMD, which regulates air quality in the Bay Area. Air quality conditions in the Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen dramatically. Neither State nor national ambient air quality standards of the following chemicals have been violated in recent decades: nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and vinyl chloride. Those exceedances of air quality standards that do occur primarily happen during meteorological conditions conducive to high pollution levels, such as cold, windless nights or hot, sunny summer afternoons.

Both State and federal governments have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally. The BAAQMD is under State nonattainment status for ozone and particulate matter standards. The BAAQMD is classified as nonattainment for the federal ozone 8-hour standard and nonattainment for the federal particulate matter less than 2.5 microns in size ($PM_{2.5}$) 24-hour standard. As such, the primary pollutants of concern in the project area are O_3, CO, and $PM_{2.5}$.

Because of the conservative nature of the significance thresholds, and the basin-wide context of individual development project emissions, there is no direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds

are those with regional effects, such as ozone precursors like nitrogen oxides (NO_x) and reactive organic gases (ROG).

Further, by its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, the air districts have considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Occupants of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to air pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions, compared to commercial and industrial areas, because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise. These populations are referred to as sensitive receptors.

REGULATORY FRAMEWORK

This section provides regulatory background information for air quality.

Federal Regulations

The 1970 Federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The CAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required for areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

State Regulations

In 1988, the California Clean Air Act (CCAA) required that all air districts in the State endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for CO, O_3, sulfur dioxide (SO_2), and nitrogen dioxide ($NO_{2)}$ by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality

standards. Generally, the State standards for these pollutants are more stringent than the national standards.

The California Air Resources Board (CARB) is the State's "clean air agency." The CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants, and oversee compliance with air pollution rules and regulations.

Regional Regulations

The BAAQMD seeks to attain and maintain air quality conditions in the San Francisco Bay Area Air Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and education. The clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The BAAQMD also inspects stationary sources and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by law.

Clean Air Plan

The Clean Air Plan guides the region's air quality planning efforts to attain the CAAQS.[2] The BAAQMD 2017 Clean Air Plan, which was adopted on April 19, 2017, by the BAAQMD Board of Directors, is the current Clean Air Plan which contains district-wide control measures to reduce ozone precursor emissions (e.g., ROG and NO_x), particulate matter and greenhouse gas (GHG) emissions.

The Bay Area 2017 Clean Air Plan:

- Describes the BAAQMD plan towards attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities;
- Defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050;
- Provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve GHG reduction targets; and
- Includes a wide range of control measures designed to decrease emissions of air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other "Super-GHGs" that are potent climate pollutants in the near term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

[2] Bay Area Air Quality Management District (BAAQMD). 2017. *Final 2017 Clean Air Plan*. April 19. Website: www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en (accessed January 2024).

BAAQMD CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and GHG emissions.

In 2023, the BAAQMD published an updated version of the CEQA Guidelines.[3] The BAAQMD CEQA Guidelines include thresholds to evaluate project impacts to protectively evaluate the potential effects of the project on air quality. These protective thresholds are appropriate in the context of the size, scale, and location of the proposed project.

Local Regulations

The Community Health Element of the *City of Vallejo General Plan*[4] includes air quality policies and actions intended to protect the community from harmful levels of air pollution. The following actions are applicable to the project:

- **Action CP-1.12B:** Update City regulations to set BAAQMD-recommended limits for particulate emissions from construction, demolition, debris hauling, and utility maintenance.
- **Action CP-1.12C:** Provide information regarding advances in air-quality protection measures to schools, homeowners, and operators of "sensitive receptors" such as senior and child care facilities.
- **Action CP-1.12D:** Periodically review and update City regulations to comply with changes in State law and BAAQMD Guidelines pertaining to coal or wood-burning devices.
- **Action CP-1.12E:** Periodically review the Building Code for consistency with the latest California Green Building Standards Code, and assess the need for updates to require new construction and remodels to employ best practices and materials to reduce emissions, both during and after construction.
- **Action CP-1.12F:** Update City regulations to prohibit grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour, or require the use of water trucks to wet soil.

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3 Bay Area Air Quality Management District (BAAQMD). 2023. *2022 California Environmental Quality Act Air Quality Guidelines*. April 20.

4 City of Vallejo. 2018. *Propel Vallejo General Plan 2040*. July 24. Website: https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=17961496 (accessed January 2024).

METHODOLOGY

Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. The California Emissions Estimator Model (CalEEMod) version 2022.1 computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. As identified in the Project Description, construction activities for the project would begin July 8, 2024 and would occur over a 288-day period. In addition, the proposed project would include the demolition of 20,130 square feet of building area and the export of 15 cubic yards of soil, which were included in CalEEMod. This analysis also assumes use of Tier 2 construction equipment. Other detailed construction information is currently unavailable; therefore, this analysis utilizes CalEEMod default assumptions.

Operational Emissions

This air quality analysis includes estimating emissions associated with long-term operation of the project. Indirect emissions of criteria pollutants with regional impacts would be emitted by project-generated vehicle trips. In addition, localized air quality impacts (i.e., higher carbon monoxide concentrations or "hot-spots") near intersections or roadway segments in the project vicinity would also potentially occur due to project-generated vehicle trips.

Consistent with BAAQMD's guidance for estimating emissions, CalEEMod was used to calculate the long-term operational emissions associated with the project. As described in the Project Description, the proposed project would develop an approximately 2,700-square-foot restaurant with a drive-through feature and 33 parking spaces. The analysis was conducted using land use codes *Fast Food Restaurant with Drive Thru* and *Parking Lot*. The proposed project would also include a total of 15,484 square feet of landscaping on the project site, which was included in CalEEMod. This analysis assumes the proposed project would generate approximately 1,136 average daily trips.[5] The proposed project would be all-electric, which was also included in CalEEMod. Where project-specific data were not available, default assumptions (e.g., energy usage, water usage, and solid waste generation) from CalEEMod were used to estimate project emissions. CalEEMod output sheets are attached.

THRESHOLDS OF SIGNIFICANCE

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse air quality impact if project-generated pollutant emissions would:

[5] RK Engineering Group, Inc. 2022. op. cit.

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

According to the BAAQMD CEQA Guidelines, to meet air quality standards for criteria air pollutant and air precursor impacts, the proposed project must not:

- Contribute to CO concentrations exceeding the State ambient air quality standards;
- Generate average daily construction emissions of ROG, NO_x or $PM_{2.5}$ (exhaust) greater than 54 pounds per day or PM_{10} exhaust emissions greater than 82 pounds per day;
- Generate operational emissions of ROG, NO_x or $PM_{2.5}$ of greater than 10 tons per year or 54 pounds per day or PM_{10} emissions greater than 15 tons per year or 82 pounds per day; or
- Exceed a cancer risk level of more than 10 in one million, a non-cancer risk (i.e., chronic or acute) hazard index greater than 1.0, or result in incremental increase of greater than 0.3 micrograms per cubic meter annual average $PM_{2.5}$.

PROJECT IMPACTS

Air pollutant emissions associated with the project would occur over the short term from construction activities and over the long term from operational activities associated with the proposed use.

Consistency with Applicable Air Quality Plans

The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan), which defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce GHG emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

Clean Air Plan Goals

The primary goals of the Bay Area Clean Air Plan are to: attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce GHG emissions and protect climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed BAAQMD thresholds of significance. Therefore, the proposed project would not conflict with the Clean Air Plan goals.

Clean Air Plan Control Measures

The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures. The proposed project's compliance with each of these control measures is discussed below.

Stationary Source Control Measures. The Stationary Source Control Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by the BAAQMD Permit and Inspection programs. Since the proposed project would not include any of these stationary sources, the Stationary Source Control Measures of the Clean Air Plan are not applicable to the proposed project.

Transportation Control Measures. The BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, TACs, and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would result in the redevelopment of the site with a 2,700-square-foot fast-food restaurant on an infill site located near existing commercial and residential uses, reducing the demand for travel by single occupancy vehicles. In addition, since the proposed project would consist of a local-serving retail project less than 50,000 square feet, the proposed project may be presumed to have a less than significant impact on vehicle miles traveled (VMT).[6] Therefore, the proposed project would not conflict with the identified Transportation Control Measures of the Clean Air Plan.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the proposed project.

Building Control Measures. The BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with

6 RK Engineering Group, Inc. 2022. op. cit.

local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the latest Title 24 standards of the California Code of Regulations, regarding energy conservation and green building standards. Therefore, the proposed project would not conflict with any of the Building Control Measures.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the proposed project.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to adopt ordinances that promote urban-tree plantings. Since the proposed project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the proposed project.

Waste Management Control Measures. The Waste Management Control Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The proposed project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the proposed project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the proposed project.

Super GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the proposed project.

Clean Air Plan Implementation

As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan.

Criteria Pollutant Analysis

The BAAQMD is currently designated as a nonattainment area for State and national ozone standards and national particulate matter AAQS. The BAAQMD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in

nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Short-Term Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Project construction activities would include demolition, site preparation, grading, building, paving, and architectural coating (painting). Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROG, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As discussed above, CalEEMod was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. Construction-related emissions are presented in Table A, below.

Table A: Project Construction Emissions (in Pounds Per Day)

Project Construction	ROG	NO_X	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	0.5	9.6	0.8	0.7	0.7	0.4
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (January 2024).
BAAQMD = Bay Area Air Quality Management District
BMP = Best Management Practices
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases

As shown in Table A, construction emissions associated with the project would not exceed the BAAQMD's thresholds for ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$ emissions. The BAAQMD requires the implementation of the BAAQMD's basic best management practices (BMPs) to reduce construction fugitive dust impacts to a less-than-significant level. Therefore, implementation of Regulatory Compliance Measure (RCM) AIR-1 would be required.

RCM AIR-1: In order to meet the BAAQMD fugitive dust threshold, the following BAAQMD Basic Best Management Practices shall be implemented by the project applicant during the project construction period:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- Unpaved roads proving access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted wood chips, mulch, or gravel.

- A publicly-visible sign shall be posted with the telephone number and person to contact at City of Vallejo regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's General Air Pollution Complaints phone number shall also be visible to ensure compliance with applicable regulations.

With RCM-1, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS.

Long-Term Operational Emissions

Long-term air pollutant emission impacts considered for projects in the BAAQMD include those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

Mobile source emissions include ROG and NOx emissions that contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy source emissions would typically result from activities in buildings for which natural gas is used. As identified above, the proposed project would be all-electric; therefore, the proposed project would not generate energy source emissions.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment.

Emission estimates for operation of the project were calculated using CalEEMod. The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the Air Basin. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table B for ROG, NO_x, PM_{10}, and $PM_{2.5}$.

Table B: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Mobile Source Emissions	4.5	3.9	5.8	1.5
Area Source Emissions	0.1	<0.1	<0.1	<0.1
Energy Source Emissions	0.0	0.0	0.0	0.0
Total Emissions	**4.6**	**3.9**	**5.8**	**1.5**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Mobile Source Emissions	0.8	0.7	1.1	0.3
Area Source Emissions	<0.1	<0.1	<0.1	<0.1
Energy Source Emissions	0.0	0.0	0.0	0.0
Total Emissions	**0.8**	**0.7**	**1.1**	**0.3**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (January 2024).
BAAQMD = Bay Area Air Quality Management District
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases

The results shown in Table B indicate the project would not exceed the significance criteria for daily or annual ROG, NO_x, PM_{10}, and $PM_{2.5}$ emissions; therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS.

Localized CO Impacts

Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.

- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the policies or programs of the Solano Transportation Authority. The proposed project would generate approximately 4 AM peak hour trips and 40 PM peak hour trips[7]; therefore, the project's contribution to peak hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. As such, the proposed project would not result in localized CO concentrations that exceed State or federal standards.

Sensitive Receptors

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site include the residential uses located approximately 150 feet east of the project site across Sonoma Boulevard.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement RCM AIR-1 described above. With implementation of this regulatory measure, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions, as demonstrated through the CalEEMod evaluation, which shows that the proposed project would be below the BAAQMD thresholds of significance for criteria pollutants. Additionally, the proposed project would not be expected to be a significant source of toxic air contaminants (TACs). Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation.

Objectionable Odors

During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. Additionally, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CONCLUSION

Based on the analysis presented above, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed BAAQMD thresholds of significance. In addition, the proposed project is not expected to produce significant emissions that

[7] RK Engineering Group, Inc. 2022. op. cit.

would affect nearby sensitive receptors. The proposed project would also not result in objectionable odors affecting a substantial number of people.

Attachment: CalEEMod Output Sheets

Vallejo Panda Express Project Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Vallejo Panda Express Project
Construction Start Date	7/8/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	34.8
Location	4301 Sonoma Blvd, Vallejo, CA 94589, USA
County	Solano-San Francisco
City	Vallejo
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	824
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Fast Food Restaurant with Drive Thru	2.70	1000sqft	1.00	2,700	15,484	—	—	—
Parking Lot	33.0	Space	0.57	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.56	21.0	15.6	0.03	0.68	2.85	3.40	0.63	1.36	1.86	—	3,717	3,717	0.15	0.20	3,783
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	13.4	10.5	0.02	0.55	0.10	0.57	0.51	0.02	0.51	—	1,823	1,823	0.07	0.02	1,830
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	5.14	3.99	0.01	0.20	0.15	0.34	0.18	0.05	0.24	—	733	733	0.03	0.01	738
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.94	0.73	< 0.005	0.04	0.03	0.06	0.03	0.01	0.04	—	121	121	< 0.005	< 0.005	122

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.68	21.0	15.6	0.03	0.68	2.85	3.40	0.63	1.36	1.86	—	3,717	3,717	0.15	0.20	3,783
2025	3.56	8.43	7.16	0.01	0.36	0.10	0.46	0.34	0.02	0.36	—	1,104	1,104	0.04	0.01	1,109
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.48	13.4	10.5	0.02	0.55	0.01	0.57	0.51	< 0.005	0.51	—	1,823	1,823	0.07	0.02	1,830
2025	0.51	13.4	10.5	0.02	0.55	0.10	0.57	0.51	0.02	0.51	—	1,822	1,822	0.07	0.02	1,829
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	5.14	3.99	0.01	0.20	0.15	0.34	0.18	0.05	0.24	—	733	733	0.03	0.01	738
2025	0.19	2.47	1.95	< 0.005	0.10	< 0.005	0.11	0.09	< 0.005	0.10	—	333	333	0.01	< 0.005	335
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.94	0.73	< 0.005	0.04	0.03	0.06	0.03	0.01	0.04	—	121	121	< 0.005	< 0.005	122
2025	0.03	0.45	0.36	< 0.005	0.02	< 0.005	0.02	0.02	< 0.005	0.02	—	55.2	55.2	< 0.005	< 0.005	55.4

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.94	3.55	31.3	0.07	0.05	5.89	5.94	0.05	1.49	1.54	18.3	7,215	7,234	2.20	0.34	7,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.62	4.17	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	18.3	6,802	6,820	2.26	0.37	6,992

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.59	3.89	29.3	0.07	0.05	5.76	5.81	0.05	1.46	1.51	18.3	6,862	6,880	2.23	0.35	7,058
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.84	0.71	5.35	0.01	0.01	1.05	1.06	0.01	0.27	0.28	3.04	1,136	1,139	0.37	0.06	1,168

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.85	3.55	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	7,139	7,139	0.35	0.33	7,274
Area	0.09	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	0.48
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	72.7	72.7	0.01	< 0.005	73.5
Water	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Waste	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Total	4.94	3.55	31.3	0.07	0.05	5.89	5.94	0.05	1.49	1.54	18.3	7,215	7,234	2.20	0.34	7,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.55	4.17	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	6,726	6,726	0.41	0.37	6,845
Area	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	72.7	72.7	0.01	< 0.005	73.5
Water	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Waste	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22

Total	4.62	4.17	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	18.3	6,802	6,820	2.26	0.37	6,992
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.51	3.89	29.3	0.07	0.05	5.76	5.81	0.05	1.46	1.51	—	6,785	6,785	0.38	0.35	6,911
Area	0.08	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.24	0.24	< 0.005	< 0.005	0.24
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	72.7	72.7	0.01	< 0.005	73.5
Water	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Waste	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Total	4.59	3.89	29.3	0.07	0.05	5.76	5.81	0.05	1.46	1.51	18.3	6,862	6,880	2.23	0.35	7,058
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.82	0.71	5.34	0.01	0.01	1.05	1.06	0.01	0.27	0.28	—	1,123	1,123	0.06	0.06	1,144
Area	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	0.04
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	12.0	12.0	< 0.005	< 0.005	12.2
Water	—	—	—	—	—	—	—	—	—	—	0.26	0.58	0.84	0.03	< 0.005	1.70
Waste	—	—	—	—	—	—	—	—	—	—	2.78	0.00	2.78	0.28	0.00	9.71
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.70
Total	0.84	0.71	5.35	0.01	0.01	1.05	1.06	0.01	0.27	0.28	3.04	1,136	1,139	0.37	0.06	1,168

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.61	19.6	14.6	0.02	0.66	—	0.66	0.61	—	0.61	—	2,494	2,494	0.10	0.02	2,502
Demolition	—	—	—	—	—	0.88	0.88	—	0.13	0.13	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.81	0.60	< 0.005	0.03	—	0.03	0.03	—	0.03	—	102	102	< 0.005	< 0.005	103
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.15	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	17.0
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.55	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	114	114	< 0.005	< 0.005	116
Vendor	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
Hauling	0.02	1.39	0.49	0.01	0.02	0.29	0.31	0.02	0.08	0.10	—	1,109	1,109	0.05	0.17	1,165
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.39	4.39	< 0.005	< 0.005	4.45
Vendor	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
Hauling	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	45.6	45.6	< 0.005	0.01	47.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.73	0.73	< 0.005	< 0.005	0.74
Vendor	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
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.55	7.55	< 0.005	< 0.005	7.92

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	15.6	11.9	0.02	0.45	—	0.45	0.41	—	0.41	—	2,064	2,064	0.08	0.02	2,071
Dust From Material Movement	—	—	—	—	—	2.44	2.44	—	1.17	1.17	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	11.3
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	1.88
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	68.5	68.5	< 0.005	< 0.005	69.6
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	0.36
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	0.06
Vendor	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
Hauling	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

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	18.8	14.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,454	2,454	0.10	0.02	2,462
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.52	0.39	< 0.005	0.02	—	0.02	0.01	—	0.01	—	67.2	67.2	< 0.005	< 0.005	67.5
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.1	11.1	< 0.005	< 0.005	11.2
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.44	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	91.3	91.3	< 0.005	< 0.005	92.8
Vendor	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
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	15.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.34	2.34	< 0.005	< 0.005	2.37
Vendor	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
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.41
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Vendor	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
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	0.07

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	13.4	10.5	0.02	0.55	—	0.55	0.51	—	0.51	—	1,801	1,801	0.07	0.01	1,807
Onsite truck	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	13.4	10.5	0.02	0.55	—	0.55	0.51	—	0.51	—	1,801	1,801	0.07	0.01	1,807
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	3.67	2.87	0.01	0.15	—	0.15	0.14	—	0.14	—	493	493	0.02	< 0.005	495
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.67	0.52	< 0.005	0.03	—	0.03	0.03	—	0.03	—	81.7	81.7	< 0.005	< 0.005	82.0
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	10.5
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	12.6
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.57	9.57	< 0.005	< 0.005	9.69
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	12.6
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.65	2.65	< 0.005	< 0.005	2.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.29	3.29	< 0.005	< 0.005	3.44
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	0.45
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	0.57
Hauling	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

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	13.4	10.5	0.02	0.55	—	0.55	0.51	—	0.51	—	1,801	1,801	0.07	0.01	1,807
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.20	1.72	< 0.005	0.09	—	0.09	0.08	—	0.08	—	296	296	0.01	< 0.005	297
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.40	0.31	< 0.005	0.02	—	0.02	0.02	—	0.02	—	49.0	49.0	< 0.005	< 0.005	49.2

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.39	9.39	< 0.005	< 0.005	9.51
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.8	11.8	< 0.005	< 0.005	12.4
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.56	1.56	< 0.005	< 0.005	1.58
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.94	1.94	< 0.005	< 0.005	2.03
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.26
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.32	0.32	< 0.005	< 0.005	0.34
Hauling	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

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.31	8.40	6.65	0.01	0.36	—	0.36	0.34	—	0.34	—	992	992	0.04	0.01	995
Paving	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	8.40	6.65	0.01	0.36	—	0.36	0.34	—	0.34	—	992	992	0.04	0.01	995
Paving	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.23	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	27.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	4.51
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.03	0.51	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	112	112	< 0.005	< 0.005	114
Vendor	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

Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.45	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	103	103	< 0.005	< 0.005	105
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	2.91
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	0.48
Vendor	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
Hauling	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

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	3.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	3.67
Architectural Coatings	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	0.61
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.03	2.03	< 0.005	< 0.005	2.06
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	0.05
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	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
Hauling	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	4.85	3.55	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	7,139	7,139	0.35	0.33	7,274
Parking Lot	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
Total	4.85	3.55	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	7,139	7,139	0.35	0.33	7,274
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	4.55	4.17	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	6,726	6,726	0.41	0.37	6,845

Parking Lot	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
Total	4.55	4.17	31.2	0.07	0.05	5.89	5.94	0.05	1.49	1.54	—	6,726	6,726	0.41	0.37	6,845
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	0.82	0.71	5.34	0.01	0.01	1.05	1.06	0.01	0.27	0.28	—	1,123	1,123	0.06	0.06	1,144
Parking Lot	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
Total	0.82	0.71	5.34	0.01	0.01	1.05	1.06	0.01	0.27	0.28	—	1,123	1,123	0.06	0.06	1,144

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	60.6	60.6	0.01	< 0.005	61.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	12.2	12.2	< 0.005	< 0.005	12.3
Total	—	—	—	—	—	—	—	—	—	—	—	72.7	72.7	0.01	< 0.005	73.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	60.6	60.6	0.01	< 0.005	61.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	12.2	12.2	< 0.005	< 0.005	12.3
Total	—	—	—	—	—	—	—	—	—	—	—	72.7	72.7	0.01	< 0.005	73.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	10.0	10.0	< 0.005	< 0.005	10.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	2.01	2.01	< 0.005	< 0.005	2.03
Total	—	—	—	—	—	—	—	—	—	—	—	12.0	12.0	< 0.005	< 0.005	12.2

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	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
Parking Lot	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	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
Parking Lot	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	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
Parking Lot	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
Total	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

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	0.48

Total	0.09	< 0.005	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.48	0.48	< 0.005	< 0.005	0.48
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	0.04
Total	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.04	0.04	< 0.005	< 0.005	0.04

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1.57	3.49	5.06	0.16	< 0.005	10.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	0.26	0.58	0.84	0.03	< 0.005	1.70
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.26	0.58	0.84	0.03	< 0.005	1.70

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	16.8	0.00	16.8	1.68	0.00	58.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	2.78	0.00	2.78	0.28	0.00	9.71
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.78	0.00	2.78	0.28	0.00	9.71

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.22
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.70
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.70

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipmen Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequester	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/8/2024	7/26/2024	5.00	15.0	—
Site Preparation	Site Preparation	7/29/2024	7/30/2024	5.00	2.00	—
Grading	Grading	7/31/2024	8/13/2024	5.00	10.0	—
Building Construction	Building Construction	8/14/2024	3/25/2025	5.00	160	—
Paving	Paving	3/26/2025	4/8/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	4/9/2025	4/22/2025	5.00	10.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Tier 2	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	1.00	7.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	7.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Tier 2	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 2	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Tier 2	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	15.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.20	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.13	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	0.44	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT

Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.23	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	4,050	1,350	1,490

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	20,130	—

Site Preparation	—	—	1.88	0.00	—
Grading	—	15.0	10.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.57

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Fast Food Restaurant with Drive Thru	0.00	0%
Parking Lot	0.57	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Fast Food Restaurant with Drive Thru	1,136	1,136	1,136	414,634	8,365	8,365	8,365	3,053,364

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	4,050	1,350	1,490

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Fast Food Restaurant with Drive Thru	108,415	204	0.0330	0.0040	0.00
Parking Lot	21,750	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Fast Food Restaurant with Drive Thru	819,541	189,342
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Fast Food Restaurant with Drive Thru	31.1	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The project site is 1.57 acres. The proposed project would included a 2,700-square-foot, one-story restaurant building with a drive-through feature, 33 automobile parking spaces, and a total of 15,484 square feet of landscaping on the project site.
Construction: Construction Phases	Project construction is estimated to begin July 8, 2024 and would occur over a 288-day period.
Construction: Off-Road Equipment	Assuming the use of Tier 2 construction equipment.
Operations: Vehicle Data	The proposed project would generate approximately 1,136 average daily trips.
Operations: Energy Use	The proposed project would be all-electric.

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ORDINANCE NO. 1854 N.C. (2d)

AMENDING THE WHITE SLOUGH SPECIFC AREA PLAN/MASTER PLAN AS PART OF THE NEW ZONING CODE PROJECT

THE COUNCIL OF THE CITY OF VALLEJO DOES ORDAIN AS FOLLOWS:

SECTION 1. Recitals.

WHEREAS, on August 29, 2017, the City Council certified the Final Environment Impact Report (FEIR) for General Plan 2040 and adopted the General Plan 2040; and

WHEREAS, the City Council amended the General Plan 2040 in November 2017, July 2018, and January 2020; and

WHEREAS, based on the analysis conducted for the new Zoning Code, Staff proposed amending the General Plan to: (1) reduce the residential densities in the four commercial and mixed use land use designations; (2) allow residential use in additional areas to achieve the housing goals; and (3) amend the General Plan 2040 Land Use Map to correct errors and re-designate parcels to more closely align with their existing land use characteristics and future development potential (collectively, the "General Plan Amendments"); and

WHEREAS, Staff determined additional actions were necessary to effectuate General Plan 2040 and the new Zoning Code, including repealing the Northgate Specific Plan and Planned Unit Development #575 and #582, amending the Downtown Vallejo Specific Plan/Master Plan and White Slough Specific Area Plan/Master Plan, which together with the General Plan Amendments and the adoption of the new Zoning Code and new Zoning Map constitute the Project; and

WHEREAS, the General Plan 2040 acknowledges that Vallejo's strategic location and transportation connections led to the adoption of long-range plans for key areas including the Downtown Vallejo Specific Plan and White Slough Specific Area Plan, which also serve as the Planned Development Master Plan (Master Plan) for those areas, respectively; and

WHEREAS, the General Plan 2040 anticipated that development standards for the Downtown Vallejo Specific Plan/Master Plan and the land use regulations in the White Slough Specific Area Plan/Master Plan would be provided in the New Zoning Code; and

WHEREAS, both the Downtown Vallejo Specific Plan/Master Plan and White Slough Specific Area Plan/Master Plan reflect unique policies, goals, and objectives as well as specific planning standards and regulations for land within their plan boundaries that remain relevant; and

WHEREAS, in order to provide a broader, more flexible range of land uses and to implement objective development standards to position Vallejo to be more competitive in the market place, Staff proposes to amend the Downtown Specific Plan/Master Plan and White Slough Specific Area Plan/Master Plan by amending select land use regulations and development standards and referencing the New Zoning Code; and

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WHEREAS, the proposed Specific Plan amendments will eliminate confusion, redundancy, and potential conflicts with the New Zoning Code; and

WHEREAS, on March 29, 2021, the Planning Commission adopted Resolution of Intention No. PC 21-06A directing staff to prepare amendments to the Downtown Vallejo Specific Plan/Master Plan and the White Slough Specific Area Plan/Master Plan; and

WHEREAS, a Notice of Intent to Adopt a Mitigated Negative Declaration and Hold a Public Hearing announcing the 30-day public review period for the IS/MND, beginning January 8, 2021 and ending on February 9, 2021 and noticing the public hearing for February 17, 2021, was sent on January 7, 2021 to all public agencies potentially serving the Project, all responsible and trustee agencies, and all persons requesting notice and was published in the Times Herald, a newspaper of local circulation on January 12, 2021; and

WHEREAS, on February 17, 2021, the Planning Commission opened the duly noticed public meeting on the Project and voted unanimously to continue the public hearing to March 15, 2021; and

WHEREAS, on February 17 and 22, 2021, a Revised Notice of Intent to Adopt a Mitigated Negative Declaration and Hold a Public Hearing on March 15, 2021, extending the public review period for the IS/MND to February 26, 2021, was sent to all persons entitled to notice, and on February 21, 2021 was published in the Times Herald, a newspaper of local circulation; and

WHEREAS, on March 15, 2021, the Planning Commission held a duly noticed public hearing and considered all oral and written comments on the Project and the IS/MND, and voted unanimously to continue the hearing to March 29, 2021; and

WHEREAS, on March 29, 2021, the Planning Commission held the public hearing continued from March 15, 2021 and considered all oral and written comments on the Project and the IS/MND, and by the adoption of Resolution No. PC 21-03, renumbered as 21-03A, recommended that the City Council adopt the IS/MND and Mitigation Monitoring and Reporting Program (MMRP) for the Project and to consider the IS/MND prior to taking any action on the Project, and voted unanimously to adopt Resolution PC 21-06 to forward to City Council an Ordinance adopting the amendments to the Downtown Vallejo Specific Plan/Master Plan and White Slough Specific Area Plan/Master; and

WHEREAS, all interested persons were afforded the opportunity to file written comments with the City of Vallejo Planning Division at or before the hearing, all persons desiring to be heard were given an opportunity to be heard in this matter, and all such verbal and written testimony was considered by the Planning Commission; and

WHEREAS, on March 31, 2021, a Notice to Hold a Public Hearing on April 13, 2021 by the City Council on the Project and the IS/MND was sent to all persons entitled to notice and on April 3, 2021, was published in the Times Herald, a newspaper of local circulation; and

WHEREAS, on April 13, 2021, the City Council held a duly noticed public hearing on the Project, the IS/MND, and the MMRP and considered all oral and written comments thereon; and

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WHEREAS, all interested persons were afforded the opportunity to file written comments with the City of Vallejo Planning Division at or before the hearing, all persons desiring to be heard on the matter were given an opportunity to be heard, and all such verbal and written testimony was considered by the City Council; and

WHEREAS, upon conclusion of the public hearing, the City Council voted unanimously to continue the public hearing to a date uncertain; and

WHEREAS, on April 28, 2021, the IS/MND was revised to correct errors and a Notice of Intent to Adopt a Revised Mitigated Negative Declaration and Hold a Continued Public Hearing on June 7, 2021 was sent to all persons entitled to notice, was published in the Times Herald, a newspaper of local circulation, and sent to the State Clearinghouse, thereby extending the public review period to May 28, 2021; and

WHEREAS, on June 7, 2021, the City Council held a duly noticed public hearing and considered all oral and written comments on the Revised IS/MND, the Project, and associated actions including the MMRP; and

WHEREAS, all interested persons were afforded the opportunity to file written comments with the City of Vallejo Planning Division at or before the hearing, all persons desiring to be heard were given an opportunity to be heard in this matter, and all such verbal and written testimony was considered by the City Council; and

WHEREAS, the Record of Proceedings ("Record") upon which the City Council bases its action includes, but is not limited to: (1) the Revised Initial Study/Mitigated Negative Declaration (IS/MND) and the appendices and technical reports cited in and/or relied upon in preparing the Revised IS/MND; (2) the staff reports, City files and records and other documents, prepared for and/or submitted to the City relating to the Revised IS/MND and the Project; (3) the evidence, facts, findings and other determinations set forth in this resolution; (4) the City of Vallejo General Plan and its related EIR, and the Vallejo Municipal Code; (5) all designs, plans, studies, data and correspondence submitted by the City in connection with the Revised IS/MND and the Project; (6) all documentary and oral evidence received at public workshops, meetings, and hearings, for the Project; and (7) all other matters of common knowledge to the City decision maker including, but not limited to, City, state, and federal laws, policies, rules, regulations, reports, records and projections related to development within the City of Vallejo and its surrounding areas; and

WHEREAS, on June 7, 2021, City Council adopted Resolution No. 21-060 N.C adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the New Zoning Code Project; and

WHEREAS, on June 7, 2021, the City Council adopted Resolution No. 21-061 N.C. to adopt Amendments to the General Plan Text and Land Use Map as part of the New Zoning Code Project; and

WHEREAS, on June 7, 2021, the City Council introduced an Ordinance approving the Repeal of the Northgate Specific Plan and Planned Development Unit Plan #575 and #582 as part of the New Zoning Code Project.

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WHEREAS, on June 7, 2021, the City Council introduced an Ordinance to amend the Downtown Vallejo Specific Plan as part of the New Zoning Code Project.

SECTION 2. Findings.

1. The proposed amendments are consistent with the Vallejo Municipal Code. The White Slough Specific Area Plan is also the Planned Development Master Plan for the downtown area Planned Development Master Plans may be amended pursuant to 16.116.140 of the Vallejo Municipal Code.

2. The proposed amendment to the White Slough Specific Area Plan/Master Plan is consistent with the Vallejo General Plan. The General Plan 2040, Table 1-2, does not propose any significant changes to the Specific Plan and anticipates that its policies will continue implementation of the Specific Plan. The land use regulations provided in the Central Corridor Commercial zoning district in the New Zoning Code are compatible with the Central Corridor General Plan Land Use designation, which is the predominate land use designation for the White Slough Specific Area Plan area. The Central Corridor Commercial zoning district also allows more residential density, which supports Housing Element Program A 4.1.1 to encourage and 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 to create more development opportunities for housing.

SECTION 3. Amendments to the White Slough Specific Area Plan. New text shown in **bold underline** deleted text in ~~strike through.~~

A. Appendix 2, CITY OF VALLEJO ZONING STANDARDS FOR SOUTH WHITE SLOUGH, Allowed Uses is hereby removed, and replaced with the following:

LAND USE REGULATIONS ARE SUBJECT TO TITLE 16 OF THE VALLEJO MUNICIPAL CODE (ZONING CODE).

B. Development Standards is hereby amended as follows:

DEVELOPMENT STANDARDS

Properties Adjacent to South White Slough and East Lagoon

The intent of the design standards would insure that new development and rehabilitation projects enhance the environment of this area including Austin Creek. The standards would insure a well-designed and complementary background for the natural habitat.

- Site Organization

  Buildings shall be sited to take advantage of their proximity to the water by such techniques as making sure the back of the building and/or the service area is not facing the water. On larger sites with

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multiple buildings, the structures shall be clustered around "public" spaces, such as landscaped areas and pedestrian plazas, that visually and physically open up to the water.

Buildings shall be sited to place parking, service, and loading areas away from the water. If this is not feasible due to site constraints, then landscaped berms and/or walls and fencing shall screen the parking areas from the water.

The maximum floor area ratio (FAR) for non-residential uses **shall comply with the FAR for the respective zoning district in which the property is located.** ~~is 0.25. However, property aggregation is encouraged, and higher FAR's will be permitted for projects where aggregation occurs.~~

For residential uses, the maximum density **shall comply with the maximum density for the respective zoning district in which the property is located.** ~~is 20 units per gross acre.~~

At a minimum, there shall be a 25-foot access and landscape easement from the point of highest tide inward or the designated edge of the water.

o Architectural

~~Architectural style shall be contemporary. Thematic or trademark architecture is prohibited.~~

Buildings shall be designed to take advantage of their proximity to the water by such techniques as placing windows, terraces, entry ways on the water side. For multi-storied buildings, terracing of floors shall be used to help reduce the perceived size and mass of the buildings. Large, blank walls shall be avoided. Instead, offsets, varied wall materials and colors and other details shall be used to visually break up wall surfaces.

~~Building colors shall be neutral in color. However, accent colors are acceptable of they are secondary (10 percent of the total exterior wall area) to the overall color scheme.~~ The use of reflective glass or reflective metal surfaces on the water side of buildings is prohibited.

Maximum building height within 50 feet from the point of highest tidal action or the designated edge of the water shall be 35 feet. Outside this 50-foot band, the maximum building height **shall comply with the maximum height for the respective zoning district in which the building is located**. ~~is 75 feet~~.

All roof top equipment and other utility structures shall be screened

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from public view.

- Landscaping

  All landscaping plans shall be prepared by a landscape architect and reflect a choice of plant material that will enhance the visual quality of the water and that will be compatible with the native plant species that exist in the area, especially for the areas immediately adjacent to the water.

  Landscaping shall comply with Chapter ~~16.70~~ **16.504 Landscaping** of the Vallejo Municipal Code.

- Screening and Fencing

  ~~Urban~~ **Land** uses shall be separated from the water by fencing or screening. **Screening materials shall comply with Chapter 16.505 Fences, Walls and Screening of the Vallejo Municipal Code**. No barbed or razor wire is allowed.

- Parking and Loading

  Parking and loading shall comply with Chapter ~~16.62~~ **16.508 Off-street Parking and Loading** of the Vallejo Municipal Code.

- Signage

  Signage shall comply with Chapter ~~16.64~~ **16.509 Signs** of the Vallejo Municipal Code according to the type of use. However, no signage, except educational, directional, official, governmental, or other legally required signage shall be allowed on the side or sides of buildings which face the water.

  No pole signs or additional off-site signs (billboards) shall be allowed.

Other Properties within the Planning Area

The intent of the design standards would insure that this area of Vallejo is developed and redeveloped in a quality manner to complement the natural environment and to act as an attractive entrance to the city.

- Site Organization

  All structures, parking areas, driveways, and service areas on a site shall be organized to maintain the privacy of and be compatible with adjacent less- intensive uses. All service and loading areas shall be screened from public view.

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The maximum floor area ratio (FAR) for non-residential uses ~~is 0.33.~~ **shall comply with the FAR for the respective zoning district or districts in which the structure is located**~~. The maximum density for residential uses is 12 units per gross acre.~~

- Architectural

~~Architectural style shall be contemporary. Thematic or trademark architecture is prohibited.~~

Terracing of floors shall be used in multi-storied buildings to reduce the perceived size and mass of the buildings. Large, blank walls shall be avoided. Instead, offsets, varied wall materials and colors, and other details shall be used to break up wall surfaces visually.

Roof top equipment and other utility structures shall be screened from public view.

The maximum building height ~~is 75 shall feet.~~ **shall comply with the maximum height for the respective zoning district or districts in which the building is located.**

- Landscaping, Screening and Fencing

Landscaping, screening, and fencing shall comply with Chapter ~~16.70~~ **16.504 Landscaping** of the Vallejo Municipal Code.

- Parking and Loading

Parking and loading shall comply with Chapter ~~16.62~~ **16.508 Off-street Parking and Loading** of the Vallejo Municipal Code.

- Signage

Signage shall comply with Chapter ~~16.64~~ **16.509 Signs** of the Vallejo Municipal Code. ~~according to use type~~.

No additional off-site signage (billboards) is allowed.

SECTION 4. Adoption of the White Slough Specific Area Plan Amendment.

Based on the findings set forth herein and the Record as a whole, the City Council hereby adopts amendments to the White Slough Specific Area Plan/Master Plan as provided herein.

SECTION 5. Typographical and Clerical Errors.

Any typographical or clerical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

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SECTION 6. Severability.

If any section, subsection, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid. To this end, the provisions of this Ordinance are declared to be severable.

SECTION 7. Effective Date.

This Ordinance shall take effect and be in full force and effect from and after (30) days after its final passage.

First read at a regular meeting of the Council of the City of Vallejo held on the 8th day of June, 2021 and finally adopted at a regular meeting of the Council of the City of Vallejo on the 22nd day of June, 2021 by the following vote:

AYES:	Mayor McConnell, Vice Mayor Verder-Aliga, Councilmembers Arriola, Brown, Dew, Diaz and Miessner
NOES:	None
ABSENT:	None
ABSTAIN:	None

DocuSigned by:
ROBERT H. MCCONNELL
FDED3EAE234444F...
ROBERT H. MCCONNELL, MAYOR

ATTEST:

DocuSigned by:
Dawn G. Abrahamson
1489DDA6695D425...
DAWN ABRAHAMSON, CITY CLERK

PROPERTY OWNER	ARCHITECT	CIVIL	LANDSCAPE
NAPA BAY, LP PO BOX 1958 CORONA, CA 92878 T: 951.280.3833	LUIS GUZMAN PROJECT MANAGER PANDA EXPRESS, INC. 1683 WALNUT GROVE AVE, ROSEMEAD, CA 91770 T: 626.799.9898 EXT-104	TONY McCREARY PROJECT MANAGER RFE ENGINEERING, INC. 2260 DOUGLAS BLVD ROSEVILLE, CA 95661 T: 916.772.7800	GENE HIRAO 15 POSADA IRVINE, CA 92614 T: 714.296.9811

DEVELOPER

MICHAEL CADELL
PROJECT MANAGER
PANDA EXPRESS, INC.
1683 WALNUT GROVE AVE,
ROSEMEAD, CA 91770
T: 916.205.77566

TEAM DIRECTORY

Scale= NTS G-001

PLANNING/ZONING	BUILDING DEPARTMENT	PUBLIC WORKS	HEALTH DEPARTMENT
PLANNING DIVISION 555 SANTA CLARA ST VALLEJO, CA 94590 T: 707.648.8604	BUILDING DIVISION 555 SANTA CLARA ST VALLEJO, CA 94590 T: 707.648.8604	PUBLIC WORKS DEPARTMENT 555 SANTA CLARA ST VALLEJO, CA 94590 T: 707.648.8604	SOLANO COUNTY ENV HEALTH 675 TEXAS ST, SUITE 5500 FAIRFIELD, CA 94533 T: 707.784.6765

WATER	SEWER	FIRE DEPARTMENT	TELEPHONE COMPANY
VALLEJO WATER DEPARTMENT 202 FLEMING HILL RD VALLEJO, CA 94589 T: 707.648.4305	SANITARY SEWER DEPARTMENT 450 RYDER ST VALLEJO, CA 94590 T: 707.652.7810	FIRE PREVENTION 970 NIMITZ AVE VALLEJO, CA 94592 T: 808.723.7094	AT&T 976 ADMIRAL CALLAGHAN LN VALLEJO, CA 94591 T: 707.552.1265

ELECTRIC POWER / GAS

PACIFIC GAS & ELECTRIC
1850 SOCOL AVE #105
NAPA, CA 94559
T: 877.743.7782

JURISDICTIONAL AUTHORITIES

Scale= NTS G-001

1. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FULLY EXAMINE THE SITE CONDITION, AND AVAILABLE UTILITIES AND TO NOTIFY THE OWNER'S REPRESENTATIVE, IN WRITING OF ANY AND ALL DISCREPANCIES BETWEEN THE SAID EXISTING CONDITIONS AND THESE DRAWINGS. NO CLAIMS FOR ADDITIONAL COMPENSATION SHALL BE MADE OR SHALL BE VALID UNLESS WRITTEN NOTIFICATION IS RECEIVED BY THE OWNER'S REPRESENTATIVE AND THE ADDITIONAL COMPENSATION IS APPROVED IN ADVANCE OF PROCEEDING WITH THE WORK.
2. IN ADDITION TO THE GENERAL NOTES LISTED HEREIN, A.I.A. DOCUMENT A201 GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION SHALL APPLY.
3. ALL WORK SHALL BE PERFORMED AS TO COMPLY WITH ALL GOVERNING STATUTES, ORDINANCES, REGULATIONS, CODES AND INSURANCE RATING BOARDS. NO WORK SHALL COMMENCE UNTIL ALL GOVERNMENTAL AND JURISDICTIONAL PERMITS AND APPROVALS ARE OBTAINED.
4. ALL WORK SHALL BE PERFORMED IN A FIRST CLASS MANNER AND SHALL BE IN GOOD AND USABLE CONDITION AT THE DATE OF COMPLETION THEREOF.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR INSTALL OR PERMIT TO BE INSTALLED, ANY MATERIALS CONTAINING ASBESTOS.
6. THE TERM "OWNER" OR "TENANT" SHALL REFER TO PANDA EXPRESS AND ITS AGENTS OR REPRESENTATIVES. THE TERM "GENERAL CONTRACTOR" AND "G.C." SHALL REFER TO THE PERSON AND/OR PERSONS WHO HAVE CONTRACTED OR SUBCONTRACTED FOR THE WORK.
7. THE ABBREVIATION OF "N.I.C." INDICATES WORK AND OR MATERIAL THAT IS NOT IN THE CONTRACT OF THE GENERAL CONTRACTOR, HOWEVER THIS DOES NOT RELIEVE THE G.C. OF THE RESPONSIBILITY OF COORDINATION.
8. NOT USED.
9. THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDIVIDUALLY VERIFIED BY THE OWNER OR HIS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.
10. ALL WALL & CEILING CONSTRUCTION SHALL BE SUPPORTED BY STRUCTURE & NOT BY ROOF DECK IF APPLICABLE.
11. IT IS THE G.C.'S RESPONSIBILITY TO MAKE SURE EACH SUB HAS THE FULL SET OF DRAWINGS FROM WHICH TO BASE THEIR ESTIMATE. IF CONFLICTS ARISE AFTER THE BID THE G.C. ACCEPTS FULL RESPONSIBILITY FOR COST INCREASES IF THE SUB WAS NOT GIVEN THE FULL SET OF DRAWINGS.

GENERAL NOTES

Scale= NTS G-001

PANDA EXPRESS

S8-23-D8630

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

AFF	ABOVE FINISHED FLOOR
ALUM.	ALUMINUM
BV	BALL VALVE (FULL PORT)
B.O.	BOTTOM OF
C.	CONDUIT
CO	CONDUIT ONLY
CW	COLD WATER
(E)	EXISTING
EC	ELECTRICAL CONTRACTOR
EWH	ELECTRICAL WATER HEATER
EXT.	EXTERIOR
FOF	FACE OF FINISH
FOS	FACE OF STUD
F.S.	FLOOR SINK
G.C. OR GC	GENERAL CONTRACTOR
H.W.	HOT WATER
ID	INDIRECT DRAIN
INT.	INTERIOR
K.E.C.	KITCHEN EQUIP. CONTRACTOR
L.L.	LANDLORD
MC	MECHANICAL CONTRACTOR
(N)	NEW
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OA	OUTSIDE AIR
O.C.	ON CENTER
PC	PLUMBING CONTRACTOR
RAR	RETURN AIR REGISTER
R.I.H.	ROUGH-IN HEIGHT
S.S.	STAINLESS STEEL
STL.	STEEL
STRUCT.	STRUCTURE, STRUCTURAL
T.O.	TOP OF
WCO	WASTE CLEAN OUT

ABBREVIATIONS

Scale= NTS G-001

D1 DOOR TYPE
W1 WINDOW TYPE
TA FLOOR FINISH
W4 WALL TYPE
1 STRUCTURAL GRID
C1 CEILING FINISH
P-C WALL FINISH
34 KITCHEN EQUIPMENT
101 ROOM NUMBER
MARK OF ELEVATION
A/A1.0 DETAIL
1/A-2.0 INT. ELEVS
A A-2.0 SECTION
NEW DOOR
T TEMPERED GLAZING
A A-2.0 EXT. ELEVS

SYMBOLS

Scale= NTS G-001

APPLICABLE CODES: ALL WORK UNDER THIS CONTRACT SHALL COMPLY WITH THE PROVISIONS OF THE SPECIFICATIONS AND DRAWINGS, AND SHALL SATISFY ALL APPLICABLE CODES, ORDINANCES AND REGULATIONS OF ALL GOVERNING BODIES INVOLVED. ALL PERMITS AND LICENSES NECESSARY FOR THE PROPER EXECUTION OF THE WORK SHALL BE PROCURED AND PAID FOR BY THE CONTRACTOR INVOLVED. APPLICABLE CODES INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:

CODE

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA PLUMBING CODE
CITY OF VALLEJO MUNICIPAL CODE

INTERIOR OCCUPANT LOAD

AREA	SQ. FT.A.I.	LOAD FACTOR	OCCUPANT
KITCHEN AREA (GROSS)	1,115 SQ. FT	200	6
DINING AREA:			
UNCONCENTRATED AREA (NET)	632	15	42
BENCH SEATING	376.75 L. I.	18"	21
BOOTH SEATING	241.5 L. I.	24"	10
ACCESSIBLE AREA:			
FIXED COMMUNAL, 4-TOP & 2-TOP TABLES	328 SQ. FT.	0	0
RESTROOM/VESTIBULE/DRINK STATION AREA/ WALK-INS	239 SQ. FT.	0	0
STORAGE	192 SQ. FT.	300	1
QUEUING AREA:	55 SQ. FT.	5	11
TOTAL:			91
TOTAL OCCUPANT LOAD:			91

EXIT ACCESS TRAVEL DISTANCE

OCCUPANCY CLASSIFICATION	GROUP A-2	
FIRE SPRINKLER	NON-SPRINKLERED	
	REQUIRED	PROVIDED
PRIMARY EXIT MAX. TRAVEL DISTANCE	75 FT	67'-2"
SECONDARY EXIT MAX. TRAVEL DISTANCE	75 FT	58'-9"
EXIT REQUIRED	1	2

BUILDING CODE ANALYSIS

OCCUPANCY CLASSIFICATION	GROUP A-2 (ASSEMBLY)	
TYPE OF CONSTRUCTION	V-B	
FIRE SPRINKLER	NO SPRINKLER	
	PROVIDED	REQUIRED / ALLOWED
HEIGHT	23'-3"	-
STORY	1	-
AREA	2,700 SQ. FT.	-
OCCUPANT LOAD	91	-
EXITS REQUIRED	4	2
EGRESS WIDTH	204"	91X 0.2 = 18"

PLUMBING FIXTURES (TABLE 422.1 2019 CPC)

TYPE OF OCCUPANCY	WATER CLOSET		LAVATORY	
	MALE	FEMALE	MALE	FEMALE
RESTAURANT (A-2)	1 PER 50	1 PER 25	1 PER 150	1 PER 150
REQUIRED	1	1	1	1
PROVIDED	1	1	1	1
OCCUPANCY LOAD CALCULATION				
DINING ROOM	948 SQ.FT./ 30 SQ.FT.=			31.6
PATIO AREA	120 SQ.FT./ 30 SQ.FT.=			4
KITCHEN/ SERVICE AREA	1,307 SQ.FT./ 200 SQ.FT.=			6.4
			TOTAL=	42
TOTAL OCCUPANCY = 42	MALE = 21		FEMALE = 21	

PANDA EXPRESS

RESTAURANT AREA	2,700 S.F.
PATIO AREA	363 S.F.
TRASH ENCLOSURE AREA	306 S.F.
EMPLOYEES	3 EMPLOYEES / SHIFT (2 SHIFTS PER DAY)
INDOOR SEATING	50
OUTDOOR SEATING	16

NOTE: SIGNS TO BE SUBMITTED UNDER SEPARATE PERMIT

CODE ANALYSIS

Scale= NTS G-001

SITE INFORMATION

APN	0051-250-680
PROPERTY GROSS AREA	68,460 SQ. FT. (1.57 AC)
PROPERTY NET AREA	63,354 SQ. FT. (1.45 AC)
PANDA EXPRESS LEASE AREA	37,924 SQ. FT. (0.87 AC)
PANDA EXPRESS WORK AREA	40,008 SQ. FT. (1.00 AC)
LOT COVERAGE	0.04
LANDSCAPE PROVIDED	15,484 SQ. FT. (22.6%)
PARKING PROVIDED	33 (INCLUDING 2 ADA)
GENERAL PLANNING DESIGNATION	BUSINESS
ZONING DISTRICT	CENTRAL CORRIDOR
ADJACENT LAND USE	EAST: RESIDENTIAL WEST: INDUSTRIAL NORTH: COMMERCIAL SOUTH: COMMERCIAL
PROPERTY TYPE / UNIQUE CHARACTERISTICS	FREE STANDING 2,700 SQ FT COMMERCIAL RESTAURANT W/ DRIVE-THRU.
FLOOD ZONE	X

PARKING REQUIREMENTS:

	SQ. FT.	PARKING RATIO	PARKING REQUIRED	PARKING PROVIDED
PANDA EXPRESS	2,700 S.F.	2/2,500	3	
PATIO	363 S.F.	1/1000	1	
TOTAL			4	33
ADA		1/25	2	2
BICYCLE PARKING SHORT TERM	2,700 S.F.	1/750	3	3
BICYCLE LOCKER LONG TERM	2,700 S.F.	1/7,500	2	2

PROJECT DESCRIPTION

Scale= NTS G-001

- NEW GOURMET CHINESE FAST-FOOD RESTAURANT WITH DRIVE-THRU AND 71 NEW PARKING STALLS.
- NEW GRADING AND LANDSCAPE.

SHEET INDEX

Scale= NTS G-001

GENERAL							
G-001	TITLE SHEET						
CIVIL							
C1	PRELIMINARY SITE PLAN						
C2	EXISTING CONDITIONS						
C3	PRELIMINARY GRADING AND DRAINAGE PLAN						
C4	PRELIMINARY WATER & SANITARY SEWER PLAN						
C5	PRELIMINARY STORE WATER CONTROL PLAN						
LANDSCAPE							
PL	PRELIMINARY LANDSCAPE PLAN						
ELECTRICAL							
E-100	PRELIMINARY PHOTOMETRIC SITE PLAN						
ARCHITECTURAL							
A -000	OVERALL SITE PLAN						
A -100	SITE PLAN ARCHITECTURAL						
A -101	FLOOR PLAN						
A -103	EGRESS FLOOR PLAN						
A - 107	ROOF PLAN						
A - 200	EXTERIOR ELEVATIONS						
A - 201	EXTERIOR ELEVATIONS						
A - 202	EXTERIOR RENDERINGS						
A - 203	EXTERIOR OVERALL RENDERINGS						
A - 407	PATIO & TRASH ENCLOSURE DETAILS						
PF	PROJECT MATERIAL FINISHES						
EP	EXISTING SITE CONDITION PHOTOS						

PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:

ISSUE DATE:

1ST	CUP SUBMITTAL	07-26-22
2ND		
3RD		
4TH		
5TH		
6TH		

DRAWN BY: LG

PANDA PROJECT #: S8-23-D8630
ARCH PROJECT #: -

GARY WANG & ASSOCIATES, INC.
1000 Corporate Center Dr., Suite 550
Monterey Park, CA 91754
TEL: (626) 288-6898 FAX: (626) 768-7101
http://www.garywang.com

LICENSED ARCHITECT
GARY H. WANG
No. C-32569
REN. 04-30-23
STATE OF CALIFORNIA

PANDA EXPRESS

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

G-001

TITLE SHEET

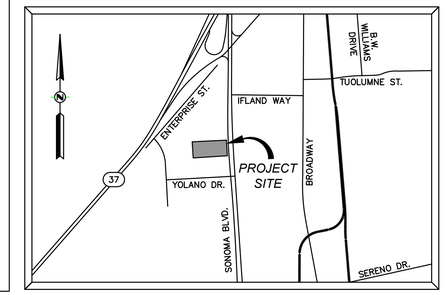
LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE		
ROW		
LEASE LINE		
EASEMENT		
LOT LINE		
CENTERLINE		
SW, CURB & GUTTER		
DITCH / FLOWLINE		
EP		
STORM DRAIN	XX"SD	XX"SD
SANITARY SEWER	XX"SS	XX"SS
WATER	XX"W	XX"W
DROP INLET	□	■
DIRECTION OF SURFACE FLOW		
OVERLAND RELEASE PATH		
SSMH	Ⓢ	Ⓢ
SSCO	○	●
FIRE HYDRANT		

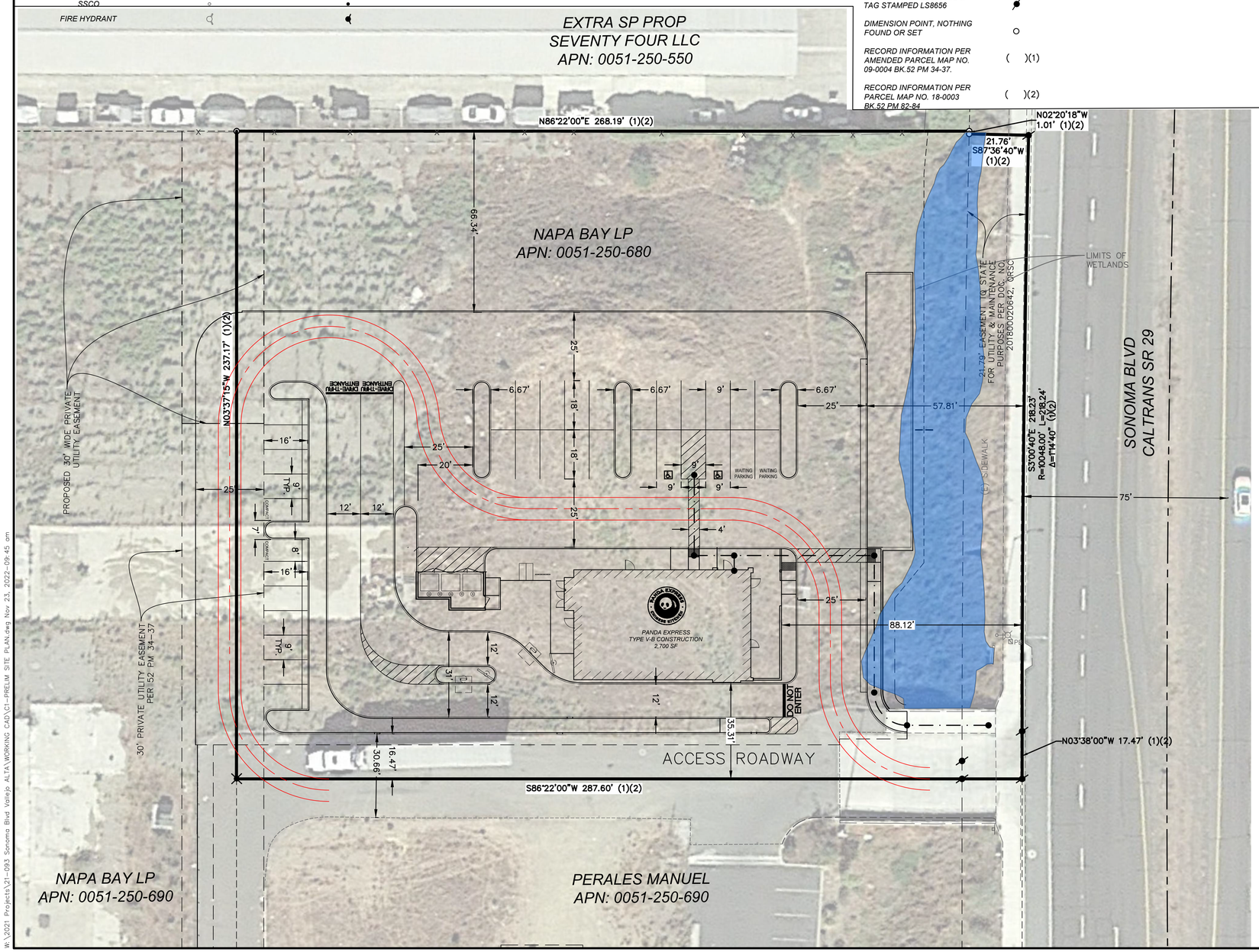
DESCRIPTION	EXISTING	PROPOSED
PIV		
FDC		
WATER VALVE		
WATER METER	WM	WM
REDUCED PRINCIPAL PRESSURE ASSEMBLY		
UTILITY POLE		
UTILITY POLE WITH LIGHT		
STREET LIGHT		
FENCE	X X	X X
INDEX CONTOUR	25	25
INTERMEDIATE CONTOURS		
SIGN		
CULVERT WITH FES		
GRADE BREAK LINE		GB

DESCRIPTION	EXISTING	PROPOSED
PIPE CAP		
HANDICAP RAMP		
CONTROL POINT		100 100.00 PK
FINISH FLOOR ELEVATION	FF: 123.00	FF: 123.00
SPOT ELEVATION (ASPHALT CONCRETE)	157.01 AC	13.34 AC
MATCH (E) GRADE ELEVATION		13.61 AC MATCH (E)
TRUNCATED DOMES		
BUILDING		
DOOR		
FOUND MONUMENT 3/4" IRON PIPE CAPPED LS8656		
FOUND MONUMENT NAIL & TAG STAMPED LS8656		
DIMENSION POINT, NOTHING FOUND OR SET		
RECORD INFORMATION PER AMENDED PARCEL MAP NO. 09-0004 BK.52 PM 34-37.	( )(1)	
RECORD INFORMATION PER PARCEL MAP NO. 18-0003 BK.52 PM 82-84	( )(2)	

DESCRIPTION	
TRASH TRUCK TURNING TRUCK MODEL ACX64 CLASS 8	R=36.38' R=40.51'
WETLANDS	



VICINITY MAP
NOT TO SCALE



CIVIL SHEET INDEX:

C1 PRELIMINARY SITE PLAN
C2 EXISTING CONDITIONS PLAN
C3 PRELIMINARY GRADING & DRAINAGE PLAN
C4 PRELIMINARY WATER & SANITARY SEWER PLAN
C5 PRELIMINARY STORM WATER CONTROL PLAN

DATE OF FIELD SURVEY:

NOVEMBER 29, 2021

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY WAS NGS CONTROL POINT DESIGNATED "L-552", PID NO. JT0393, WHICH IS A BENCH MARK DISC STAMPED "L 552 1956", SET IN TOP OF A CONCRETE MONUMENT LOCATED IN VALLEJO, ALONG SACRAMENTO STREET, 0.8 MILES SOUTHEAST OF THE Y JUNCTION OF STATE HIGHWAY 48, 204 FEET NORTH OF THE CENTER OF THE T JUNCTION OF PRISBEE STREET, AT THE SOUTHEST CORNER OF A CEMENT BLOCK WALL AROUND SUNRISE MEMORIAL CEMETERY, 38.5 FEET WEST OF THE CENTER LINE OF THE STREET, 1.4 FEET SOUTH OF THE SOUTH SIDE OF A CEMENT BLOCK CORNER POST, ABOUT .5 FEET HIGHER THAN THE STREET AND SET IN THE TOP OF A CONCRETE POST PROJECTING .2 FEET ABOVE THE GROUND.

ELEVATION = 9.3 FEET (NAVD 88 DATUM)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAME AS FOR PARCEL MAP NO. 18-0003, FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SOLANO COUNTY IN BOOK 52 OF PARCEL MAPS, AT PAGES 82-84, AND WAS ESTABLISHED FROM FOUND RECORD MONUMENTS PER SAID MAP.

FLOOD PLAIN:

SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X". AREAS WITHIN ZONE "X" ARE WITHIN THE 0.2 ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP COMMUNITY .

PANEL NO.: 06095C0419
DATED: 8/3/2016

PROPERTY OWNER:

NAPA BAY, LP
PO BOX 1958
CORONA, CA 92878

DEVELOPER:

CFT NV DEVELOPMENTS, LLC
1120 N. TOWN CENTER DRIVE, SUITE 150
LAS VEGAS, NV 89144

JURISDICTION:

CITY OF VALLEJO

ZONING:

CC - CENTRAL CORRIDOR

SETBACKS:

FRONT:	0'
SIDE:	5'
REAR:	5'

PARKING DIMENSIONS:

REQUIRED:
STALL DIMENSIONS: 9' WIDE x 18' LONG
DRIVE AISLE WIDTH: 25'

PROVIDED:
STALL DIMENSIONS: 9' WIDE x 18' LONG
DRIVE AISLE WIDTH: 25'

PARKING COUNT:

STANDARD	45 STALLS
COMPACT	3 STALLS
STANDARD ADA	2 STALLS
VAN ADA	1 STALL

20 0 20 40
1 INCH = 20 FEET

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NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY	APPRV'D

BY	CHECK
AEB	TSM
AEB	TSM
DESIGN	DRAWN	QUANT.

ORIGINAL SCALE IS IN INCHES 0 1 2

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1000 CORPORATE CENTER DR. SUITE 550
MONTEREY PARK, CA 91754
CONTACT: LUIS GUZMAN
PHONE: (626) 284-6868
EMAIL: LUIS@GARYWANG.COM

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PRELIMINARY SITE PLAN

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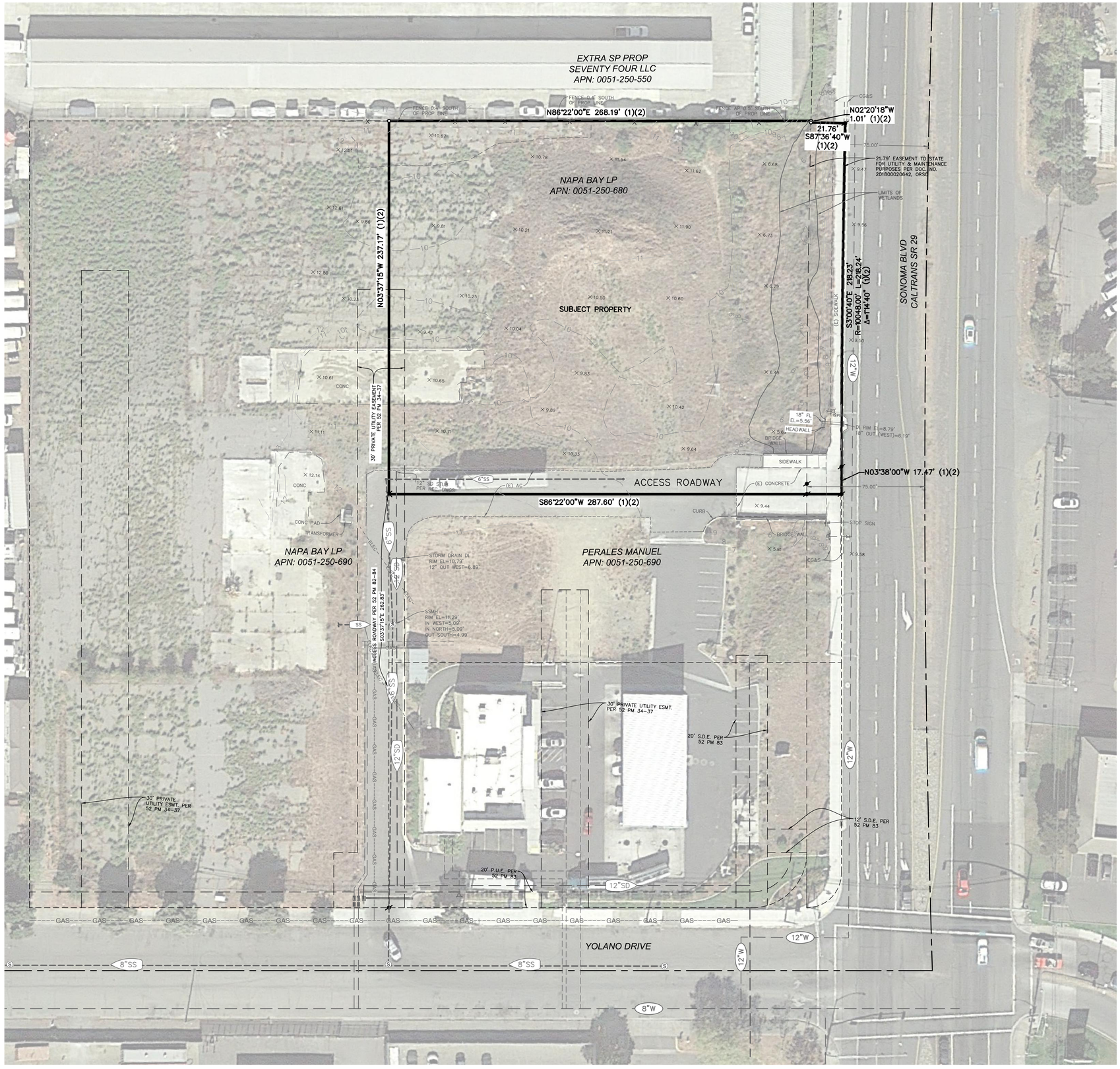

LEGEND:

- CENTERLINE
- BOUNDARY
- PARCEL LINES
- EASEMENT
- FENCE
- EDGE OF PAVEMENT
- EDGE OF CONCRETE
- STORM DRAIN MANHOLE
- SEWER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- STREET LIGHT
- SIGN
- INDEX CONTOUR
- INTERMEDIATE CONTOUR
- SANITARY SEWER
- STORM DRAIN
- SURVEYED POINTS
- SURVEY CONTROL POINT
- FOUND MONUMENT 3/4" IRON PIPE CAPPED LS8656
- FOUND MONUMENT NAIL & TAG STAMPED LS8656
- DIMENSION POINT, NOTHING FOUND OR SET
- ( )(1) RECORD INFORMATION PER AMENDED PARCEL MAP NO. 09-0004 BK.51 PM 40-43.
- ( )(2) RECORD INFORMATION PER PARCEL MAP NO. 18-0003 BK.52 PM 82-84

ABBREVIATIONS:

AP	ANGLE POINT
CONC	CONCRETE
CG&S	CURB, GUTTER & SIDEWALK
℄	CENTERLINE
DI	DRAINAGE INLET
EL	ELEVATION
ELEC	ELECTRICAL
FL	FLOW LINE
PB	PULL BOX
PROP	PROPERTY
SSMH	SANITARY SEWER MAINTENANCE HOLE

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30 0 30 60
1 INCH = 30 FEET

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DRAWN AEB	TSM
QUANT.	

0 1 2
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EXISTING CONDITIONS

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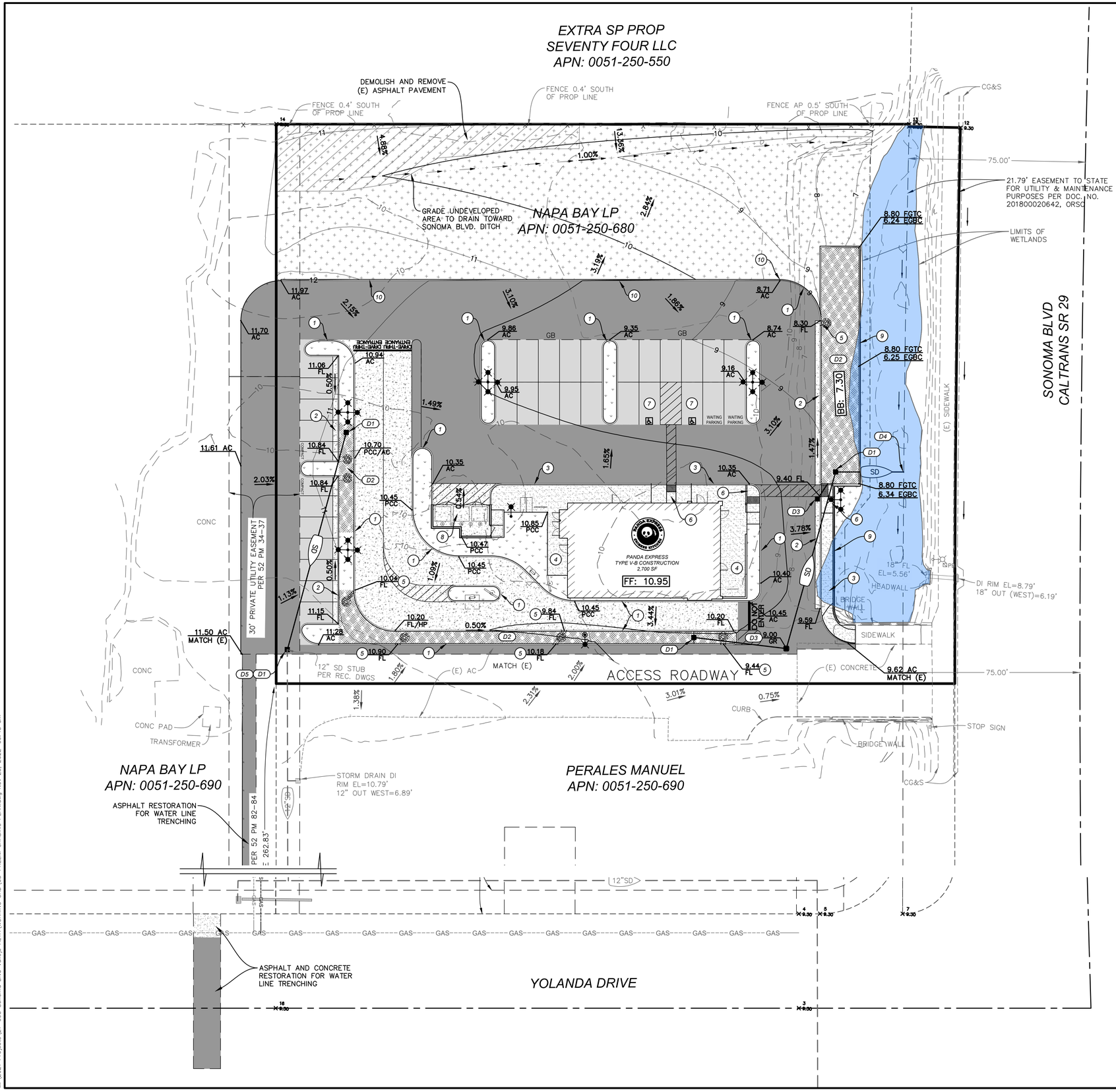

LEGEND:

- AC DRIVE AISLE
- AC PARKING
- HEAVY DUTY PCC
- LIGHT DUTY PCC
- LANDSCAPING
- BIORETENTION PLANTER
- HYDROSEED
- WETLANDS

CONSTRUCTION KEYNOTES:

1. CONCRETE BARRIER CURB
2. CONCRETE CURB & GUTTER
3. MONOLITHIC CONCRETE CURB AND SIDEWALK
4. CONCRETE SIDEWALK
5. 2' CURB OPENING WITH RIP-RAP SCOUR PROTECTION
6. ACCESSIBLE RAMP
7. ACCESSIBLE PARKING STALL
8. TRASH ENCLOSURE WITH CONCRETE APRON
9. REINFORCED RAISED CURB. INSTALL WEEP HOLES AT BOTTOM OF CURB.
10. AC DIKE

DRAINAGE KEYNOTES:

- D1 DRAIN INLET WITH GRATE RAISED ABOVE BOTTOM OF BIORETENTION PLANTER.
- D2 BIORETENTION PLANTER
- D3 DRAINAGE INLET WITH H-20 RATED GRATE
- D4 OUTFALL INTO EXISTING DRAINAGE DITCH. INSTALL FLARED END SECTION WITH RIP-RAP PROTECTION.
- D5 CONNECT INTO EXISTING STORM DRAIN STUB.

TOTAL DISTURBED AREA: 1.323 ACRES
RAW EARTHWORK SUMMARY
CUT: 1,730 CY FILL: 350 CY NET: 1,380 CY EXPORT NOTE: EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT TAKE INTO ACCOUNT SHRINKAGE, EXCESS MATERIALS FROM TRENCHING AND MISC. UNKNOWN STRUCTURAL SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.

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1 INCH = 20 FEET

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CONTACT: LUIS GUZMAN
PHONE: (626) 288-5898
EMAIL: LUIS@GARYWANG.COM

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PRELIMINARY GRADING & DRAINAGE PLAN

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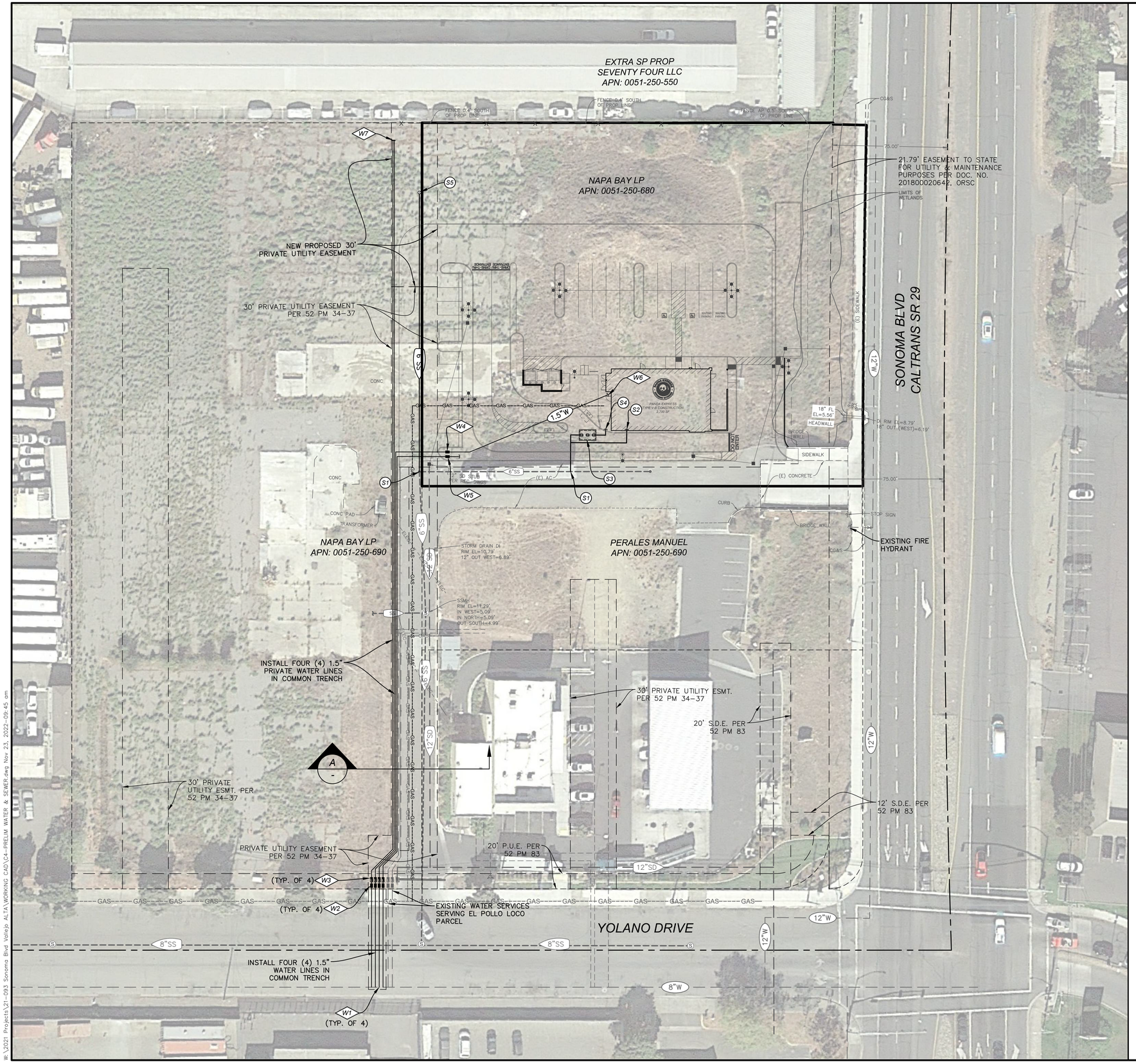
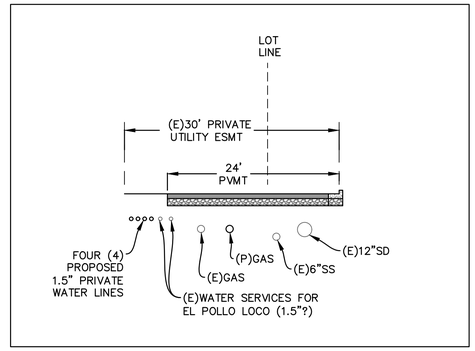


WATER CONSTRUCTION KEYNOTES:

- W1 — CONNECT TO 8" MAIN IN YOLANO DR. WITH 1.5" TAP PER CITY DTL. 4-04.
- W2 — INSTALL 1.5" WATER METER.
- W3 — INSTALL 1.5" BACKFLOW PREVENTER.
- W4 — INSTALL 1.5" SUBMETER - FOR DOMESTIC USE. (METER FOR PRIVATE USAGE)
- W5 — INSTALL 1.5" SUBMETER FOR IRRIGATION USE. (METER FOR PRIVATE USAGE)
- W6 — DOMESTIC WATER POINT OF CONNECTION TO BUILDING.
- W7 — CAP ENDS OF 1.5" WATER LINES. (FOR FUTURE DOMESTIC AND IRRIGATION USE)

SANITARY SEWER CONSTRUCTION KEYNOTES:

- S1 — TIE INTO (E) SANITARY SEWER SERVICE
- S2 — SANITARY SEWER POINT OF CONNECTION TO BUILDING
- S3 — GREASE INTERCEPTOR
- S4 — GREASE INTERCEPTOR POINT OF CONNECTION TO BUILDING
- S5 — SANITARY SEWER MANHOLE



A / - YOLANO DR UTILITY SECTION
NOT TO SCALE

NOTE:
EXISTING UTILITIES SHOWN ARE APPROXIMATE, BASED ON SURFACE EVIDENCE AND GROUND PENETRATING RADAR. UTILITY LOCATIONS WILL NEED TO BE POTHOLED PRIOR TO CONSTRUCTION.

UTILITY CONTACT INFORMATION

UTILITY	UTILITY CO.	REPRESENTATIVE	PHONE
TELEPHONE	AT&T	MARSHALL JOHNSON	(510) 645-2929
GAS	PG&E		(800) 743-5000
ELECTRIC	PG&E		(800) 743-5000
FIRE	VALLEJO FIRE DEPARTMENT	VINCE SPROETE	(707) 648-4565
WATER	CITY OF VALLEJO	MATTHEW BROWN	(707) 648-4479
SEWER	VALLEJO FLOOD & WASTEWATER DISTRICT	GUS SILVA	(707) 652-7809
CABLE T.V.	COMCAST		(925) 424-0278
DRAINAGE	VALLEJO FLOOD & WASTEWATER DISTRICT	GUS SILVA	(707) 652-7809
U.S.A.	UNDERGROUND SERVICE ALERT		1-800-624-2444

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CONTACT: LUIS GUZMAN
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PRELIMINARY WATER & SANITARY SEWER PLAN

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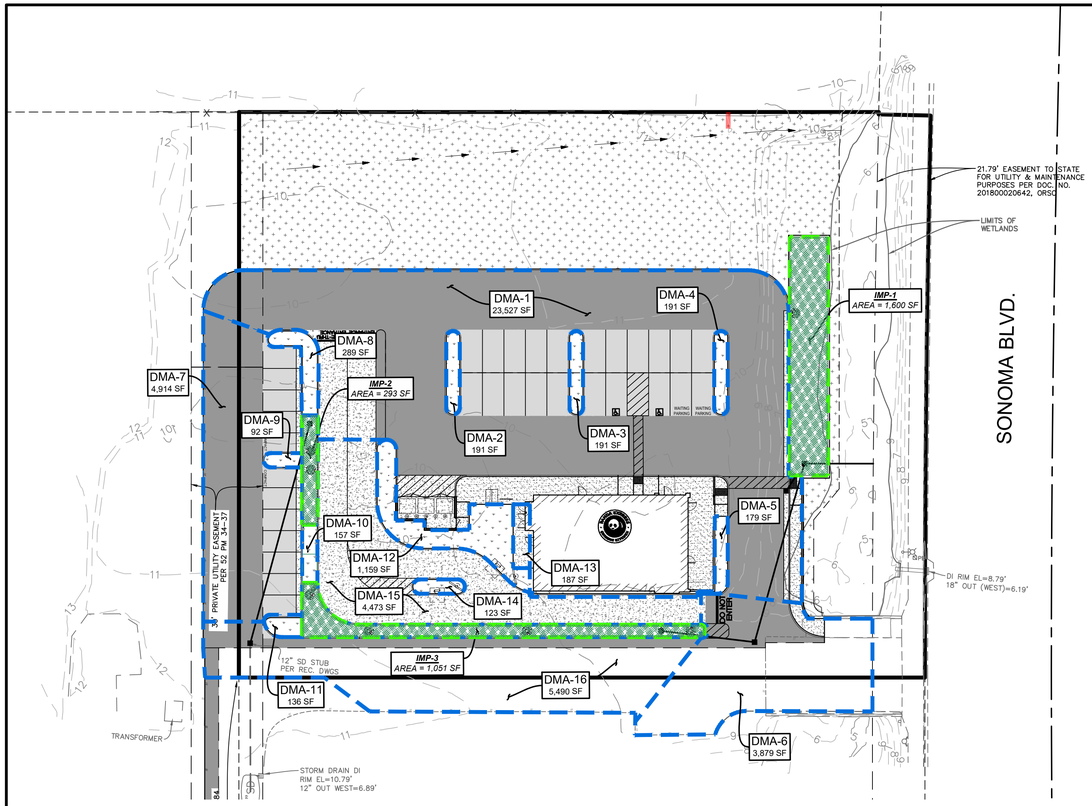

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SOURCE CONTROL MEASURES

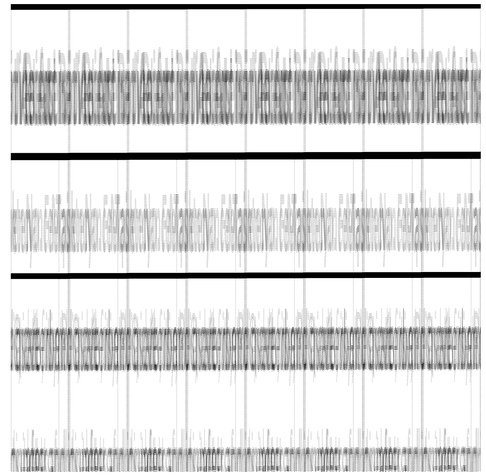
1. *MARK ON-SITE INLETS WITH THE WORDS "NO DUMPING! FLOWS TO BAY" OR EQUIVALENT.*
2. *PLUMB INTERIOR FLOOR DRAINS TO SANITARY SEWER.*
3. *RETAIN EXISTING VEGETATION AS PRACTICABLE.*
4. *LANDSCAPING:*
   - *SELECT DIVERSE SPECIES APPROPRIATE TO THE SITE. INCLUDE PLANTS THAT ARE PEST- AND/OR DISEASE-RESISTANT, DROUGHT-TOLERANT, AND/OR ATTRACT BENEFICIAL INSECTS.*
   - *MINIMIZE USE OF PESTICIDES AND QUICK-RELEASE FERTILIZERS.*
   - *USE EFFICIENT IRRIGATION SYSTEM; DESIGN TO MINIMIZE RUNOFF.*
5. *REFUSE AREAS:*
   - *PROVIDE A ROOFED AND ENCLOSED AREA FOR DUMPSTERS, RECYCLING CONTAINERS, ETC., DESIGNED TO PREVENT STORMWATER RUN-ON AND RUNOFF.*
6. *MISCELLANEOUS DRAIN OR WASH WATER:*
   - *DRAIN CONDENSATE OF AIR CONDITIONING UNITS TO LANDSCAPING. LARGE AIR CONDITIONING UNITS MAY CONNECT TO THE SANITARY SEWER.*
   - *ROOF DRAINS FROM EQUIPMENT DRAIN TO LANDSCAPED AREA WHERE PRACTICABLE.*
   - *DRAIN BOILER DRAIN LINES, ROOF TOP EQUIPMENT, ALL WASH WATER TO SANITARY SEWER.*

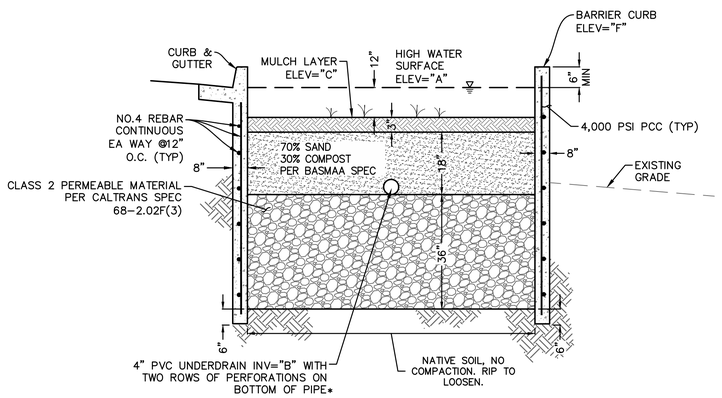
LEGEND

DRAINAGE MANAGEMENT AREA ID AND AREA	DMA-1 4,488 SF
DRAINAGE MANAGEMENT AREA BOUNDARY	
INTEGRATED MANAGEMENT AREA BOUNDARY	
INTEGRATED MANAGEMENT PRACTICE ID AND AREA	IMP-1 AREA = 889 SF
OVERLAND RELEASE	
BIO-RETENTION PLANTER BMP	
LANDSCAPED AREA	

PROJECT DATA

Project Name/Number	Sonoma Blvd. Panda Express (CWE Project No. 21-093)
Application Submittal Date	
Project Location	4301 Sonoma Blvd. Vallejo, Ca 94589 | APN: 0051-250-680
Name of Developer	CFT NV Developments, LLC
Project Phase No.	Phase 1 of 1
Project Type and Description	Commercial Development – 2,700 square foot fast food restaurant with drive thru
Project Watershed	
Total Project Site Area	Property Area: 68,354 square feet; 1.569 acres Project Site Area: 40,975 square feet; 0.941 acres
Total Area of Land Disturbed	40,975 square feet; 0.941 acres
Total New Impervious Surface Area	32,468 square feet; 0.745 acres
Total Replaced Impervious Surface Area	2,855 square feet; 0.066 acres
Total Pre-Project Impervious Surface Area	3,085 square feet; 0.071 acres
Total Post-Project Impervious Surface Area	35,323 square feet; 0.811 acres (Proj. Site) + 7,147 square feet of offsite tributary area 42,470 square feet; 0.975 acres
50% Rule	Does not apply
Project Density	0.04:1
Applicable Special Project Categories [Complete even if all treatment is LID]	None
Percent LID and non-LID treatment	100% LID
HMP Compliance	Does not Apply: Project creates/replaces less than 1 acre of impervious surface area.

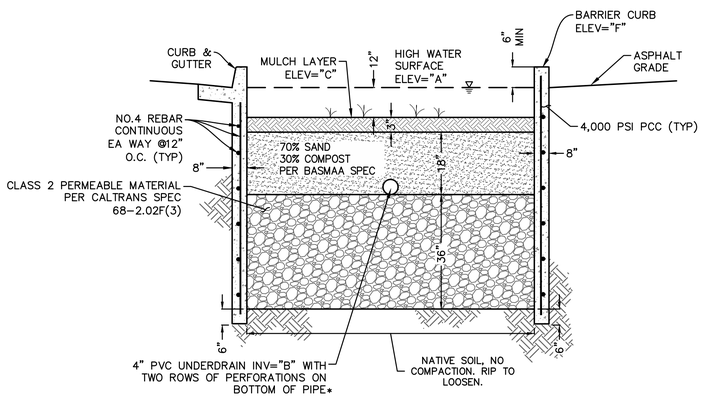




NOTES:
1. SEE LANDSCAPE PLANS FOR VEGETATION.
2. PLANTING SURFACE SHALL BE LEVEL ACROSS EACH PLANTER.
3. SEE PLAN FOR LOCATIONS OF UNDERDRAIN PIPE AND OUTLET CONTROL STRUCTURE.
4. LANDSCAPING AND IRRIGATION SHALL BE DESIGNED AND INSTALLED PER APPENDIX B OF THE CCC WATER PROGRAM STORM WATER C.3 GUIDEBOOK, 7TH EDITION OR APPROVED EQUAL.

* PIPE SIZE: 4"
HOLE SIZE: 3/8"
HOLE SPACING: 3"±1/4"
HOLE ROWS: 2 @ 90° (±3°)

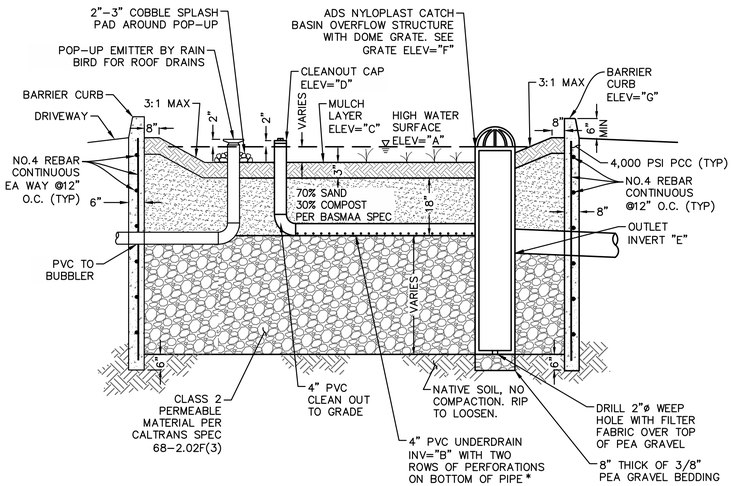
A / - BIO-RETENTION PLANTER TYPICAL CROSS SECTION (IMP-1)
NOT TO SCALE



NOTES:
1. SEE LANDSCAPE PLANS FOR VEGETATION.
2. PLANTING SURFACE SHALL BE LEVEL ACROSS EACH PLANTER.
3. SEE PLAN FOR LOCATIONS OF UNDERDRAIN PIPE AND OUTLET CONTROL STRUCTURE.
4. LANDSCAPING AND IRRIGATION SHALL BE DESIGNED AND INSTALLED PER APPENDIX B OF THE CCC WATER PROGRAM STORM WATER C.3 GUIDEBOOK, 7TH EDITION OR APPROVED EQUAL.

* PIPE SIZE: 4"
HOLE SIZE: 3/8"
HOLE SPACING: 3"±1/4"
HOLE ROWS: 2 @ 90° (±3°)

B / - BIO-RETENTION PLANTER TYPICAL CROSS SECTION (IMP 2 & 3)
NOT TO SCALE



NOTES:
1. SEE LANDSCAPE PLANS FOR VEGETATION.
2. PLANTING SURFACE SHALL BE LEVEL ACROSS PLANTER.
3. SEE PLAN FOR LOCATIONS OF UNDERDRAIN PIPE, OVERFLOW DRAIN, AND OUTLET STRUCTURE.
4. LANDSCAPING AND IRRIGATION SHALL BE DESIGNED AND INSTALLED PER APPENDIX B OF THE CCC WATER PROGRAM STORM WATER C.3 GUIDEBOOK, 7TH EDITION OR APPROVED EQUAL.

C / - BIO-RETENTION PLANTER TYPICAL PROFILE
NOT TO SCALE

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DRAWN AEB	TSM
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PRELIMINARY STORM WATER CONTROL PLAN

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PRELIMINARY LANDSCAPE PLAN

PLANTING NOTES:

1. PROVIDE 4 CUBIC YARDS OF NITROLIZED WOOD SHAVINGS AND 20# OF 16-6-8 FERTILIZER PER 1,000 S.F. OF PLANTING AREA ROTOTILL INTO TOP 6".
2. CONTRACTOR SHALL PROVIDE 90 DAY "ESTABLISHMENT" MAINTENANCE PERIOD AS PART OF LANDSCAPE CONTRACT.
3. CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR ONE YEAR (1) FROM DATE OF OWNERS ACCEPTANCE.
4. PROVIDE 3" LAYER OF RIVER ROCK MULCH AS TOP DRESSING FOR ALL PLANTER AREAS.
5. SEE STAKING AND PLANTING DETAILS ON CONSTRUCTION DETAIL SHEET FOR INSTALLATION REQUIREMENTS.
6. FINISH GRADE TO BE 1" BELOW TOP OF CURB OR WALK FOR TURF AREAS, 2" FOR GROUND COVER AREAS.
7. CONTRACTOR TO INCLUDE IN HIS BID THE REPAIR OF ANY AND ALL DAMAGE RESULTING FROM INSTALLATION OF UTILITIES. REPAIR TO INCLUDE ALL DAMAGED IRRIGATION AND PLANTING ITEMS.
8. ALL TREES WITHIN 6 INCHES OF HARDSCAPE ELEMENTIS, SHALL BE PROVIDED WITH DEEP ROOT BARRIER CONTROL
9. CONTRACTOR TO REPAIR OR REPLACE ANY EXISTING WORK DONE BY OTHERS DAMAGED DUE TO CONSTRUCTION.
10. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTED AREAS BY MEANS OF PROPER WATERING, PRUNING, RAISING TREE BALLS WHICH SETTLE BELOW GRADE, APPLICATION OF SPRAYS WHICH ARE NECESSARY TO KEEP THE PLANTINGS FREE OF INSECTS AND DISEASES, FERTILIZING, WEEDING, ROLLING, MOWING, EDGING RESEEDING, AND/OR OTHER OPERATIONS NECESSARY FOR PROPER CARE AND UPKEEP. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTINGS AS SPECIFIED ABOVE FOR A PERIOD OF 90 DAYS.

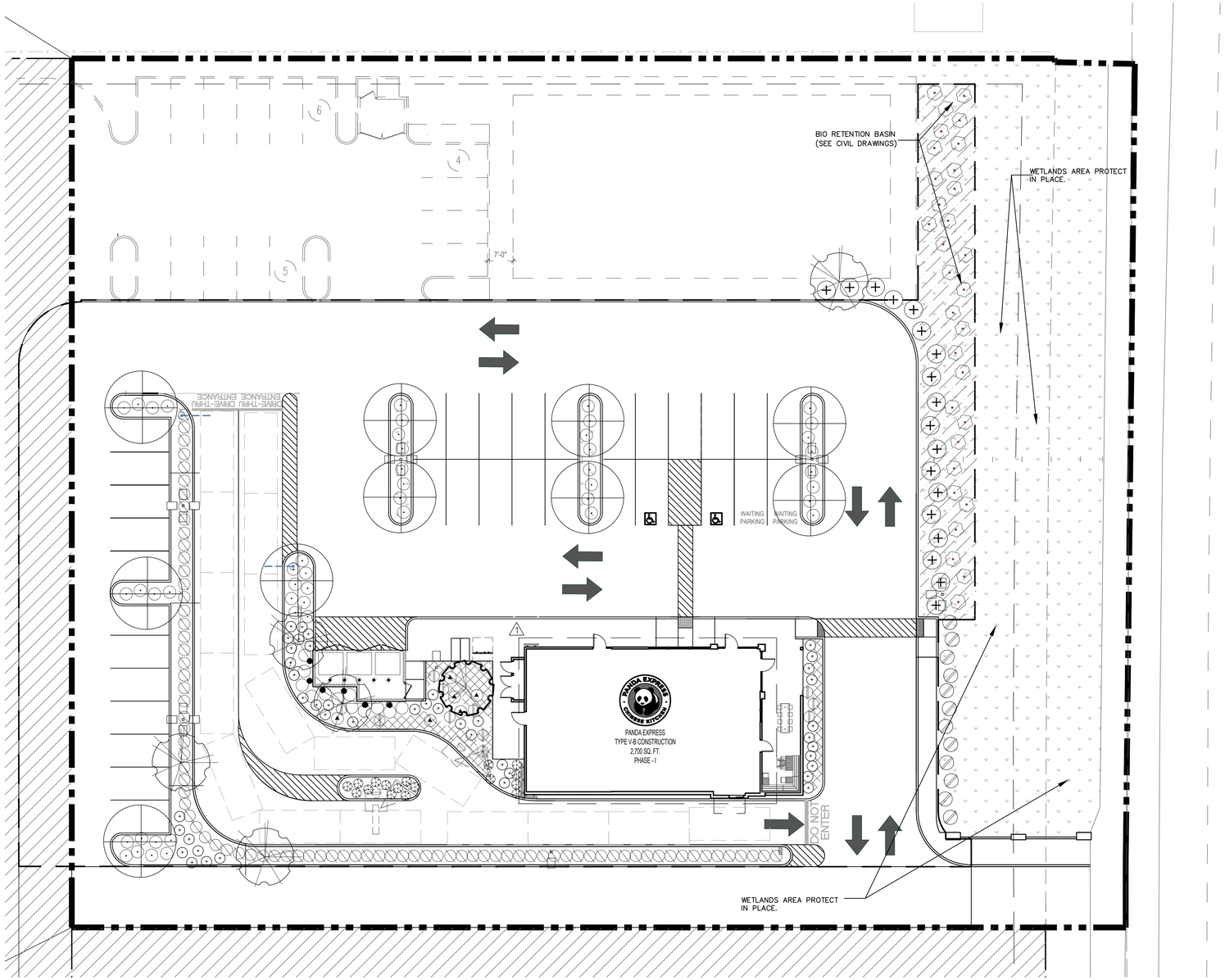
SITE INFORMATION:

TOTAL PARKING LOT AREA = 8,291 S.F.
TOTAL PARKING LOT AREA LANDSCAPE REQUIRED 10% = 829 S.F.
TOTAL PARKING LOT AREA LANDSCAPE PROVIDED 26% = 2,161 S.F.

PARKING LOT SHADE REQUIREMENT = 50% OF PARKING LOT AREA TO BE SHADED
TOTAL PARKING LOT AREA = 8,291 S.F.
TOTAL PARKING LOT AREA SHADED BY CHINESE PISTACHE TREES (40 FT. DIA.) = 4,333 S.F. = 52% PROVIDED

STREET TREES FOR FRONTAGE AREA
TOTAL LENGTH OF FRONTAGE = 145' - 6"
ONE TREE PER 30' OF FRONTAGE = 5 STREET FRONTAGE TREES REQUIRED
ONE TREE PER 30' OF FRONTAGE = 5 STREET FRONTAGE TREES REQUIRED

STREET TREE ALTERNATIVE EFFORT NOTE:
DUE TO WETLANDS AREA ALONG FRONTAGE AREA, 5 TRISTANIA CONFERTAS HAVE BEEN PLANTED ON-SITE TO MEET THE REQUIRED AMOUNT OF STREET TREES



PLANTING LEGEND:

TREES

SYMBOL BOTANICAL NAME/COMMON NAME/SIZE

- PISTACIA CHINENSIS
  24" BOX CHINESE PISTACHE
- CERCIS OCCIDENTALIS
  24" BOX WESTERN REDBUD MULTI TRUNK
- TRISTANIA CONFERTA
  24" BOX BRISBANE BOX
  ALTERNATIVE EFFORT FOR FRONTAGE TREE REQUIREMENT

SHRUBS

SYMBOL BOTANICAL NAME/COMMON NAME/SIZE

- HEMEROCALLIS SPECIES
  DAY LILY 'DIXIELAND BAND' RED DAYLILY
  1 GALLON
- PHORMIUM TENAX
  NEW ZEALAND FLAX "SUNSET"
  5 GALLON
- AGAVE ATTENUATA
  FOX TAIL AGAVE
  5 GALLON
- XYLOSMA COMPACTA
  COMPACT XYLOSMA
  5 GALLON
- DIANELLA TASMANICA 'VARIEGATA'
  WHITE STRIPED TASMAN FLAX LILY
  5 GALLON
- LEUCOPHYLLUM FRUTESCENS
  'GREEN CLOUD' TEXAS RANGER
  5 GALLON
- ANIGOZANTHOS FLAVIDUS
  KANGAROO PAW 'BUSH EMERALD'
  5 GALLON
- LIGUSTRUM JAPONICUM 'TEXANUM'
  PRIVET HEDGE
  5 GALLON

BIO RETENTION PLANTING AREAS

SYMBOL BOTANICAL NAME/COMMON NAME/SIZE

- BOUTELOUA GRACILIS
  'BLONDE AMBITION' BLUE GAMA
  5 GALLON
- BERBERIS DARWINII
  DARWIN BARBERRY
  5 GALLON
- FRAGARIA CHILOENSIS
  BEACH STRAWBERRIES
  FLATS AT 12" O.C. TRIANGULAR SPACING

VINES

SYMBOL BOTANICAL NAME/COMMON NAME/SIZE

- DISTICTIS BUCCINATORIA
  BLOOD RED TRUMPHET VINE
  5 GALLON

GROUND COVER

SYMBOL BOTANICAL NAME/COMMON NAME/SIZE

- SENECIO SERPENS
  BLUE CHALK STICKS
  FLATS AT 12" O.C. TRIANGULAR SPACING
- EXISTING WETLANDS TO REMAIN
  PROTECT IN PLACE

GENERAL GROUNDCOVER NOTE:
PROVIDE 3" LAYER OF RIVER ROCK MULCH AS TOP DRESSING FOR ALL PLANTER AREAS
PROVIDE WEED FABRIC UNDER RIVER ROCK MULCH

LANDSCAPE PLAN PREPARED BY:

GENE HIRAO
15 POSADA
IRVINE, CALIFORNIA 92614
TEL (714) 296-9811
GHJH@COX.NET

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PANDA PROJECT #: S8-23-D8630
ARCH PROJECT #: -

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REGISTERED LANDSCAPE ARCHITECT
GENE HIRAO
No. 1791
Exp.07-31-23
STATE OF CALIFORNIA

PANDA EXPRESS

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

PL

PRELIMINARY LANDSCAPE

Schedule

Symbol	Label	Quantity	Catalog Number	Contact	Filename	Lumens per Lamp	Lumen Multiplier	Light Loss Factor	Wattage	Efficiency
	A	1	SLM-LED-18L-SIL-FT-40-70CRI-IL	CONTACT RYAN ZINSELMEIER 314.531.2600	SLM-LED-18L-SIL-FT-40-70CRI-IL.ies	12046	1	1	148.5	100%
	B	1	SLM-LED-18L-SIL-3-40-70CRI-IL	CONTACT RYAN ZINSELMEIER 314.531.2600	SLM-LED-18L-SIL-3-40-70CRI--IL.ies	13767	1	1	148.5	100%
	C	1	SLM-LED-18L-SIL-FT-40-70CRI-IL	CONTACT RYAN ZINSELMEIER 314.531.2600	SLM-LED-18L-SIL-FT-40-70CRI-IL.ies	12046	1	1	445.5	100%
	D	4	SLM-LED-18L-SIL-FT-40-70CRI-IL	CONTACT RYAN ZINSELMEIER 314.531.2600	SLM-LED-18L-SIL-FT-40-70CRI-IL.ies	12046	1	1	594	100%

Statistics

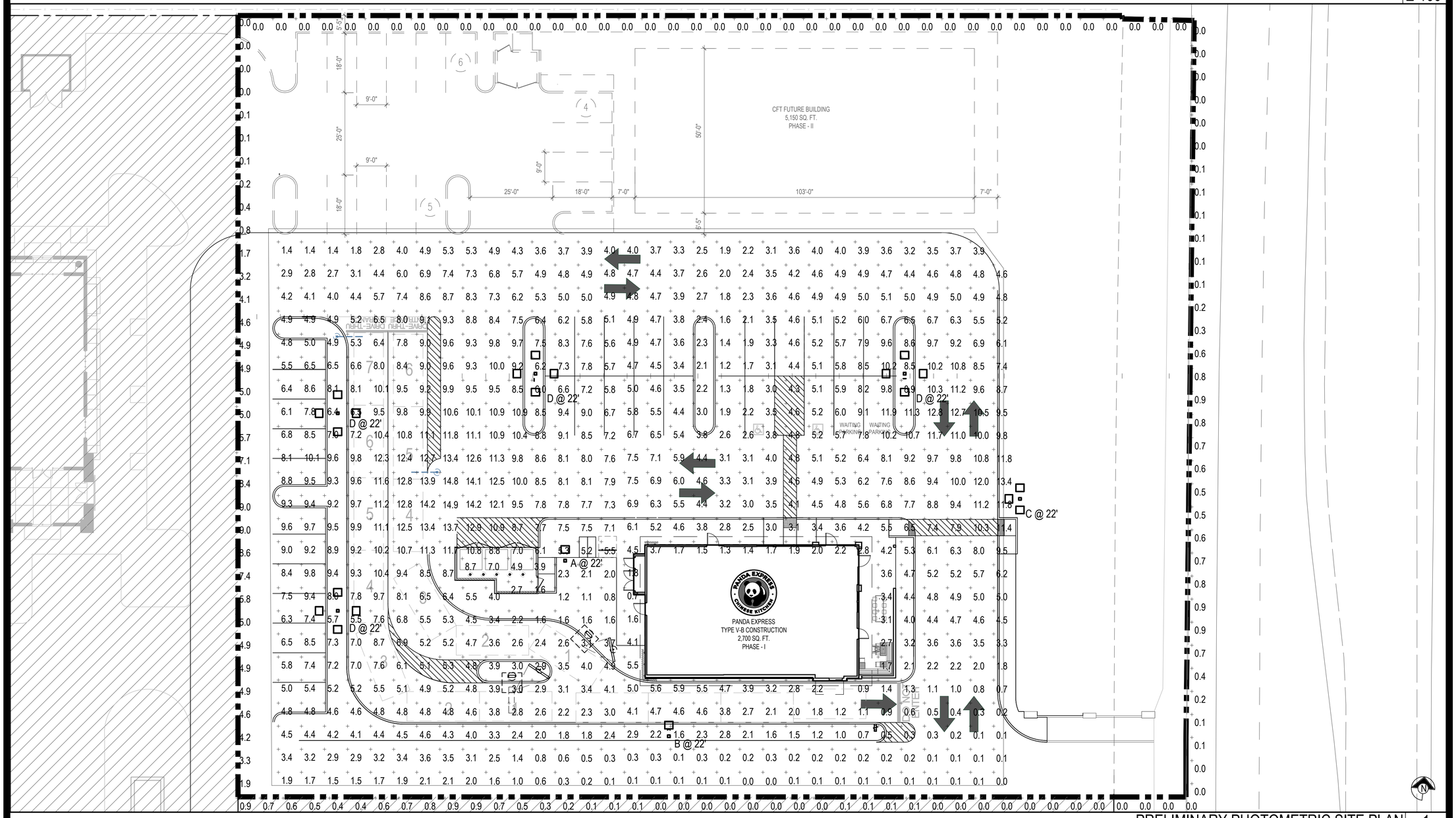
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CALC SUMMARY - PROPERTY LINE	+	1.0 fc	9.0 fc	0.0 fc	N/A	N/A
TRASH ENCLOSURE	+	4.8 fc	8.7 fc	1.6 fc	5.4:1	3.0:1
CALC SUMMARY - PAVED SURFACE	+	5.4 fc	14.9 fc	0.0 fc	N/A	N/A

Note

1. MOUNTING HEIGHT OF 22' (20' POLE)
2. CALCULATIONS TAKEN AT GROUND LEVEL
3. CONTACT VILLA LIGHTING - RYAN ZINSELMEIER
   RYAN.ZINSELMEIER@VILLALIGHTING.COM - 314.531.2600

KEY NOTES | A

Scale: N.T.S. | E-100



PRELIMINARY PHOTOMETRIC SITE PLAN | 1

Scale= 1/16"=1' | E-100

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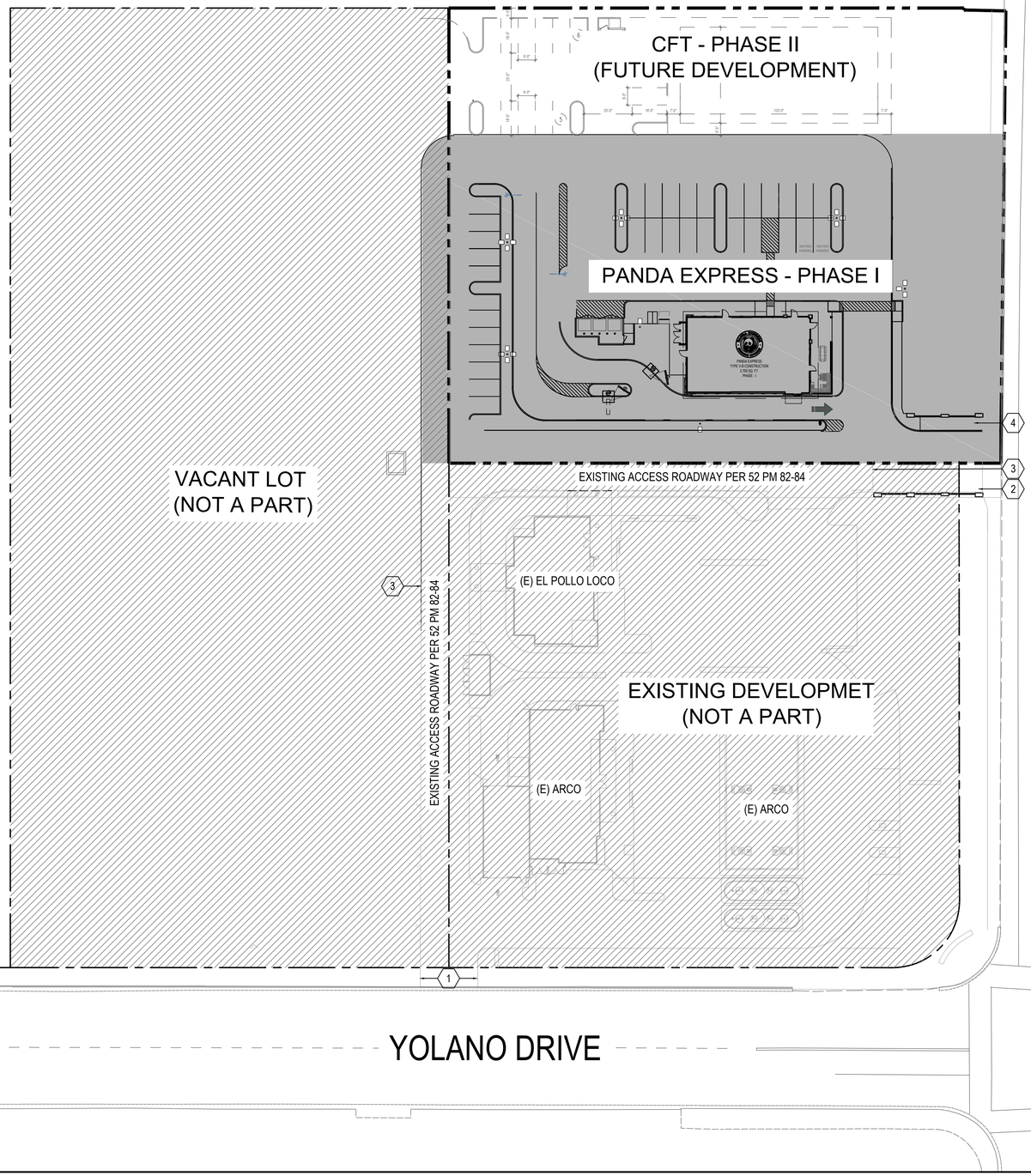
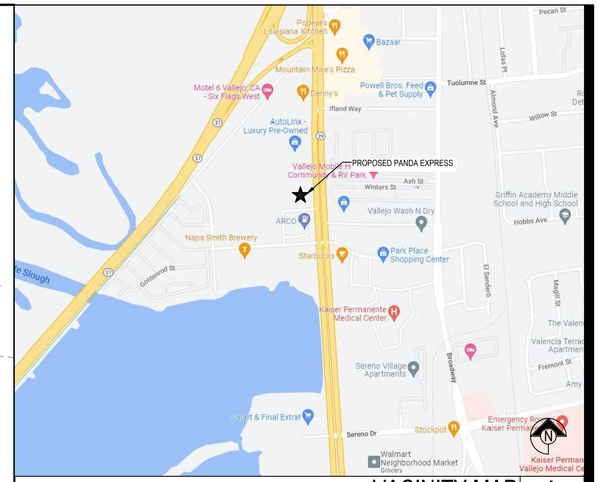
VALLEJO, CA 94589

E-100

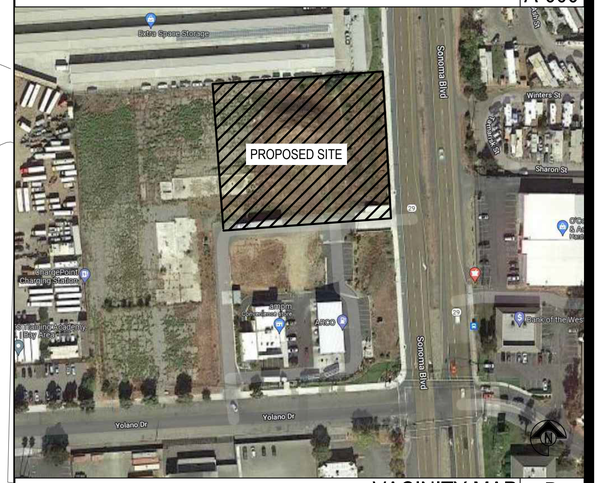
PRELIMINARY PHOTOMETRIC SITE PLAN



KEY PLAN | 1
Scale= 1/32" = 1'-0" | A-000



VACINITY MAP | A
Scale= NTS | A-000



VACINITY MAP | B
Scale= NTS | A-000

1. EXISTING SHARED ENTRANCE FOR SITE ACCESS
2. EXISTING SHARED BRIDGE FOR SITE ACCESS
3. EXISTING DRIVEWAY
4. EXISTING PUBLIC SIDEWALK
5. PROPERTY LINE
6. PANDA EXPRESS LEASE LINE
7. SCOPE OF WORK AREA FOR PHASE-I

KEY NOTES | C
Scale= NTS | A-000

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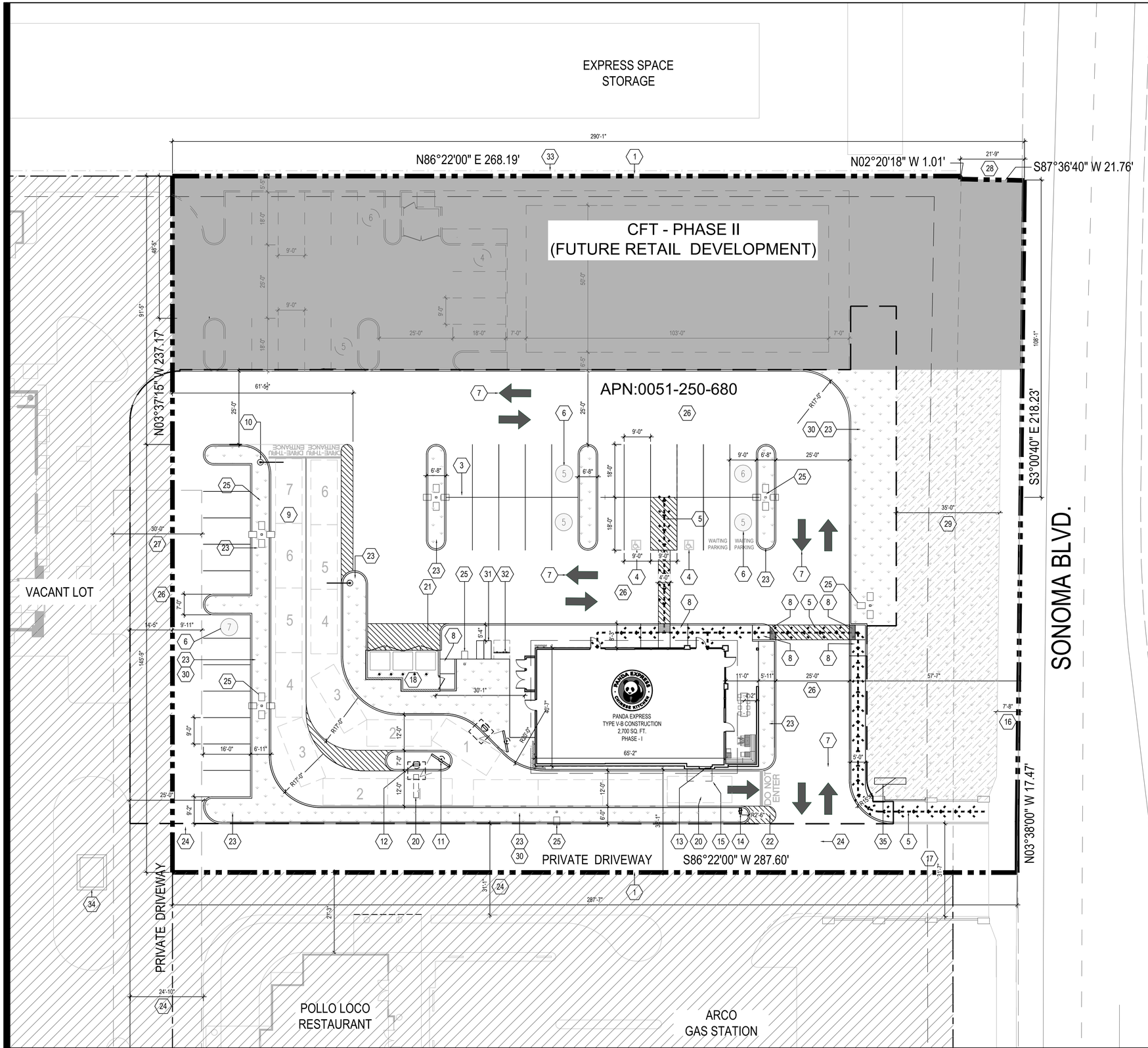
A-000

KEY PLAN
ARCHITECTURAL



SITE INFORMATION

APN	0051-250-680
PROPERTY GROSS AREA	68,460 SQ. FT. (1.57 AC)
PROPERTY NET AREA	63,354 SQ. FT. (1.45 AC)
PANDA EXPRESS LEASE AREA	37,924 SQ. FT. (0.87 AC)
PANDA EXPRESS WORK AREA	40,008 SQ. FT. (1.00 AC)
LOT COVERAGE	0.04
LANDSCAPE PROVIDED	15,484 SQ. FT. (22.6%)
PARKING PROVIDED	33 (INCLUDING 2 ADA)
GENERAL PLANNING DESIGNATION	BUSINESS
ZONING DISTRICT	CENTRAL CORRIDOR
ADJACENT LAND USE	EAST : RESIDENTIAL WEST: INDUSTRIAL NORTH: COMMERCIAL SOUTH: COMMERCIAL
PROPERTY TYPE / UNIQUE CHARACTERISTICS	FREE STANDING 2,300 SQ FT COMMERCIAL RESTAURANT W/ DRIVE-THRU.

PARKING REQUIREMENTS:

	SQ. FT.	PARKING RATIO	PARKING REQUIRED	PARKING PROVIDED
PANDA EXPRESS	2,700 S.F.	2/2,500	3	
PATIO	363 S.F.	1/1000	1	
TOTAL			4	33
ADA		1/25	2	2
BICYCLE PARKING SHORT TERM	2,700 S.F.	1/750	3	3
BICYCLE LOCKER LONG TERM	2,700 S.F.	1/7,500	2	2

PROJECT INFORMATION A

Scale= NTS A-100

1. PANDA EXPRESS PROPERTY LINE
2. PANDA EXPRESS LIMIT OF CONSTRUCTION FOR PHASE-I
3. LEASE LINE
4. INTERNATIONAL ACCESSIBILITY SYMBOL @ PARKING SPACE
5. ACCESSIBLE STRIPED PATH OF TRAVEL
6. NUMBER OF PARKING STALLS
7. DIRECTIONAL ARROW
8. ACCESSIBLE RAMP. REFERENCE CIVIL DETAILS
9. CONCRETE DRIVE-THRU LANE
10. CLEARANCE BAR/BASE INSTALLED BY SIGN VENDOR, G.C. TO COORDINATE LOCATION OF SIGN WITH COMPANY.
11. DRIVE THRU MENU BOARD-INSTALLED BY SIGN COMPANY. VERIFY WITH PANDA PM
12. DRIVE THRU SPEAKER BOX, GC TO COORDINATE LOCATION OF SIGN WITH SIGN COMPANY. THE PROPOSED SPEAKER BOX SHALL BE EQUIPPED WITH AN AUTOMATIC VOLUME CONTROL SYSTEM, SEE SHEET E-401 FOR ADDITIONAL INFORMATION.
13. DRIVE-THRU WINDOW
14. THANK YOU / DO NOT ENTER SIGN, GC TO COORDINATE LOCATION OF SIGN WITH SIGN COMPANY
15. DRIVE THRU CANOPY
16. EXISTING SIDEWALK
17. EXISTING BRIDGE
18. NEW TRASH ENCLOSURE
19. RUBBER WHEEL STOP, REF. CIVIL DRAWINGS
20. DRIVE THRU LANE SENSOR LOOP. INSTALL/POSITION SO LOOP IS CENTERED ON ACTIVE PANEL OF DRIVE THROUGH WINDOW. SEE DETAIL
21. HEAVY DUTY CONCRETE APRON FOR DUMPSTER ENCLOSURE. REFERENCE CIVIL DRAWINGS FOR SPECIFICATION.
22. PAINT 4" WIDE SOLID PARKING STRIPING W/ TWO (2) COATS HIGHWAY WHITE PAINT
23. IRRIGATED LANDSCAPING, REFER TO LANDSCAPE DRAWINGS
24. EXISTING DRIVEWAY
25. NEW LIGHT POLES, SEE ELECTRICAL DRAWINGS FOR SPECS. SEE STRUCTURAL FOOTING DETAILS
26. NEW DRIVEWAY
27. EXISTING UTILITY EASEMENT
28. EASEMENT TO STATE FOR UTILITY & MAINTENANCE PURPOSES PER DOC. NO. 201800020642, ORSC
28. EASEMENT TO STATE FOR UTILITY & MAINTENANCE PURPOSES PER DOC. NO. 201800020642, ORSC
29. EXISTING WETLAND AREA TO REMAIN. PROTECT IN PLACE
29. EXISTING WETLAND AREA TO REMAIN. PROTECT IN PLACE
30. BIO-RETENTION PLANTER BMP. SEE CIVIL DWGS
31. BICYCLE LOCKER
32. BICYCLE RACK
33. EXISTING 4' HIGH FENCE
34. EXISTING TRANSFORMER
35. MONUMENT SIGN

SITE PLAN 1
Scale= 1/16 : 1'-0" A-100

KEY NOTES A
Scale= NTS A-100

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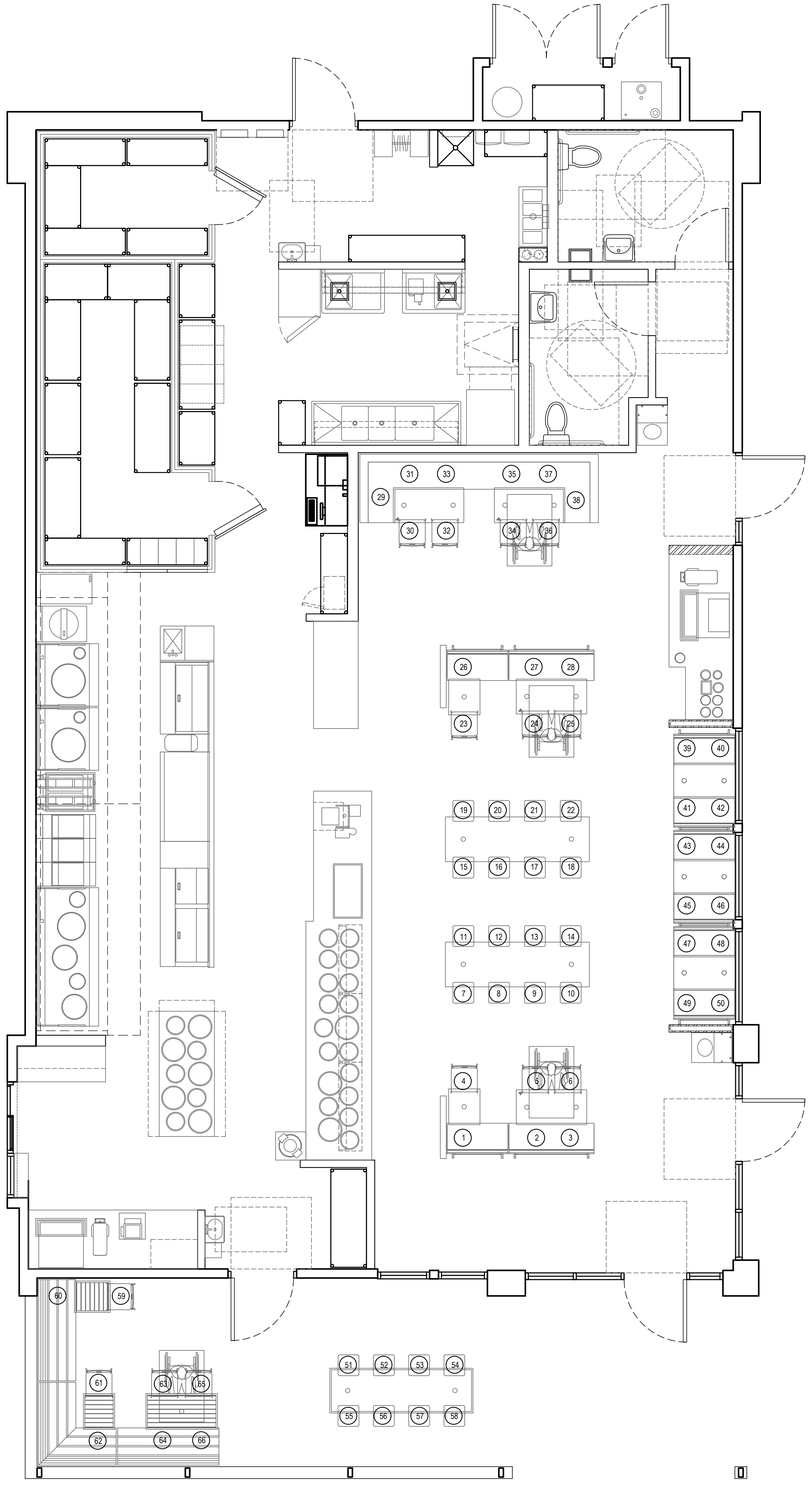
A-100

SITE PLAN
ARCHITECTURAL

NOT USED 2

Scale= NTS A-101



FLOOR PLAN 1

Scale= 1/4" = 1'-0" A-101

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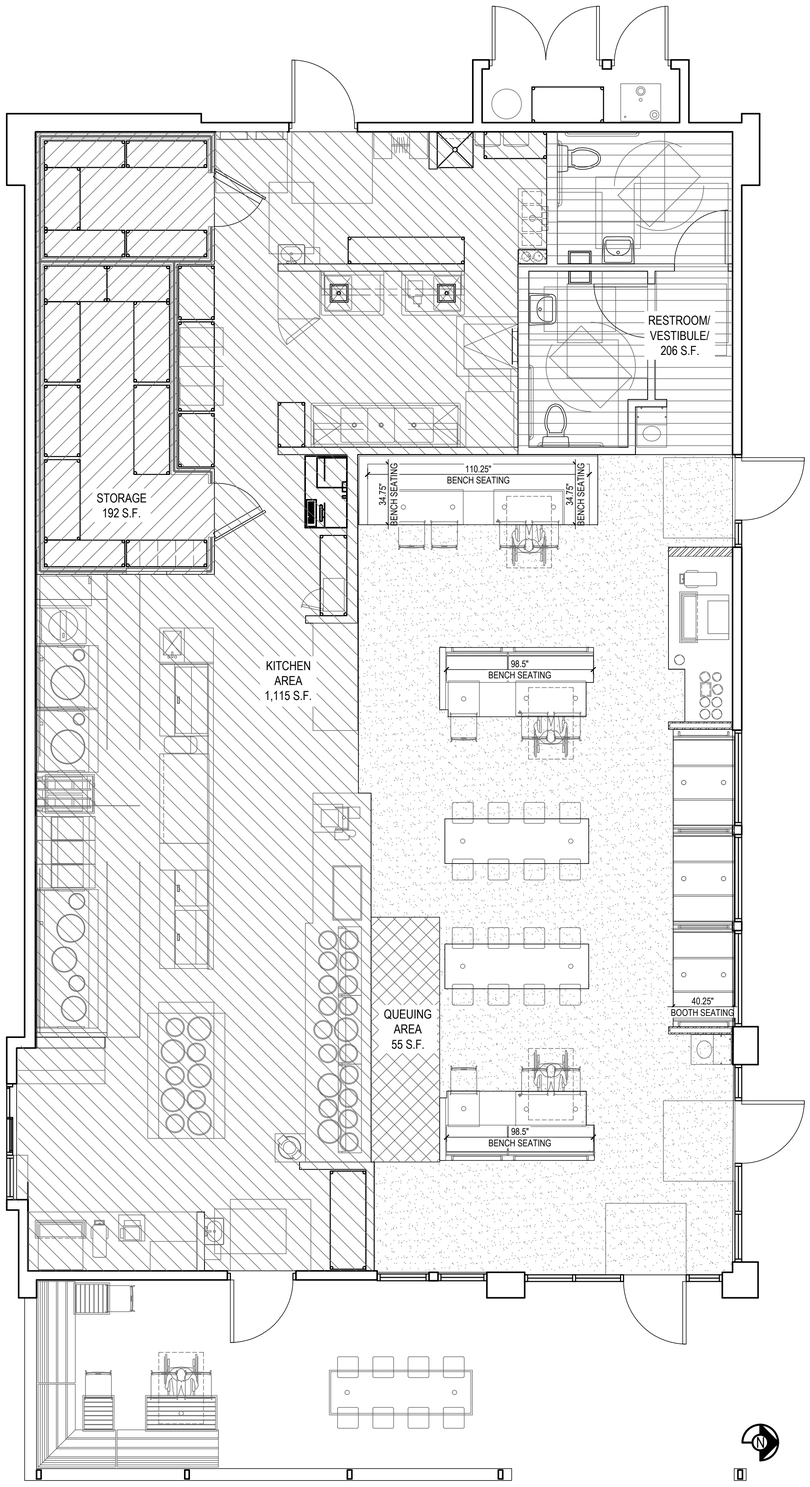
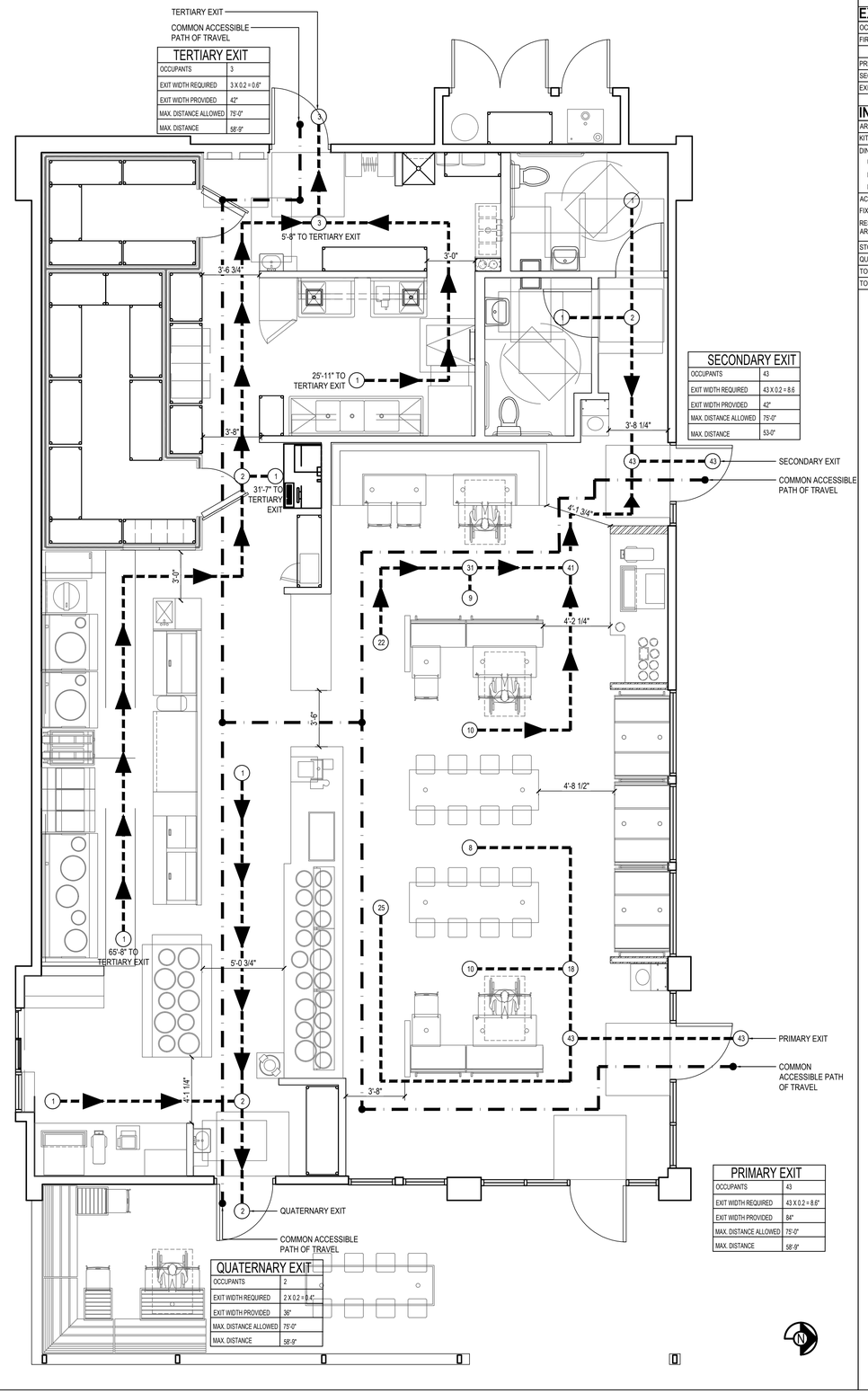
A-101

FLOOR PLAN



FLOOR AREA PLAN 2

Scale= 1/4" = 1'-0" A-103A



TERTIARY EXIT	
OCCUPANTS	3
EXIT WIDTH REQUIRED	3 X 0.2 = 0.6"
EXIT WIDTH PROVIDED	42"
MAX. DISTANCE ALLOWED	75'-0"
MAX. DISTANCE	58'-9"

SECONDARY EXIT	
OCCUPANTS	43
EXIT WIDTH REQUIRED	43 X 0.2 = 8.6
EXIT WIDTH PROVIDED	42"
MAX. DISTANCE ALLOWED	75'-0"
MAX. DISTANCE	53'-0"

PRIMARY EXIT	
OCCUPANTS	43
EXIT WIDTH REQUIRED	43 X 0.2 = 8.6"
EXIT WIDTH PROVIDED	84"
MAX. DISTANCE ALLOWED	75'-0"
MAX. DISTANCE	58'-9"

QUATERNARY EXIT	
OCCUPANTS	2
EXIT WIDTH REQUIRED	2 X 0.2 = 0.4"
EXIT WIDTH PROVIDED	36"
MAX. DISTANCE ALLOWED	75'-0"
MAX. DISTANCE	58'-9"

EGRESS ROUTE PLAN 1

Scale= 1/4" = 1'-0" A-103A

EXIT ACCESS TRAVEL DISTANCE

OCCUPANCY CLASSIFICATION	GROUP B (BUSINESS)	
FIRE SPRINKLER	NON-SPRINKLERED	
	REQUIRED	PROVIDED
PRIMARY EXIT MAX. TRAVEL DISTANCE	75 FT	67'-2"
SECONDARY EXIT MAX. TRAVEL DISTANCE	75 FT	53'-0"
EXIT REQUIRED	1	2

INTERIOR OCCUPANT LOAD

AREA	SQ. FT./L.I.	LOAD FACTOR	OCCUPANT
KITCHEN AREA (GROSS)	1,115 SQ. FT	200	6
DINING AREA:			
UNCONCENTRATED AREA (NET)	632	15	42
BENCH SEATING	376.75 L. I.	18"	21
BOOTH SEATING	241.5 L. I.	24"	10
ACCESSIBLE AREA:			
FIXED COMMUNAL, 4-TOP & 2-TOP TABLES	328 SQ. FT.	0	0
RESTROOM/VESTIBULE/DRINK STATION AREA/ WALK-INS	239 SQ. FT.	0	0
STORAGE	192 SQ. FT.	300	1
QUEUING AREA:	55 SQ. FT.	5	11
TOTAL:			91
TOTAL OCCUPANT LOAD:			91

BUILDING DEPARTMENT NOTES:

a. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED.
b. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 LUX).
c. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SECTION 2702.
d. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. (1013.3).
e. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90 MIN. IN CASE OF PRIMARY POWER LOSS (1013.6.3).
f. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1010.1.9.3 FOR EXCEPTIONS.
g. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR.
h. THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.
i. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
j. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.
k. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE.
l. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:
i. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT
REQUIRED TWO OR MORE MEANS OF EGRESS.
ii. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
iii. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THE LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED
TO HAVE TWO OR MORE EXITS.
iv. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN
BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
v. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE
DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
m. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702.
n. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED.

EGRESS PATH

COMMON PATH OF TRAVEL

ACCESSIBLE ROUTE TO RESTROOM

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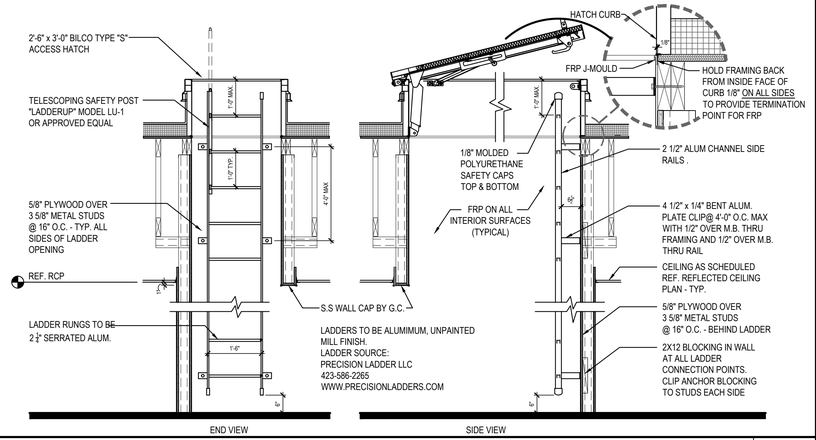
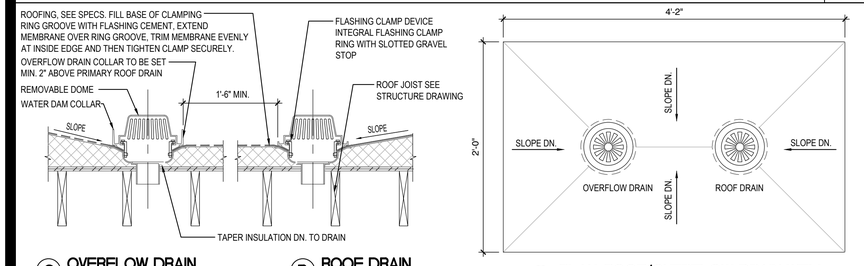
A-103A

EGRESS ROUTE PLAN



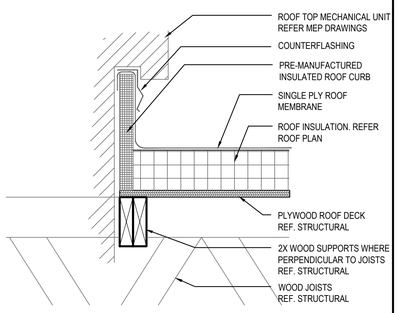
ROOF ACCESS LADDER DETAIL 16

Scale= 1/4" = 1'-0" A-107



ROOF DRAIN DETAIL 15

Scale= NTS A-107



MECHANICAL CURB DETAIL 18

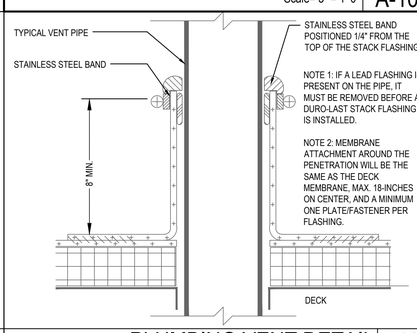
Scale= NTS A-107

NOT USED 17

Scale= NTS A-107

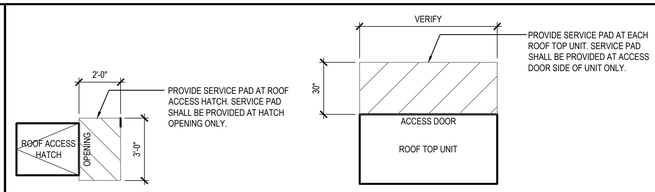
NOT USED 14

Scale= 3" = 1'-0" A-107



PLUMBING VENT DETAIL 13

Scale= NTS A-107



ROOF WALKWAY PAD DETAIL 4

Scale= NTS A-107

ROOF PLAN NOTES:

1. WHITE, SINGLE-PLY, PVC 40MIL MECHANICALLY FASTENED ROOF MEMBRANE, AS MANUFACTURED BY DURO-LAST ROOFING, INC. NO ALTERNATES WILL BE ACCEPTED. PROVIDE STANDARD 15 YEAR WARRANTY.

2. -6" INDICATES APPROXIMATE ELEVATION OF THE TOP OF ROOF PLYWOOD SHEATHING AT PLYWOOD CRICKET. SEE TRUSS DRAWINGS FOR ACTUAL ROOF SLOPE. ALL ROOF ELEVATIONS ARE GIVEN FROM TOP OF INTERIOR CONCRETE FLOOR SLAB (U.O.N.). WHEN FLOOR SLAB STEPS, ELEVATIONS ARE REFERENCED FROM THE HIGHEST FINISHED FLOOR.

3. ANY PROJECTION THROUGH ROOF SHALL BE DETAILED PER THE SINGLE PLY ROOFING MANUFACTURER'S RECOMMENDED DETAILS.

4. ALL EXHAUST FANS AND AIR CONDITIONING EQUIPMENT DESIGNATIONS ARE TAKEN FROM MECHANICAL DRAWINGS.

5. NOT USED.

6. CONTRACTOR SHALL CONFIRM THAT ALL AREAS OF ROOF ARE PROVIDED WITH POSITIVE DRAINAGE.

7. ALL ROOF PENETRATIONS FOR PLUMBING VENTS, POWER CONDUITS, ETC. SHALL BE FLASHED PER BUILDING SPECIFICATIONS AND DETAILS. VENTS SHALL BE AT LEAST 10'-0" HORIZONTAL OR 3'-0" ABOVE OUTSIDE AIR INTAKES (A/C UNITS, MAKE-UP AIR).

8.CONTRACTOR BE RESPONSIBLE FOR COORDINATION OF SIZES AND LOCATIONS OF ROOF OPENINGS (VENTS, DUCTS, ETC.), PLATFORMS, BASES ETC. COORDINATE SIZES OF MECHANICAL EQUIPMENT PLATFORMS, BASES, ROOF EQUIPMENT PLATFORMS AND OPENINGS SHOWN ON DRAWINGS WITH EQUIPMENT BEING SUPPLIED. SEE TYPICAL DETAILS ON THIS SHEET ALSO COORDINATE INSTALLATION OF LIGHTING, POWER, CONVENIENCE OUTLETS ETC.

10. FOR ALL STRUCTURAL FRAMING MEMBERS, SIZES, AND ADDITIONAL INFORMATION, SEE STRUCTURAL DRAWINGS.

11. PROVIDE ROOF CRICKET AT MECHANICAL EQUIPMENT TO ASSURE POSITIVE ROOF DRAIN.

12. ALL ROOF EQUIPMENT TO BE SCREENED FROM PUBLIC VIEW.

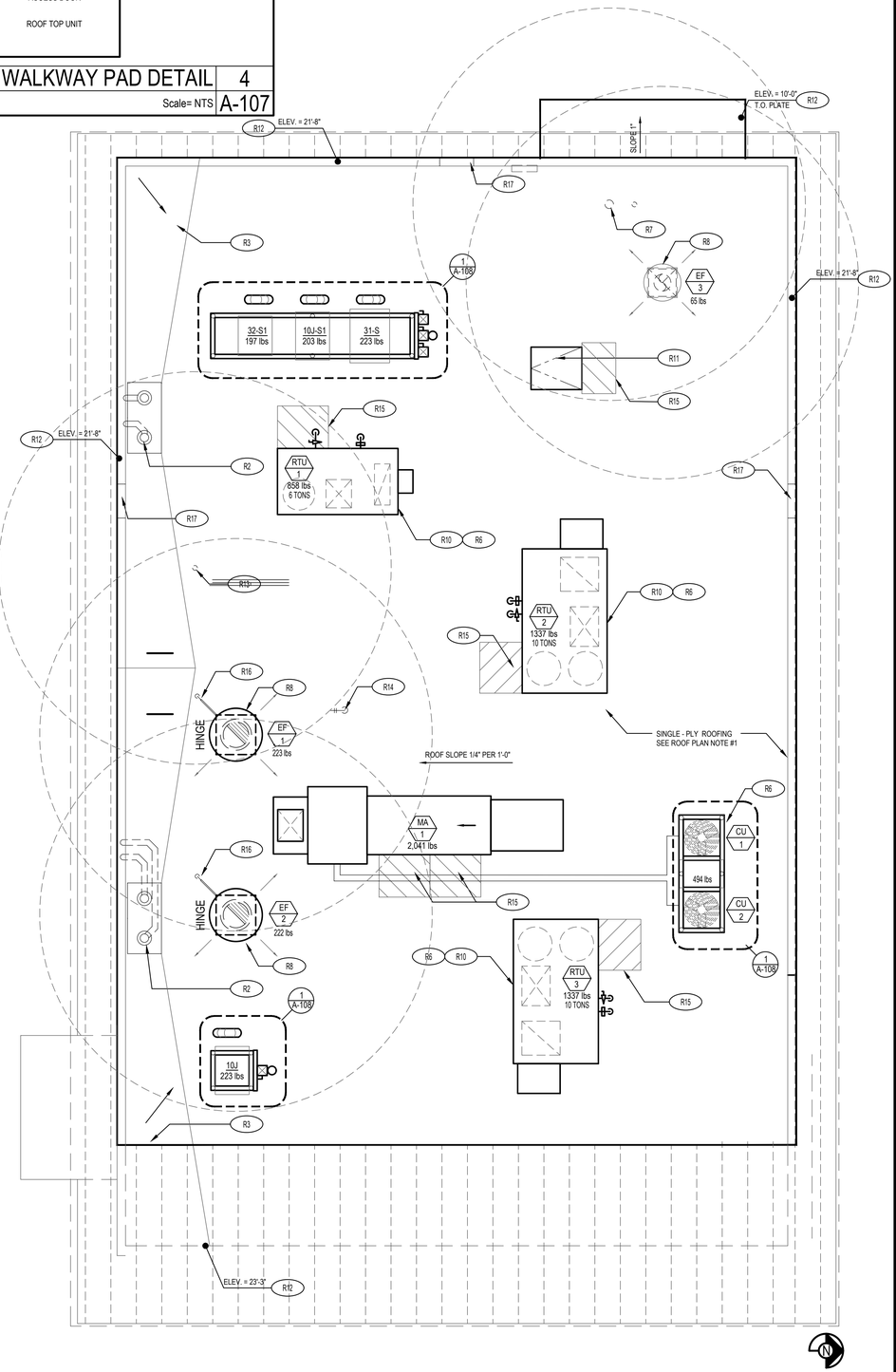
13. ROOFTOP EQUIPMENT TO BE LOCATED AT LEAST 42" MINIMUM FROM TOWERS FOR SERVICING

14. PROVIDE SERVICE PAD AT EACH UNIT ONLY AT SERVICE ACCESS DOOR

15. ALL GAS PIPING ON ROOF TO BE PAINTED SAFETY YELLOW

ROOF PLAN KEYNOTES:

- R1 REF: EQUIPMENT RACK (SEE SHEET A-108)
- R2 4" ROOF DRAIN AND OVERFLOW DRAIN (15 / A-107)
- R3 TAPERED ROOF INSULATION CRICKET TO ASSURE POSITIVE ROOF DRAINAGE
- R4 SINGLE - PLY ROOFING SEE ROOF PLAN NOTE #1
- R5 NOT USED
- R6 ROOF TOP MECHANICAL UNIT SEE MECHANICAL DRAWING
- R7 WATER HEATER VENT - SEE MEP PLANS. OFFSET VENTS AS REQUIRED TO MAINTAIN MIN. 10'-0" AWAY FROM AIR INTAKE SYSTEMS ON EQUIPMENT.
- R8 EXHAUST FAN
- R10 MECHANICAL UNIT CURB. SEE DETAIL 18/A-107
- R11 ROOF ACCESS HATCH LOCATE BETWEEN 2 ADJACENT TRUSSES (16 / A-107)
- R12 TOP OF PLATE - REF. STRUCTURAL
- R13 PLUMBING VENT (13 / A-107)
- R14 WEATHER PROOF HYDRANT
- R15 PROVIDE WALK-WAY PAD AS SHOWN, REFERENCE DETAIL 4/A-107
- R16 POWER SUPPLY LOCATION FOR ROOFTOP EXHAUST FANS FOR KITCHEN HOOD
- R17 SCUPPER LOCATION



ROOF PLAN 1

Scale= 1/4" = 1'-0" A-107

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PANDA EXPRESS

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

A-107

ROOF PLAN

SIDING (CD-1)
MANUFACTURE: NICHIHA
PRODUCT: VINTAGE WOOD SERIES
COLOR: SPRUCE

EIFS (EIFS-1)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE SYSTEM
COLOR: ICE CUBE
FINISH: FINE

EIFS (EIFS-2)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: IRON ORE - SW7069
FINISH: FINE

EIFS (EIFS-3)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: 200C - RED
FINISH: FINE

METAL (MTL-2)
MANUFACTURE: ALLEN IND.
COLOR: PMS BLACK 7C
FINISH: SATIN

SILL (ST-1S)
MANUFACTURE:
CORONADO STONE PRODUCTS
PRODUCT: CHISELED STONE SILL
COLOR: CHARCOAL
FINISH: NATURAL

STONE VENEER (ST-1)
MANUFACTURE: ENVIRONMENTAL STONEWORKS
PRODUCT: PROSTACK LITE
COLOR: BLACK
FINISH: NATURAL

WEST ELEVATION 2
Scale= 1/4" = 1'-0" A-200

EAST ELEVATION 1
Scale= 1/4" = 1'-0" A-200

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STATE OF CALIFORNIA

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A-200

EXTERIOR ELEVATIONS

SIDING (CD-1)
MANUFACTURE: NICHIHA
PRODUCT: VINTAGE WOOD SERIES
COLOR: SPRUCE

EIFS (EIFS-1)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE SYSTEM
COLOR: ICE CUBE
FINISH: FINE

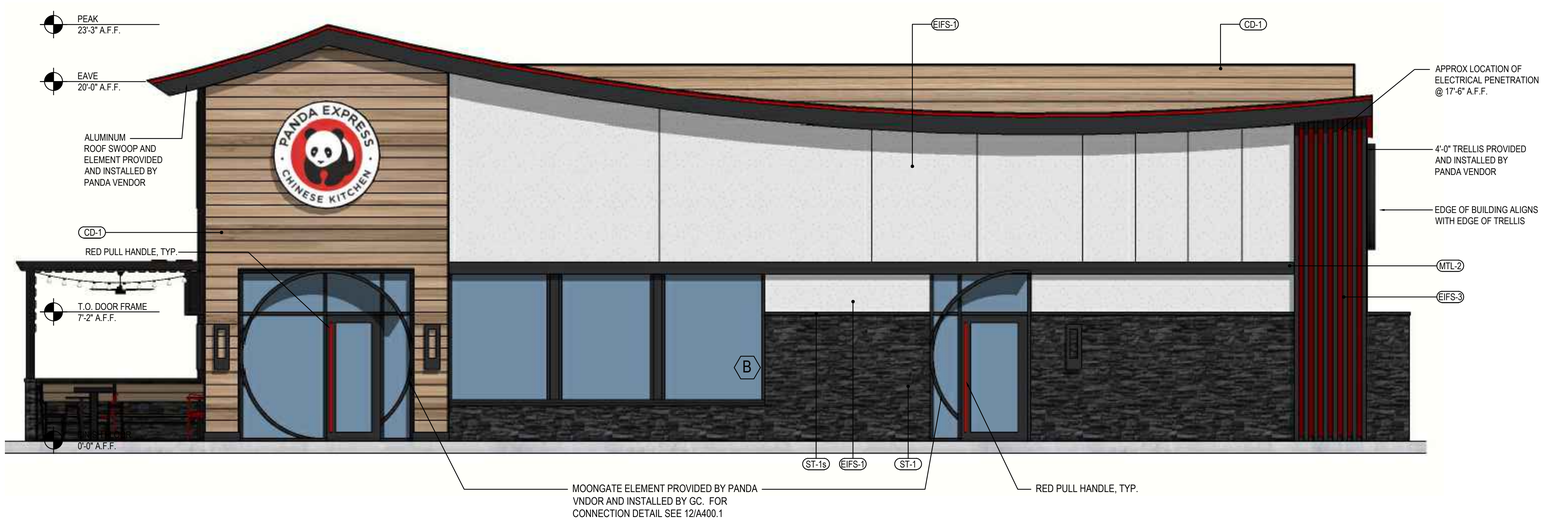
EIFS (EIFS-2)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: IRON ORE - SW7069
FINISH: FINE

EIFS (EIFS-3)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: 200C - RED
FINISH: FINE

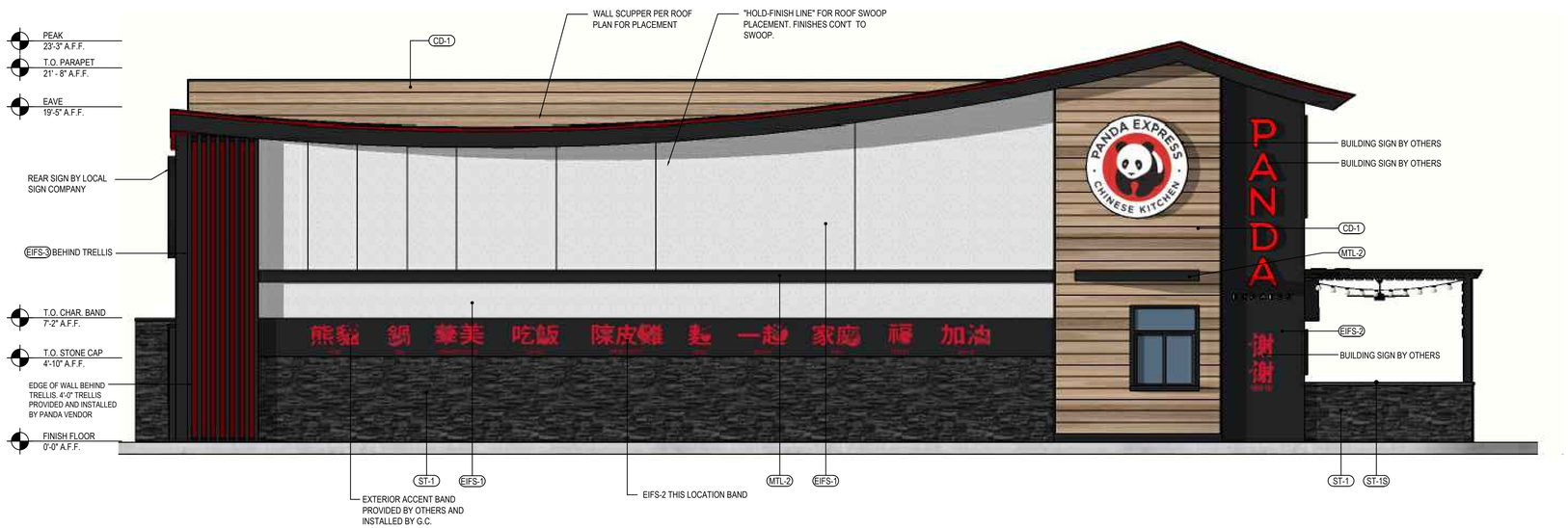
METAL (MTL-2)
MANUFACTURE: ALLEN IND.
COLOR: PMS BLACK 7C
FINISH: SATIN

SILL (ST-1s)
MANUFACTURE:
CORONADO STONE PRODUCTS
PRODUCT: CHISELED STONE SILL
COLOR: CHARCOAL
FINISH: NATURAL

STONE VENEER (ST-1)
MANUFACTURE: ENVIRONMENTAL STONEWORKS
PRODUCT: PROSTACK LITE
COLOR: BLACK
FINISH: NATURAL



NORTH ELEVATION 2
Scale= 1/4" = 1'-0" A-201



SOUTH ELEVATION 1
Scale= 1/4" = 1'-0" A-201

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A-201

EXTERIOR ELEVATIONS

SOUTHWEST RENDERING | 1
Scale= N/A | A-202

NORTHWEST RENDERING | 2
Scale= N/A | A-202

NORTHEAST RENDERING | 3
Scale= N/A | A-202

SOUTHEAST RENDERING | 4
Scale= N/A | A-202

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A-202

EXTERIOR ELEVATIONS

WEST OVERALL ELEVATION 2

NTS A-203

EAST OVERALL ELEVATION 1

NTS A-203

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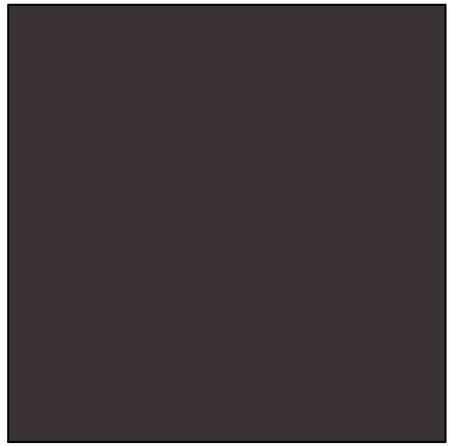
A-203

EXTERIOR OVERALL RENDERINGS

EIFS (EIFS-1)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: ICE CUBE - SW6252
FINISH: FINE

EIFS (EIFS-2)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: IRON ORE - SW7069
FINISH: FINE

EIFS (EIFS-3)
MANUFACTURE: STO
PRODUCT: STOTHERM ESSENCE
COLOR: 200C - RED
FINISH: FINE



METAL CAP (MTL-2)
MANUFACTURE: ALLIANCE IND.
COLOR: PMS BLACK 7C
FINISH: SATIN

SILL (ST-1S)
MANUFACTURE:
CORONADO STONE PRODUCTS
PRODUCT: CHISELED STONE SILL
COLOR: CHARCOAL
FINISH: NATURAL

STONE VENEER (ST-1)
MANUFACTURE:
ENVIRONMENTAL STONEWORKS
PRODUCT: PROSTACK LITE
COLOR: BLACK
FINISH: NATURAL

SIDING (CD-1)
MANUFACTURE: NICHIHA
PRODUCT: VINTAGE WOOD
SERIES
COLOR: SPRUCE

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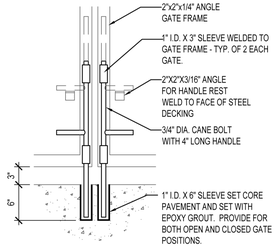
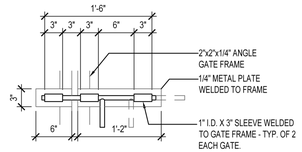
PFORJECT FINISHES

NOT USED 16

Scale= 1/4" = 1'-0" A-407



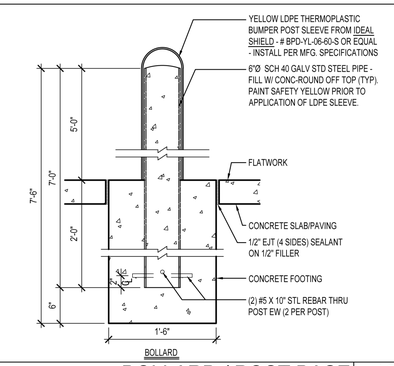
"A" CANE BOLT DETAIL



"B" GATE LATCH DETAIL

DUMPSTER GATE LATCH DETAILS 15

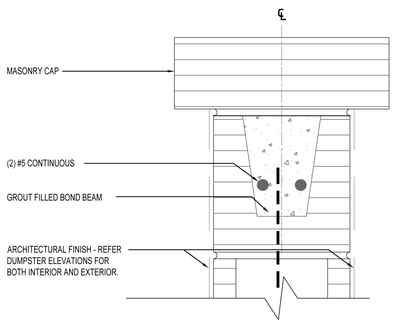
Scale= NTS A-407



BOLLARD

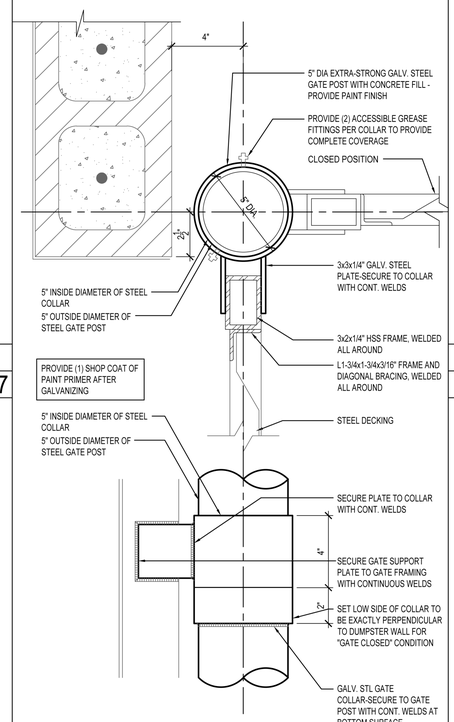
BOLLARD / POST BASE 18

Scale= 1" = 1'-0" A-407



DUMPSTER CAP DETAIL 17

Scale= 3" = 1'-0" A-407

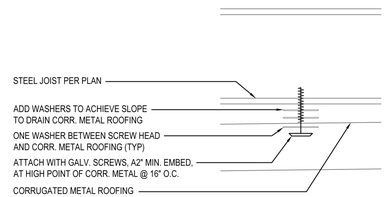


HINGE DETAIL 13

Scale= 3" = 1'-0" A-407

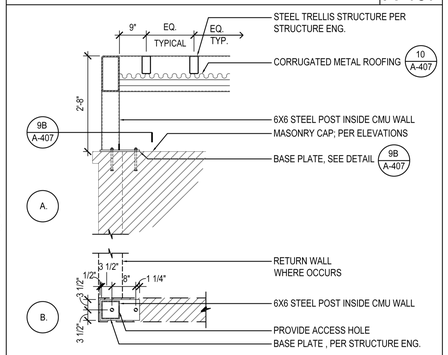
NOT USED 11

Scale= NTS A-407



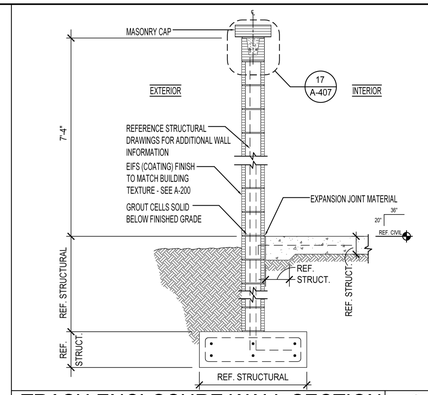
CORRUGATED METAL ATTATCHMENT 10

Scale: A-407



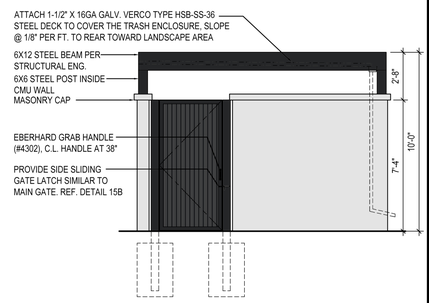
TRASH ENCLOSURE TRELLIS 9

Scale= 1/2" = 1'-0" A-407



TRASH ENCLOSURE WALL SECTION 8

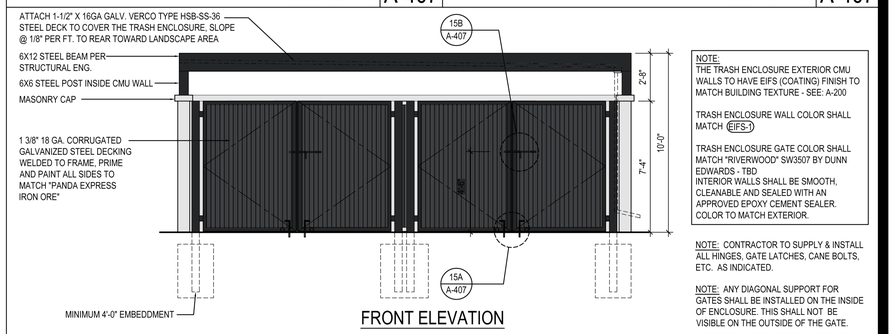
Scale= 1/2" = 1'-0" A-407



SIDE ELEVATION

SIDE ELEVATION 4

Scale= 1/4" = 1'-0" A-407



FRONT ELEVATION

NOTE:
THE TRASH ENCLOSURE EXTERIOR CMU WALLS TO HAVE EIFS (COATING) FINISH TO MATCH BUILDING TEXTURE - SEE: A-200

TRASH ENCLOSURE WALL COLOR SHALL MATCH (EIFS-1)

TRASH ENCLOSURE GATE COLOR SHALL MATCH "RIVERWOOD" SW3507 BY DUNN EDWARDS - TBD
INTERIOR WALLS SHALL BE SMOOTH, CLEANABLE AND SEALED WITH AN APPROVED EPOXY CEMENT SEALER. COLOR TO MATCH EXTERIOR.

NOTE: CONTRACTOR TO SUPPLY & INSTALL ALL HINGES, GATE LATCHES, CANE BOLTS, ETC. AS INDICATED.

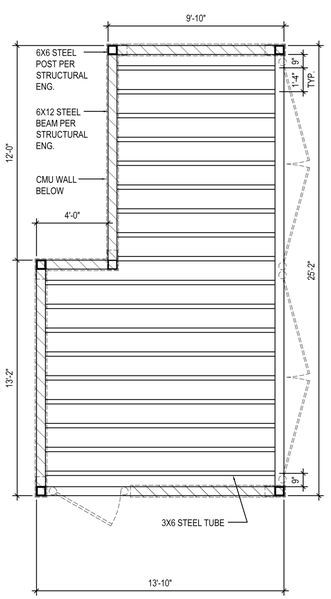
NOTE: ANY DIAGONAL SUPPORT FOR GATES SHALL BE INSTALLED ON THE INSIDE OF ENCLOSURE. THIS SHALL NOT BE VISIBLE ON THE OUTSIDE OF THE GATE.

FRONT ELEVATION 2

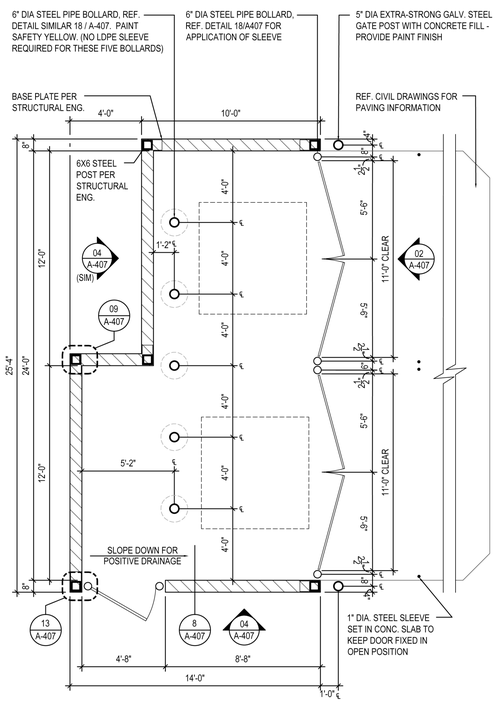
Scale= 1/4" = 1'-0" A-407

NOTE:
ALL STEEL STRUCTURE TO BE PAINTED "RIVERWOOD" SW 3507 BY DUNN EDWARDS -TBD

NOTE:
FLOOR OF DUMPSTER AREA MUST BE BROOM FINISH AND SEALED WITH (AQUA MIX SEALER'S CHOICE GOLD) CEMENT SEALER.



TRASH ENCLOSURE ROOF PLAN



TRASH ENCLOSURE PLAN

TRASH ENCLOSURE 1

Scale= 1/4" = 1'-0" A-407

PANDA EXPRESS CHINESE KITCHEN

PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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REVISIONS:

ISSUE DATE:

1ST	
2ND	
3RD	
4TH	
5TH	
6TH	

DRAWN BY: LG

PANDA PROJECT #: S8-23-D8630
ARCH PROJECT #: -

GARY WANG & ASSOCIATES, INC.
1000 Corporate Center Dr., Suite 550
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TEL: (626) 288-6898 FAX: (626) 768-7101
http://www.garywang.com

PANDA EXPRESS

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

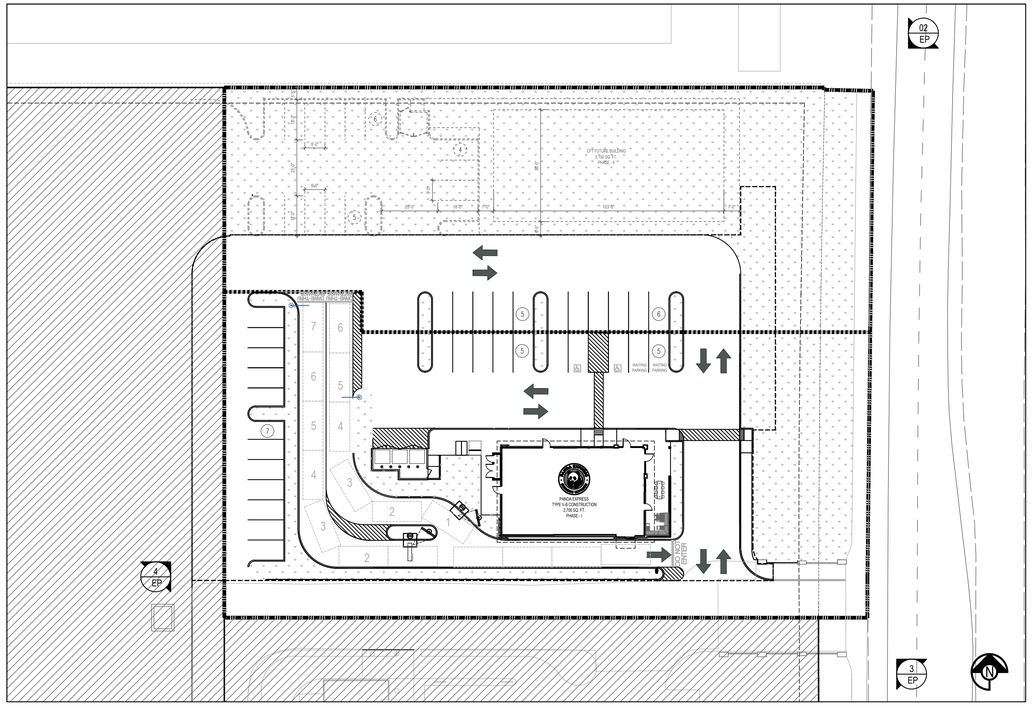
A-407

TRASH ENCLOSURE DETAILS

NORTH / WEST VIEW | 3
Scale= NTS | EP

SOUTH / WEST VIEW | 2
Scale= NTS | EP

NORTH / EAST VIEW | 4
Scale= 1/4" = 1'-0" | EP



KEY PLAN | 1
Scale= 1/32" = 1'-0" | EP

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REVISIONS:

ISSUE DATE:

1ST	CUP SUBMITTAL	07-26-22
2ND		
3RD		
4TH		
5TH		
6TH		

DRAWN BY: LG

PANDA PROJECT #: S8-23-D8630
ARCH PROJECT #: -

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LICENSED ARCHITECT
GARY H. WANG
No. C-32569
REN. 04-30-23
STATE OF CALIFORNIA

PANDA EXPRESS

SONOMA BLVD & YOLANO DR
VALLEJO, CA 94589

EP

EXISTING SITE CONIDTION PHOTOS

STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION

I. PROJECT INFORMATION

Item No. 9C

DATE OF MEETING:	September 4, 2024
PROJECT TITLE:	Raising Canes
PROJECT NUMBER(S):	Major Use Permit (MJP24-0001) Development Review (DVR24-0007) Design Review (DR24-0004) Landscape Review (LR23-0007) Zoning Compliance (ZC24-0021)
PREPARED BY:	Cesar Orozco, Planning Manager
PROJECT LOCATION:	Vacant lot at corner of Admiral Callaghan Lane and Turner Parkway / APN:0069-480-020
APPLICABLE ZONING CODE SECTION(S):	Major Use Permits (VMC Chapter 16.606) Development Review (VMC Chapter 16.605) Design Review (VMC Chapter 16.604) Landscape Review (VMC Chapter 16.504) Zoning Compliance (VMC Chapter 16.603)
PROJECT SUMMARY:	The project consists of a 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-through canopy for double drive-through lanes, and a 525 square-foot trash enclosure, totaling 4,659 square feet in new structures. In addition, the project also includes site improvements for a new surface parking lot with 21 off-street parking spaces and 1,465 square feet of new landscaping. The restaurant is proposing to operate seven days a week from 9 a.m. to 3:30 a.m.
CEQA:	The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15303(c) of the CEQA Guidelines (Class 3 “New Construction or Conversion of Small Structures”) because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all

necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

RECOMMENDATION: Staff recommend that the Planning Commission adopt Resolution to Approve MJP24-0001, DVR24-0007, DR24-0004, LR24-0007, and ZC24-0021, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the Resolution.

II. PROJECT DATA SUMMARY

APPLICANT:	Raising Cane's Restaurant, LLC Sarah Holmes 6800 Bishop Road Plano, TX 75024
PROPERTY OWNER:	Vallejo-Fairview Developers, LLC 9216 Kiefer Boulevard Sacramento, CA 95826
GENERAL PLAN DESIGNATION:	Retail/Entertainment (RE)
ZONING DISTRICT:	Regional Commercial
EXISTING LAND USE:	Vacant Land
SURROUNDING LAND USE:	North – Turner Parkway/General Retail South – Vacant Land / Automotive Sales East – Vacant Land / Residential West – Admiral Callaghan Lane/ Inter-State 80
PROJECT SITE AREA:	50,480 square feet (1.16 Acres)

III. PROJECT DESCRIPTION

A. Background

On April 9, 2020, the City of Vallejo City Council approved a mixed-use development, known as the "Fairview at Northgate Master Plan," on a vacant 51.3-acre (2,234,628 square feet) site, off Admiral Callaghan Lane and Turner Parkway (northeast Vallejo). The main components of that project included: a 152,138 square-foot Costco store with a tire center, gasoline sales and 774 surface parking spaces; a commercial center with four buildings totaling 27,500 square feet, including a drive-through restaurant and 188 surface parking spaces; 178 two-story single family dwellings; a central open space buffer including protected wetlands between the commercial and residential portions of the project; and widening of Admiral Callaghan Lane from two to four lanes with a new traffic signal at the main Costco

driveway. The previously approved project will result in the closure of the existing Costco store and gas station location at 198 Plaza Drive. In addition, the approval included specific development and design guidelines for future development proposed within the Master Plan area.

On February 29, 2024, the project applicant, Sarah Holmes of Raising Cane's Restaurant, LLC, submitted a proposal to develop one of the four buildings within the previously approved commercial center. This current proposal includes plans to construct a 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-through canopy for double drive-through lanes, and a 525 square-foot trash enclosure, totaling 4,659 square feet in new structures on a 1.16-acre portion of the 51.3 -acre site located off Admiral Callaghan Lane and Turner Parkway. The project plans were routed to various agencies and city departments for their review, and the application was subsequently determined to be complete by the City on June 27, 2024.

Location and Land Use Context

The project site is located on a vacant site on the corner of Admiral Callaghan Lane and Turner Parkway. It is surrounded by existing commercial and residential developments, as described and illustrated in Table 1 and Figure 1, below.

Table 1 – Surrounding Uses	
Direction	**Land Uses**
North	Turner Parkway Target Shopping Center
East	Vacant Land Single-family Residential
South	Vacant Land Avery Greene Honda Rotary Way
West	Admiral Callaghan Lane Interstate 80

Figure 1 – Vicinity Map

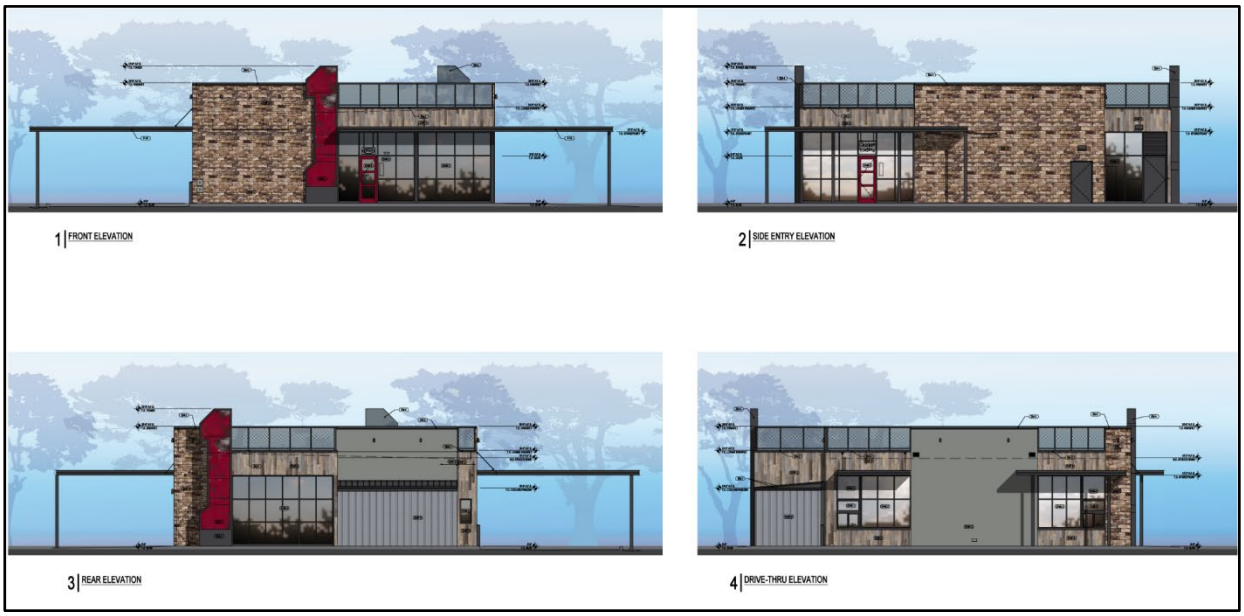
Interstate 80 is located approximately 150 feet to the west and State Route 37 is located approximately 1.5 miles to the north. The site's General Plan 2040 Land Use Designation is Retail/Entertainment (RE) and is implemented by Zoning District of Regional Commercial (RC).

B. Project Description

The proposed project consists of a Major Use Permit, Development Review, Design Review, Landscape Review and Zoning Compliance for a new 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-through canopy for double drive-through lanes, and a 525 square-foot trash enclosure, totaling 4,659 square feet in new structures.

The proposed exterior of the restaurant would incorporate stone veneer in the "El Dorado" color, cement plaster in Sherwin Williams SW 7067 "City Scape", reclaimed wood in "Charleston", metal panels in "Berridge" and "Vintage Car Hood" and hot rolled steel in "Carbon Grade Finish". The building's exterior has been designed with recessed walls and small vertical reveals to avoid the appearance of blank walls on the four elevations (see Figure 2).

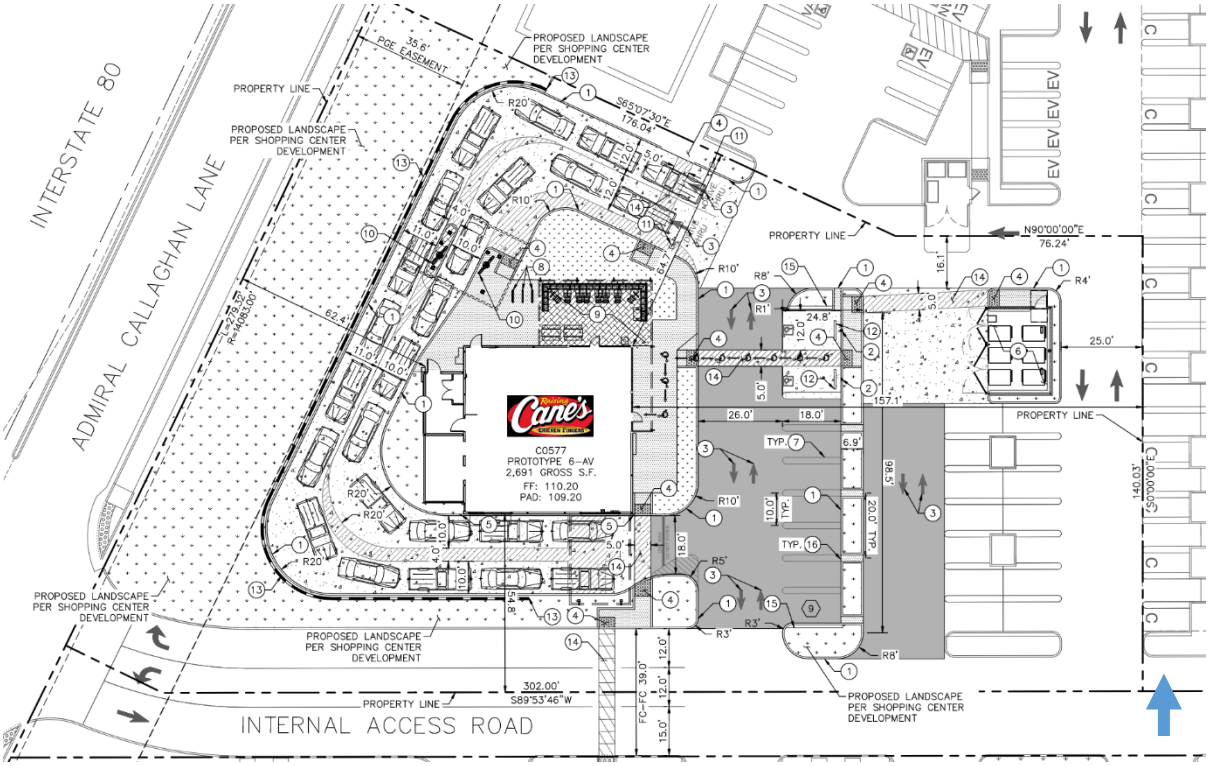
Figure 2 – Proposed Elevations



The project proposes to operate seven days a week from 9 a.m. to 3:30 a.m., with approximately 12-15 employees per shift (approximately 50-75 employees in total).

Additionally, site improvements are being proposed throughout the site including 1,456 square feet of new landscaping, a new trash enclosure, new lighting throughout, American Disabilities Act (ADA) paths from the parking lot to the building entry points, three short-term bicycle parking racks, and a total of 21 off-street parking spaces (see Figure 3).

Figure 3 – Proposed Site Plan



IV. STAFF ANALYSIS

Required Permits

The project requires the following approvals under the Vallejo Municipal Code (VMC):

Table 2 – Required Permits

Permit Type	Description	VMC Chapter	Review Authority
Major Use Permit	Late Night Hours of Operation	16.606	Planning Commission
Design Review	Non-Residential Development, up to 5,000 square feet	16.604	Director
Development Review	Construction of four new structures.	16.605	Planning Commission
Landscape Review	Installation of new landscaping exceeding 500 square feet.	16.504	Director
Zoning Compliance	Proposed Outdoor Seating	16.603	Director

VMC Section 16.605.02 (A.1) "Procedures" states, "when a development project requires a use permit, variance, or any other discretionary approval, the development review application shall be submitted to the planning division as part of the application for the use permit, variance, or other discretionary approval development review decisions shall be made by the review authority for the use permit, variance or any other discretionary permit." As such, the Planning Commission is required to act on the Major Use Permit, Development Review, Design Review, Landscape Review and Zoning Compliance. In addition to these entitlements, this project will also require a building permit(s) from the City of Vallejo.

General Plan Consistency

The General Plan 2040 Land Use Designation for the subject property is Retail/Entertainment (RE). The General Plan characterizes this designation as follows:

> *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 General Plan land use designation in that it includes the construction of a new restaurant with a drive-through for local residentials as well as consumers and visitors from the wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions. Key policies and actions relevant to the project are shown in Table 3 below with **bold** text, followed by staff's analysis in *italic*:

Table 3 - General Plan 2040 Policies and Actions

Policies and Actions	Staff's Analysis
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 project would result in the development of a new restaurant with a drive-through that is part of a larger development that will target an underutilized site for the community and is compatible with surrounding uses.*
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.*
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.*
Policy EET-2.1: **Economic Diversification. Attract employment- and tax generating businesses that support the economic diversity of the city.**	*The project involves the construction of a new restaurant with a drive-through that will be a tax generating business that support the economic diversity of the City.*

Vallejo Municipal Code Compliance

The project site is zoned Regional Commercial (RC). The Zoning Code provides the following description for the RC Zoning District:

> *The RC Zoning District is intended to create and establish regulations for sites that provide general retail, services, and commercial recreation and entertainment for residents as well as consumers and visitors from the region. Design and development standards will accommodate auto-oriented uses and require buffering and transitions to adjacent residential neighborhoods.*

The project is consistent with the RC zoning district in that it includes construction of a restaurant with a drive-through, as originally envisioned by the approved Fairview at Northgate Master Plan.

The project is consistent with the applicable standards in the Fairview at Northgate Master Plan, as demonstrated in Table 4, below:

Table 4 – Fairview at Northgate Master Plan			
Section 5.1.4 - Development Standards		**Proposal**	**Compliant?**
Setbacks	Minimum of 15 feet from property line	54.8 from the south 62.4 from the west	Yes
Floor Area Ration	0.85	0.03	Yes
Maximum Building Height	40 feet	23’-6”	Yes
Section 5.1.6 – Parking Standards		**Proposal**	**Compliant?**
Parking Standard	Refer to VMC Chapter 16.508 - 2 for the first 2,500 sq. ft. plus 1 per 1000 sq. ft. above that size.	Required 2 / Proposed 21	Yes
Section 8.3.1 – Development Guidelines and Standards		**Proposal**	**Compliant?**
Building Massing	Variations in the building – add interest and break long planes	Variation in building breaks and material	Yes
Entrances	Clearly define entries	Entry doors are painted red with overhangs to identify the entrance.	Yes
Overhead Design Elements	Incorporate Awnings, trellises or canopies	Incorporates awnings over entrances and patio covers	Yes
Exterior Wall Materials	High Quality Materials	Includes a variety of materials such as stone veneer in the “El Dorado” color, cement plaster in Sherwin Williams SW 7067 “City Scape”, reclaimed wood in “Charleston”,	Yes

		metal panels in “Berridge” and “Vintage Car Hood” and hot rolled steel in “Carbon Grade Finish”	
Hours of Operation – 6 a.m. to 12 a.m.		9 a.m. to 3 a.m.	No – Requesting a Major Use Permit
Section 6: Landscape Development Standards		**Proposal**	**Compliant?**
Commercial Plant Palette (see page 38 of attached Fairview at Northgate Master Plan)		Trees, shrubs and ground cover contains plants from the landscape plant palette.	Yes

Discussion

The following comments provide a summary of the staff analysis of the project components.

Architecture

The proposed building is visually interesting and would be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building. Canopy awnings are proposed over all entrances and service areas, including two measuring 708 and 735 square-feet in size, which would provide weather protection for employees and customers. The building features undulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area.

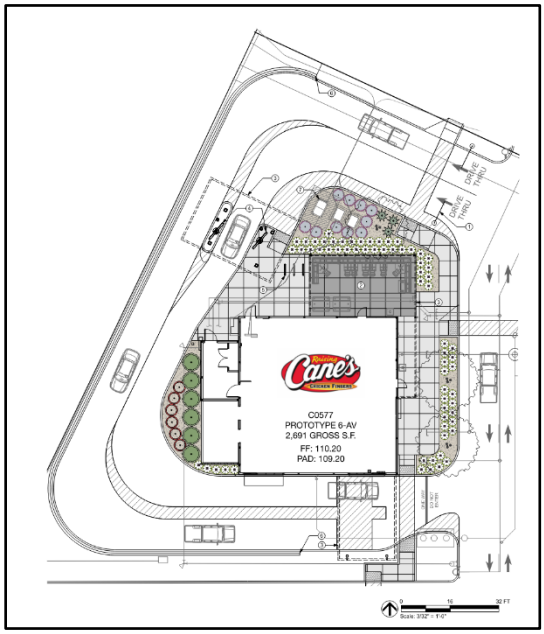
Landscaping

The proposed project includes the installation of a total of 1,456 square-feet of new landscaping on the site. The proposed landscaping is designed to complement the new building while creating some transition between Admiral Callaghan Lane and the surface parking lot associated with the restaurant. A variety of drought-tolerant shrubs, ground covering, and trees would be installed to beautify the site and create a sense of place on a currently underutilized site (see Figure 4). The remaining 11,276 square feet of landscaping proposed throughout the rest of the approved Master Plan area, will be installed by the master developer along with the remaining site improvements.

Outdoor Dinning

The proposed project includes a covered 708 square-foot outdoor dining area adjacent to the main restaurant building. The outdoor dining area will provide additional seating for the restaurant and will only be allowed to be used when the principal use is open for business. The dining area is in compliance with the standards and requirements found in VMC Chapter 16.330 – Outdoor Dinning and Seating.

Figure 4 – Proposed Landscaping



Off-Street Parking

The project proposes a total of 21 off-street parking spaces. The adopted Fairview at Northgate Master Plan refers to the Vallejo Municipal Code for the required off-street parking spaces for the proposed use. VMC Table 16.508-B: Off Street Parking, requires restaurants with limited service and drive through to provide two off-street parking spaces for the first 2,500 square feet of floor area plus 1 per 1000 sq. ft. above that size. The proposed restaurant and outdoor dining area, includes 3,339 square-feet in total area, yielding a requirement for four off-street parking spaces. As proposed, the number of off-street parking spaces (21) exceeds the requirement. Further, VMC Table 16.508-C: Parking Dimensions, states "parking stalls at 90 degrees shall be nine feet wide by 18 feet in length." As proposed, each of the 21 off-street parking spaces measures nine feet wide and 18 feet in length, meeting the minimum dimensions for a compact off-street parking space.

Late Night Hours of Operation

The proposed hours of operation for the restaurant are seven days a week, from 9 a.m. to 3:30 a.m. VMC Section 16.323.01 states that "any business operating between the hours of 12 midnight and 6:00 am [is] subject to the requirements of this [Late Night Business Operations] Chapter," and Section 16.323.02 (A) states that, "All late-night business operations, located within three hundred feet of a residential zoning district, and commenced on or after the effective date of the Zoning Code (July 22, 2021), shall require a major use permit." The proposed use is currently adjacent to Residential Medium Density (RMD) zoning district to the East and within 300 feet of RMD zoning district to the west.

As part of staff's review of the "late night business operation" request, the following is an analysis was prepared to compare the hours of operation of similar businesses/uses within 0.5-miles from the subject site against the project proposal (see Table 5 below):

Table 5 – Hours of Operation Comparison

	Business Name	Site Address	Days and Hours of Operation
1.	McDonald's	902 Admiral Callaghan Lane	Sunday – Thursday: 5 a.m. to 11 p.m.

			Friday – Saturday: 5 a.m. to 12 a.m.
2.	In-n-Out	720 Admiral Callaghan Lane	Sunday – Thursday: 10:30 a.m. to 1 a.m. Friday – Saturday: 10:30 a.m. to 1:30 a.m.
3.	Denny's	250 Fairgrounds Drive	Monday – Sunday: 6a.m. to 12 a.m.
4.	Starbuck's	974 Admiral Callaghan Lane	Monday – Friday: 4:30 a.m. to 9 p.m. Saturday – Sunday: 5 a.m. to 9 p.m.
5.	Panera Bread	169 Plaza Drive	Monday – Sunday: 6 a.m. to 9 p.m.
6.	Chick-fil-A	1191 Admiral Callaghan Lane	Monday – Sunday 6:30 a.m. to 10 p.m.

Of the six restaurants analyzed above, two operate until midnight and one operates until 1:00 a.m Sunday – Thursday and until 1:30 a.m. Friday – Saturday. Since there are no other businesses operating in the area after 1:30 a.m., staff does not believe there is a need for the additional extended late-night hours. Further, staff believes that approval of additional operational hours beyond 1:30 a.m. could present an incompatibility and potential nuisance issue with surrounding businesses in the area.

For these reasons, staff believes a more appropriate closing schedule for the new restaurant would be 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays (not the requested 3:30 a.m. seven days per week), to ensure alignment and compatibility with other surrounding late night business operations. . Staff has discussed this with the applicant, and they have agreed to reduce their hours of operation; however, they have expressed a desire to revisit the allowable hours after the first six months of operation. If the Planning Commission agrees with staff's recommendation for reduced hours, then the applicant would be required to return to the Planning Commission for any future requests to expand operations beyond what is approved with the use permit.

V. FINDINGS

Major Use Permit Findings

VMC Section 16.606.03, requires the review authority to make the following findings prior to granting a Major Use Permit (the findings are in bold, and staff's determination follows in italics):

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

The proposed project is located on a property zoned Regional Commercial. VMC Table 16.301-A: Land Use Regulations, requires a Major Use Permit for a restaurant with a drive-through. The proposed use of a restaurant with a drive-through was originally approved with a major use permit issued in conjunction with the Farview at Northgate Master Plan. VMC Section 16.323.02 (A) Major Use Permit Required states, "all late-night business operations, located within three hundred feet of a residential zoning district, and commenced on or after the effective date of the Zoning Code (July 22, 2021), shall require a major use permit, as prescribed in Chapter 16.606, Minor and Major Use Permits." As conditioned, the modified late-night business hours of operation would include a closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays. These modified late-night hours would ensure compatibility with the intent of the zoning code, as well as with other existing late-night business operations in the immediate vicinity.

The project is also consistent with all applicable development standards outlined in Title 16 of the VMC and the adopted Fairview at Northgate Master Plan, as proposed and conditioned.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

The project site is designated as Retail/Entertainment on the General Plan Land Use Map. The General Plan 2040 RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. The proposed use of a restaurant with a drive-through was originally approved with a major use permit as part of the Farview at Northgate Master Plan, and the current proposal remains consistent with that approval and all applicable General Plan 2040 policies as noted in the report.

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

The proposed project is located on a vacant parcel and includes construction of a new restaurant with two drive-through lanes. The master developer for the overall master plan area will install all surrounding improvements such as surface parking, driveway, sidewalks, landscaping and frontage improvements. The subject parcel is physically suitable for the establishment of a restaurant with a drive-through, in that it allows ample room for the structures, required parking and landscaping.

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

The proposed project is compatible with existing and permissible land uses within the zoning district, as it is allowed use with a Major Use Permit. The proposal will activate a vacant site with the addition of a new restaurant with a two drive-through lanes. As conditioned, the modified late-night business hours of operation would include a closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays, to ensure compatibility with other existing late-night business operations in the immediate vicinity.

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

The physical location of the proposed project on an underutilized vacant site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

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

As proposed, the restaurant with two drive-through lanes and associated on site improvements, will not create any nuisances arising from the emission of odors, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding the ambient conditions. As conditioned, the modified closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays, will ensure compatibility with other existing late-night business operations in the immediate vicinity, and therefore will not be detrimental to the public interest, health, safety, or general welfare.

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

Following a review of the project, staff recommends finding that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The proposed project is exempt pursuant to CEQA Guidelines, Section 15303(c) (Class 3: "New Construction or Conversion of Small Structures") because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Development Review Findings

VMC Section 16.605.03, requires the reviewing authority make the following findings prior to granting a Development Review (the findings are in **bold**, and staff's determination follows in *italics*):

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Regional Commercial (RC). The proposed project includes the construction of a new restaurant with two drive-through lanes and site improvements on an underutilized vacant site that will provide restaurant services for residents as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in VMC Title 16 and the Fairview at Northgate Master Plan.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as Retail/Entertainment on the General Plan Land Use Map. The General Plan 2040 RE designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. As proposed, the project is consistent with the RE land use designation in that it incorporates a quick service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The use of the site for a restaurant with two drive-through lanes was originally approved as part of the Fairview at Northgate Master Plan, which incorporates specific development, design and landscaping standards for future development projects within the Master Plan area. As proposed, the current project is consistent with the applicable development, design and landscaping standards, including maximum height, setbacks, floor area ratio, using durable and high-quality materials, identifying the entrance to the building and selecting landscaping plants from approved landscaping palette.

D. Is in substantial compliance with any applicable adopted design guidelines.

The project is in compliance with all applicable design guidelines from the Fairview at Northgate Master Plan, including requirements to use durable and high-quality materials, identification of the entrance to new buildings, and use of appropriate planting materials for the landscaping from the approved landscaping palette.

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

The proposed project consists of the establishment of a restaurant with two drive-through lanes and site improvements that will result in a mixture of different building materials and a well-composed urban design. The overall building height and massing is consistent with existing and proposed buildings in the immediate area. The new development will activate an underutilized, vacant site and will complement the existing uses in the immediate area.

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

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

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

The proposed project is exempt pursuant to CEQA Guidelines, Section 15303(c) (Class 3: "New Construction or Conversion of Small Structures") because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substance) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Design Review Findings

VMC Section 16.604.03 (B) requires the Director to make a recommendation to the Planning Commission for final design review approval (the findings are in **bold**, and staff's determination follows in *italics*):

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

Purposes of the Chapter

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

As proposed, the project meets the applicable objective design standards called out in the approved Fairview at Northgate Master Plan.

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

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and variety of color of finishes. The building features undulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The proposed building will be stone veneer in the "El Dorado" color, cement plaster in Sherwin Williams SW 7067 "City Scape", reclaimed wood in "Charleston", metal panels in "Berridge" and "Vintage Car Hood" and hot rolled steel in "Carbon Grade Finish". The project details, colors, materials, and landscaping are integrated with one another in a way that creates a visually consistent proposal. Overall, the project proposes high-quality, long-lasting material, resulting in quality development.

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

   The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project will enhance the surrounding environment by adding a new commercial business to serve local residents and visitors alike, implementing the vision of the Fairview at Northgate Master Plan. Due to its location, the project will not obstruct scenic views. Due to its nature and design, the project will not confuse existing relationships among structures over time.

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

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

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

   The project will install 1,465 square feet of landscaping. New trees, shrubs and ground cover will be planted to create a visually pleasing setting for structures on the site.

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

   Not applicable; no existing mature trees are present on the project site.

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

Not applicable; signs are not proposed with this project. As a condition of approval, the applicant will be required to apply for a zoning compliance permit for all future signage.

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

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

Design policies of the General Plan

The project site is designated as 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 General Plan land use designation in that it includes the construction of a new restaurant for local residents as well as consumers and visitors from the wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted Applicable Design Guidelines.

The project site is located within the adopted Fairview at Northgate Master Plan. As proposed, the project is consistent with applicable development, design and landscaping standards, such as maximum height, setbacks, floor area ratio, using durable and high-quality materials, identifying the entrance to the building and selecting landscaping plants from approved landscaping palette.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the Fairview at Northgate Master Plan, in that it meets the maximum height, setbacks, floor area ratio, requirement for using durable and high-quality materials, requirement for identification of the entrance to the building, and selection of landscaping plants from approved landscaping palette set forth in the Plan.

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

The project complies with all applicable development, design and landscape standards found in the Fairview at Northgate Master Plan, as well as all applicable development standards contained within VMC Title 16.

D. Meets the following criteria:

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

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

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

The exterior of the proposed building will be faced with stone veneer in the "El Dorado" color, cement plaster in Sherwin Williams SW 7067 "City Scape", reclaimed wood in "Charleston", metal panels in "Berridge" and "Vintage Car Hood" and hot rolled steel in "Carbon Grade Finish". The project details, colors, materials, and landscaping are integrated with one and another in a way that will create a visually consistent proposal.

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

The proposed project has been designed with consideration of future and current neighboring development that will be part of the Fairview at Northgate Master Plan. The proposed restaurant will be adjacent to Admiral Callaghan Lane and the drive-through lanes will be screened by landscaping that will be installed by the developer.

d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service doors, and service areas in the drive-through, providing weather protection. The building features undulation, wall articulation, and materials that are aesthetically pleasing and compatible with other newer developments in the community.

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

The proposed project will activate an underutilized, vacant site with street frontage and site improvements. The vacant site will create an attractive street presence for pedestrians and passing motorists. The added sidewalks will allow for more pedestrian traffic and eyes on street for the surrounding neighborhood.

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

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

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

The project has been designed to preserve the public views from the public streets and will enhance them by providing areas for pedestrian activity such as the 708 square-foot outdoor seating area.

h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape, and softening walls; and the landscape plan incorporates plant materials that are

drought-tolerant, will minimize water usage, and are compatible with Vallejo's climate.

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

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

As required by the California Building Code, the project has been designed to be energy efficient, for example LED lighting that is properly shielded will be installed throughout the site The proposed landscaping has been designed to incorporate plant materials that are drought tolerant consistent with the California Water Efficient Landscaping Standards.

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

Not applicable; no natural features including creeks, open space, significant vegetation, and/or geologic features are present at the site. The Fairview at Northgate Master Plan was approved with a design layout intended to preserve the existing seasonal wetlands in the middle of the overall site that separates the commercial and residential components of the master plan.

VI. ENVIRONMENTAL REVIEW

Under the California Environmental Quality Act, the State has identified a list of classes of projects, which have been determined to not have a significant effect on the environment and are therefore exempt from the requirements of CEQA. The proposed project is exempt under CEQA Guidelines, Section 15303(c) (Class 3: “New Construction or Conversion of Small Structures”) because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Moreover, none of the exceptions listed in CEQA Guidelines, Section 15300.2 apply, in that: (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 adversely affect any historical resource. Therefore, no further environmental review is required.

VII. NOTICING AND PUBLIC COMMENTS

On August 21 2024, pursuant to VMC Section 16.602.08, a notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups, all property owners within 500 feet of the subject property, and any other interested parties and local agencies expected to provide water, wastewater treatment, and/or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner.

Staff has not received any comments or questions from the public on the application as of writing this staff report.

VIII. CONCLUSION / STAFF RECOMMENDATION

Based on the analysis contained in this staff report and the project's consistency with General Plan 2040, the Vallejo Municipal Code, and the Fairview and Northgate Master Plan, staff recommends that the Planning Commission find the Project exempt from environmental review under CEQA pursuant to Guidelines Section 15303(c), approve Major Use Permit (MJP24-0001), Development Review (DVR24-0007), Design Review (DR24-0004), Landscape Review (LR23-0007) and Zoning Compliance (ZC24-0021) based on the findings provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the Resolution.

IX. EXPIRATION

Pursuant to VMC Section 16.602.12 (A.2), the approval of the Major Use Permit (MJP24-0001), Development Review (DVR24-0007), Design Review (DR24-0004), Landscape Review (LR23-0007) and Zoning Compliance (ZC24-0021) shall automatically expire two years after approval, unless authorized construction has commenced prior to the expiration date (September 4, 2026; if approved at this meeting and not appealed).

X. APPEAL PROCEDURE

Pursuant to VMC Section 16.602.14, the applicant, or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendering of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with a fee as prescribed in the Master Fee Schedule with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

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

XI. LEVINE ACT: GOVERNMENT CODE 84308

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

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

XII. ATTACHMENTS

1. Resolution No. PC24-XX
    a. Exhibit A – Conditions of Approval
2. Fairview at Northgate Master Plan

3. Project Plans

ATTACHMENT 1

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 24-XX

RESOLUTION APPROVING MAJOR USE PERMIT (MJP24-0001), DEVELOPMENT REVIEW (DVR24-0007), DESIGN REVIEW (DR24-0004), LANDSCAPE REVIEW (LR23-0007), AND ZONING COMPLIANCE (ZC24-0021) FOR A NEW 2,691 SQUARE-FOOT RESTAURANT WITH AN ATTACHED 708 SQUARE-FOOT COVERED PATIO AREA, A 735 SQUARE-FOOT DRIVE-THROUGH CANOPY FOR DOUBLE DRIVE-THROUGH LANES, AND A 525 SQUARE-FOOT TRASH ENCLOSURE ON VACANT PROPERTY LOCATED AT ADMIRAL CALLAGHAN LANE AND TURNER PARKWAY (APN: 0069-480-020) (PROJECT) AFTER FINDING THE PROJECT EXEMPT FROM ENVIRONMENTAL REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15303(c)

* *

RECITALS

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

WHEREAS, the property which is the subject of the above-referenced proposed entitlements (Subject Property) has a General Plan 2040 land use designation of Retail/Entertainment; and

WHEREAS, on April 9, 2020, the City Council approved a mixed-use development, known as Fairview at Northgate Master Plan, on a vacant 51.3-acre (2,234,628 square feet) site off Admiral Callaghan Lane and Turner Parkway (northeast Vallejo). The main components of the project are: a 152,138 square-foot Costco store with a tire center, gasoline sales and 774 surface parking spaces, a commercial center with four building totaling 27,500 square feet and including a drive-through restaurant and 188 surface parking spaces, 178 two-story single family dwellings, a central open space buffer including protected wetlands between the commercial and residential portions of the project and widening of Admiral Callaghan Lane from two to four lanes with a new traffic signal at the main Costco driveway; and

WHEREAS, on July 22, 2021, the City Council adopted a new Zoning Code and Zoning Map; and

WHEREAS, the Subject Property is located in the Regional Commercial Zoning District; and

WHEREAS, on April 16, 2024, Sarah Holmes of Raising Cane's Restaurant, LLC, submitted an application seeking a Major Use Permit, Development Review, Design Review, Landscape Review and Zoning Compliance for a for a new 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-

through canopy for double drive-through lanes, and a 525 square-foot trash enclosure on vacant property located at Admiral Callaghan Lane and Turner Parkway (APN: 0069-480-020) and requesting late night hours of operation (till 3 a.m.) ("the project"); and

WHEREAS, on June 27, 2024, the application was determined to be complete for processing; and

WHEREAS, on August 21, 2024, pursuant to Vallejo Municipal Code Section16.602.08(A), notice of this hearing was published in the Times Herald and mailed to all active neighborhood groups and property owners within 500 feet of the subject property and electronically mailed to the members of the Planning Commission and to the applicant; and

WHEREAS, on September 4, 2024, the City of Vallejo Planning Commission, after giving all public notices required by State law and the City of Vallejo Municipal Code, conducted a duly noticed public hearing; and

WHEREAS, the Planning Commission considered 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 evidence received in the staff report and at the public hearing, the Planning Commission makes the following factual findings:

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING

Under the 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 15303(c) (Class 3: "New Construction or Conversion of Small Structures") because the project consists of the construction of new restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all necessary public services and facilities are available and where the surrounding area is not environmentally sensitive.

Moreover, none of the exceptions to the exemption 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 adversely affect any historical resource. Therefore, no further environmental review is required.

III. FINDINGS RELEVANT TO THE APPROVAL OF THE MAJOR USE PERMIT (VMC Section 16.606.03)

Commented [CO1]: Findings will be carried over once they look good in the staff report.

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

The proposed project is located on a property zoned Regional Commercial. VMC Table 16.301-A: Land Use Regulations, requires a Major Use Permit for a restaurant with a drive-through. The proposed use of a restaurant with a drive-through was originally approved with a major use permit issued in conjunction with the Farview at Northgate Master Plan. VMC Section 16.323.02 (A) Major Use Permit Required states, "all late-night business operations, located within three hundred feet of a residential zoning district, and commenced on or after the effective date of the Zoning Code (July 22, 2021), shall require a major use permit, as prescribed in Chapter 16.606, Minor and Major Use Permits." As conditioned, the modified late-night business hours of operation would include a closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays. These modified late-night hours would ensure compatibility with the intent of the zoning code, as well as with other existing late-night business operations in the immediate vicinity.

The project is also consistent with all applicable development standards outlined in Title 16 of the VMC and the adopted Fairview at Northgate Master Plan, as proposed and conditioned.

B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.

The project site is designated as Retail/Entertainment on the General Plan Land Use Map. The General Plan 2040 RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. The proposed use of a restaurant with a drive-through was originally approved with a major use permit as part of the Farview at Northgate Master Plan, and the current proposal remains consistent with that approval and all applicable General Plan 2040 policies as noted in the report.

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

The proposed project is located on a vacant parcel and includes construction of a new restaurant with two drive-through lanes. The master developer for the overall master plan area will install all surrounding improvements such as surface parking, driveway, sidewalks, landscaping and frontage improvements. The subject parcel is physically suitable for the establishment of a restaurant with a drive-through, in that it allows ample room for the structures, required parking and landscaping.

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

The proposed project is compatible with existing and permissible land uses within the zoning district, as it is allowed use with a Major Use Permit. The proposal will activate a vacant site with the addition of a new restaurant with a two drive-through lanes. As conditioned, the modified late-night business hours of operation would include a closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays, to ensure compatibility with other existing late-night business operations in the immediate vicinity.

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

The physical location of the proposed project on an underutilized vacant site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

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

As proposed, the restaurant with two drive-through lanes and associated on site improvements, will not create any nuisances arising from the emission of odors, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding the ambient conditions. As conditioned, the modified closing schedule of 1:00 a.m. Sunday through Thursdays, and 1:30 a.m. Fridays and Saturdays, will ensure compatibility with other existing late-night business operations in the immediate vicinity, and therefore will not be detrimental to the public interest, health, safety, or general welfare.

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

Following a review of the project, staff recommends finding that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The proposed project is exempt pursuant to CEQA Guidelines, Section 15303(c) (Class 3: "New Construction or Conversion of Small Structures") because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

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

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

Purposes of the Chapter

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

   As proposed, the project meets the applicable objective design standards called out in the approved Fairview at Northgate Master Plan.

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

The proposed building is visually interesting and will be constructed with a variety of high-
quality building materials and variety of color of finishes. The building features undulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

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

   The proposed building will be stone veneer in the "El Dorado" color, cement plaster in Sherwin Williams SW 7067 "City Scape", reclaimed wood in "Charleston", metal panels in "Berridge" and "Vintage Car Hood" and hot rolled steel in "Carbon Grade Finish". The project details, colors, materials, and landscaping are integrated with one another in a way that creates a visually consistent proposal. Overall, the project proposes high-quality, long-lasting material, resulting in quality development.

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

   The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project will enhance the surrounding environment by adding a new commercial business to serve local residents and visitors alike, implementing the vision of the Fairview at Northgate Master Plan. Due to its location, the project will not obstruct scenic views. Due to its nature and design, the project will not confuse existing relationships among structures over time.

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

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

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

   The project will install 1,465 square feet of landscaping. New trees, shrubs and ground cover will be planted to create a visually pleasing setting for structures on the site.

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

   Not applicable; no existing mature trees are present on the project site.

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

   Not applicable; signs are not proposed with this project. As a condition of approval, the applicant will be required to apply for a zoning compliance permit for all future signage.

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

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

Design policies of the General Plan

The project site is designated as 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 General Plan land use designation in that it includes the construction of a new restaurant for local residents as well as consumers and visitors from the wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted Applicable Design Guidelines.

The project site is located within the adopted Fairview at Northgate Master Plan. As proposed, the project is consistent with applicable development, design and landscaping standards, such as maximum height, setbacks, floor area ratio, using durable and high-quality materials, identifying the entrance to the building and selecting landscaping plants from approved landscaping palette.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

The project is consistent with the Fairview at Northgate Master Plan, in that it meets the maximum height, setbacks, floor area ratio, requirement for using durable and high-quality materials, requirement for identification of the entrance to the building, and selection of landscaping plants from approved landscaping palette set forth in the Plan.

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

The project complies with all applicable development, design and landscape standards found in the Fairview at Northgate Master Plan, as well as all applicable development standards contained within VMC Title 16.

D. Meets the following criteria:

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

      The overall design and landscaping of the project is appropriate to the function of the project and will provide an attractive and comfortable environment for visitors

and the general community. The proposed project will activate and beautify an underutilized site with a new project and landscaping.

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

The exterior of the proposed building will be faced with stone veneer in the "El Dorado" color, cement plaster in Sherwin Williams SW 7067 "City Scape", reclaimed wood in "Charleston", metal panels in "Berridge" and "Vintage Car Hood" and hot rolled steel in "Carbon Grade Finish". The project details, colors, materials, and landscaping are integrated with one and another in a way that will create a visually consistent proposal.

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

The proposed project has been designed with consideration of future and current neighboring development that will be part of the Fairview at Northgate Master Plan. The proposed restaurant will be adjacent to Admiral Callaghan Lane and the drive-through lanes will be screened by landscaping that will be installed by the developer.

d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and undulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service doors, and service areas in the drive-through, providing weather protection. The building features undulation, wall articulation, and materials that are aesthetically pleasing and compatible with other newer developments in the community.

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

The proposed project will activate an underutilized, vacant site with street frontage and site improvements. The vacant site will create an attractive street presence for pedestrians and passing motorists. The added sidewalks will allow for more pedestrian traffic and eyes on street for the surrounding neighborhood.

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

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

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

The project has been designed to preserve the public views from the public streets and will enhance them by providing areas for pedestrian activity such as the 708 square-foot outdoor seating area.

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

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

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

As required by the California Building Code, the project has been designed to be energy efficient, for example LED lighting that is properly shielded will be installed throughout the site The proposed landscaping has been designed to incorporate plant materials that are drought tolerant consistent with the California Water Efficient Landscaping Standards.

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

Not applicable; no natural features including creeks, open space, significant vegetation, and/or geologic features are present at the site. The Fairview at Northgate Master Plan was approved with a design layout intended to preserve the existing seasonal wetlands in the middle of the overall site that separates the commercial and residential components of the master plan.

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

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Regional Commercial (RC). The proposed project includes the construction of a new restaurant with two drive-through lanes and site improvements on an underutilized vacant site that will provide restaurant services for residents as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in VMC Title 16 and the Fairview at Northgate Master Plan.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as Retail/Entertainment on the General Plan Land Use Map. The General Plan 2040 RE designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. As proposed, the project is consistent with the RE land use designation in that it incorporates a quick service

restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

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

The use of the site for a restaurant with two drive-through lanes was originally approved as part of the Fairview at Northgate Master Plan, which incorporates specific development, design and landscaping standards for future development projects within the Master Plan area. As proposed, the current project is consistent with the applicable development, design and landscaping standards, including maximum height, setbacks, floor area ratio, using durable and high-quality materials, identifying the entrance to the building and selecting landscaping plants from approved landscaping palette.

D. Is in substantial compliance with any applicable adopted design guidelines.

The project is in compliance with all applicable design guidelines from the Fairview at Northgate Master Plan, including requirements to use durable and high-quality materials, identification of the entrance to new buildings, and use of appropriate planting materials for the landscaping from the approved landscaping palette.

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

The proposed project consists of the establishment of a restaurant with two drive-through lanes and site improvements that will result in a mixture of different building materials and a well-composed urban design. The overall building height and massing is consistent with existing and proposed buildings in the immediate area. The new development will activate an underutilized, vacant site and will complement the existing uses in the immediate area.

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

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

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

The proposed project is exempt pursuant to CEQA Guidelines, Section 15303(c) (Class 3: "New Construction or Conversion of Small Structures") because the project consists of restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substance) where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

VI. RESOLUTION APPROVING THE PROJECT

NOW, THEREFORE, LET IT BE RESOLVED that the above recitals and findings are true and correct and incorporated herein by reference.

BE IT FURTHER RESOLVED that the Planning Commission hereby determines that the Project is exempt from environmental review under the California Environmental Quality Act pursuant to CEQA Guidelines Section 15303(c) – "New Construction or Conversion of Small Structures" because the project consists of the construction of new restaurant structures totaling less than 10,000 square feet in building floor area on a site zoned for the proposed use (not involving the use of significant amounts of hazardous substances), where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Moreover, none of the exceptions listed in Guidelines Section 15300.2 apply, in that: (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 adversely affect any historical resource. Therefore, no further environmental review is required.

BE IT FURTHER RESOLVED that the Planning Commission hereby **APPROVES** Major Use Permit (MJP24-0001), Development Review (DVR24-0007), Design Review (DR24-0004), Landscape Review (LR23-0007), and Zoning Compliance (ZC24-0021) for the Project on the above findings and subject to the Conditions of Approval attached to this Resolution.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 4th day of September 2024 by the following vote, to-wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
JAMAR STAMPS, CHAIRPERSON
City of Vallejo Planning Commission

Attest:

_____
CESAR OROZCO, SECRETARY
City of Vallejo Planning Commission

Attachment 1: Conditions of Approval

FAIRVIEW AT NORTHGATE
MASTER PLAN
VALLEJO, CALIFORNIA
MAY 2019
Revised: April 2020

ADOPTED BY THE VALLEJO CITY COUNCIL ON: _____

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

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APPENDIX A

SECTION 1: INTRODUCTION

1.1 MIXED USE PLANNED DEVELOPMENT (MUPD)

Fairview at Northgate is a mixed use project with both a residential component and a commercial component. The project is currently zoned as Pedestrian Shopping and Service District in the Zoning Code and will be rezoned to Mixed Use Planned Development (MUPD). The General Plan 2040 calls the property out as "Retail/ Entertainment" to the west and "Mix of Housing Types" to the east. The proposed project is compatible with the General Plan and the surrounding land uses as described in Section 1.5.

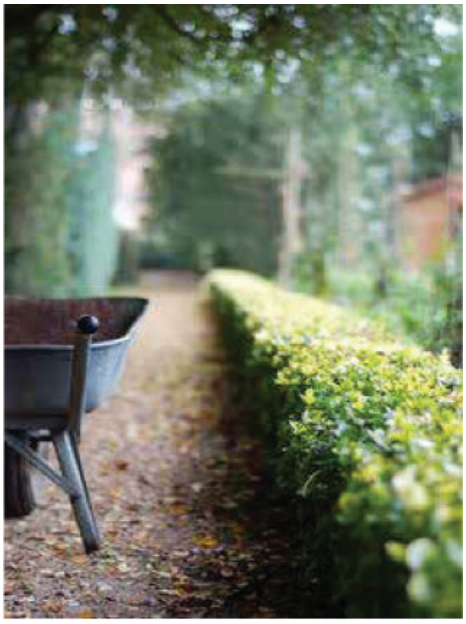
Development standards have been established to provide a high quality of design and continuity throughout the Fairview at Northgate project. Design requirements such as street widths, building setbacks, architectural guidelines and landscape materials are included in the standards.

The development standards are broken down into eight sections. The first section introduces you to the project, the second section addresses the community-wide roadway standards, the third section outlines the proposed utilities, the fourth section explains residential standards, the fifth section plans for commercial standards, the sixth section describes community-wide landscape standards, the seventh section proposes project signage, the eighth section delineates community-wide architecture standards, the ninth section looks at Open Space requirements and the tenth section concludes the Master Plan.

All development within the Fairview at Northgate Master Plan is intended to conform to the development standards which are presented in this document.

1.2 PROJECT CONCEPT

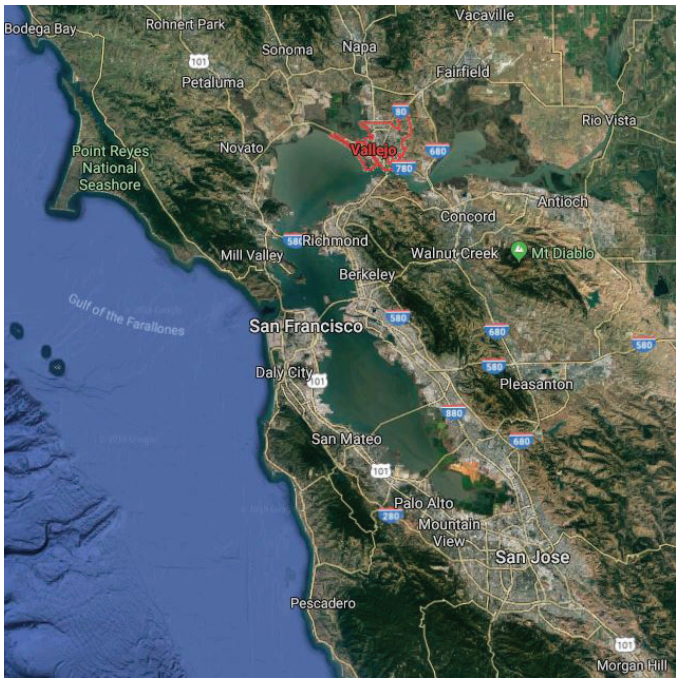
Fairview at Northgate is a Mixed Use community with a commercial side and a residential side separated by a linear Open Space. This community is walkable and connected by public streets. The project is thematically accented to create a micro agri-community with plant material and architecture taking a few cues from agriculture. There will be herb gardens and fruit trees that can be picked and enjoyed by the Fairview community. These accents will be evident in both the residential and commercial portions of the site. The central open space will be slightly enhanced beyond its natural state and can be visually enjoyed from the trail system that is adjacent to it. A plant list with the agrarian landscape theme has been created and is listed in Section 6 of these guidelines.



1.3 PROJECT LOCATION

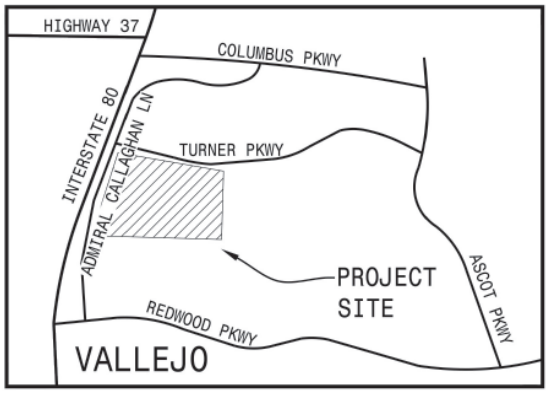
1.3.1 Regional Context

Fairview at Northgate is located in the City of Vallejo. Vallejo has excellent access to freeways and transit and has a popular and widely used ferry system that connects directly to the City of San Francisco and other parts of the Greater Bay Area. The region is experiencing continued growth, creating strong demand for commercial centers and more housing in Vallejo. See Figure below.



1.3.2 Site Location

Fairview at Northgate is 51.3± acre vacant project site located in northeast Vallejo. It occupies a single assessor parcel number (APN 0081-490-010) and fronts onto Admiral Callaghan Lane to the west and Turner Parkway to the north. The project area is south of an existing 130-acre commercial development, Gateway Plaza. There is multi-family residential and a car dealership to the south, and single-family residential to the east. The site is highly visible from Interstate-80 and is accessible via Columbus Parkway and Redwood Parkway. See Figure below.



VICINITY MAP
N.T.S.

NORTH

1.4 EXISTING CONDITIONS AND TOPOGRAPHY

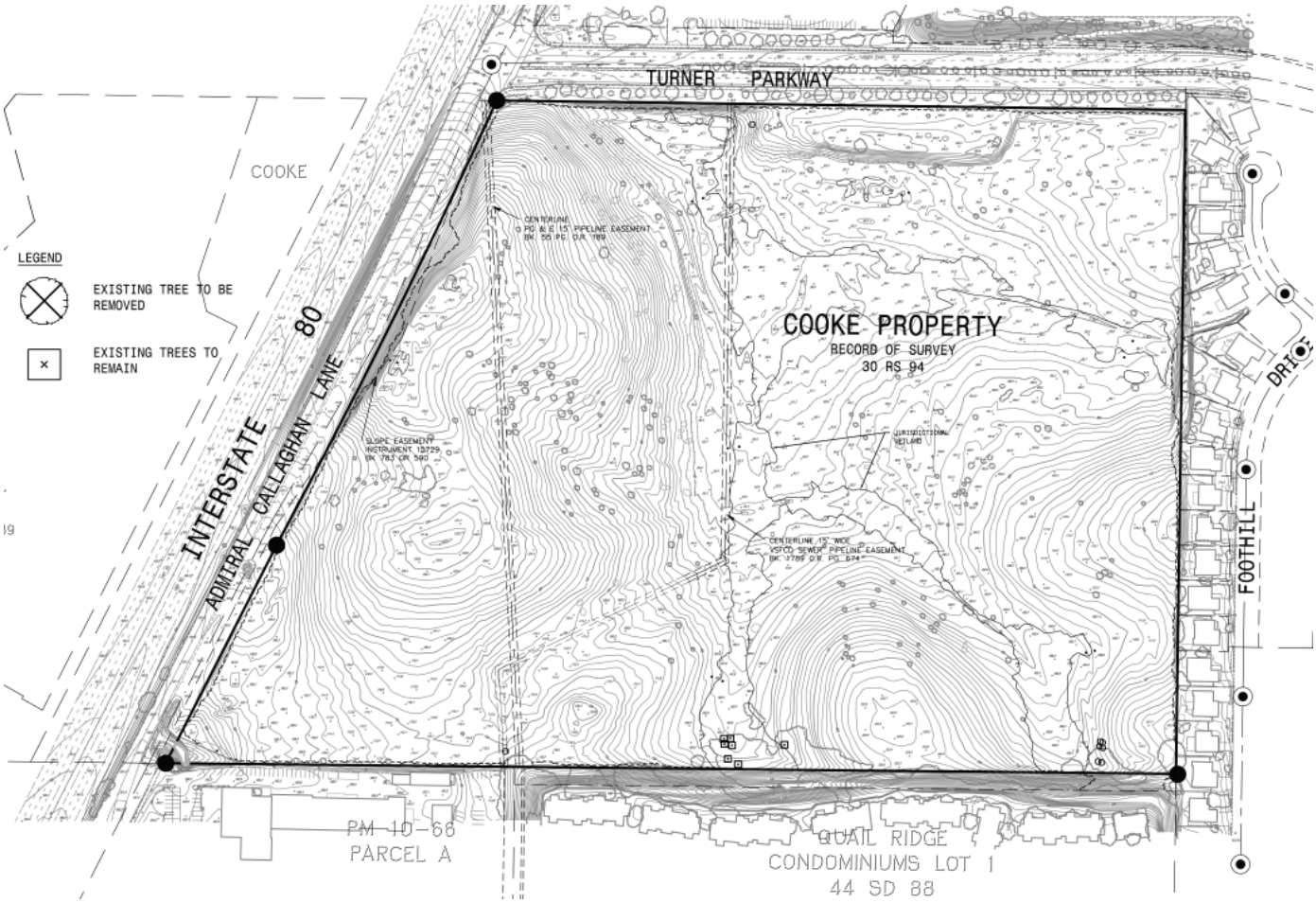
Fairview at Northgate is a 51.3± Acre vacant land parcel with gentle rolling topography crossed by two easements: a sewer easement and a PG& E gas-line easement. The easements and the utilities within shall be relocated as needed for development.

A low lying area with a jurisdictional wetland can be found in the middle part of the site. This wetland is created from regional flows off of the neighboring developed properties. The average width of this drainage shed is approximately 70 feet wide.

There are 15 existing trees located on the site. 14 of the existing trees are Red Willow trees (Salix laevigats) and 1 is a Eucalyptus tree (Eucalyptus globulus). 7 of the 14 Red Willow trees will be preserved with the development, and the remaining 7 shall be removed. The Eucalyptus tree will be removed as well. None of the existing trees are listed as protected species and will not require mitigation for removal. The existing trees planned for preservation and removal are both identified and listed on Sheet 9.0 "Existing Tree Plan" of the Planned Development Permit Application Package.

There are no significant views in any direction from this site.

The project is currently zoned as Pedestrian Shopping and Service District in the Zoning Code and will be rezoned to Mixed Use Planned Development (MUPD). The General Plan 2040 calls the property out as Retail/ Entertainment and Mix of Housing Types. The proposed project is compatible with the surrounding land uses as described in Section 1.5.



1.5 SURROUNDING LAND USES

The project site is located in a suburban and urban environment and is bordered by existing development. Surrounding land uses consist primarily of residential, commercial, open space, park uses, and transportation corridors (I-80 and other roadways). The text below provides a brief description of the surrounding land uses in the Propel Vallejo General Plan 2040 (General Plan) and zoning designations in the Development Code.

1.5.1 Land Uses to the North

The approximately 130-acre existing Gateway Plaza Shopping Center is located north of Turner Parkway. The shopping center is partially bound by Admiral Callaghan Lane on the west (which traverses through the northwest corner of the shopping center); Turner Parkway on the south; and residential and office development to the east. The General Plan land use designation for this area is Retail/Entertainment (RE) and the zoning designation in the Development Code is Freeway Shopping and Service and Mixed Use Planned Development.

1.5.2 Land Uses to the South

Land uses to the south of the project site include automotive, commercial, and residential uses. A Honda Dealership is located on the northeast corner of Admiral Callaghan Lane at Rotary Way and is immediately adjacent to the southwest boundary of the project site. The Quail Ridge Condominiums and Sundance Apartment Homes are located to the east of the auto dealership and are immediately adjacent to the southern boundary of the project site. South of Rotary Way is Redwood Plaza neighborhood commercial center that includes a Safeway grocery store, Golden 1 Credit Union, Oil Changers, Fed Ex Office, Shell gas station and other small retail uses. A two-building office complex and a KinderCare facility are located east of Redwood Plaza along Rotary Way. The General Plan land use designation for this area is primarily Mix of Housing Types, Retail/Entertainment, and Business/limited Residential. The zoning designation in the Development Code is Pedestrian Shopping and Service and High Density Residential.

1.5.3 Land Uses to the East

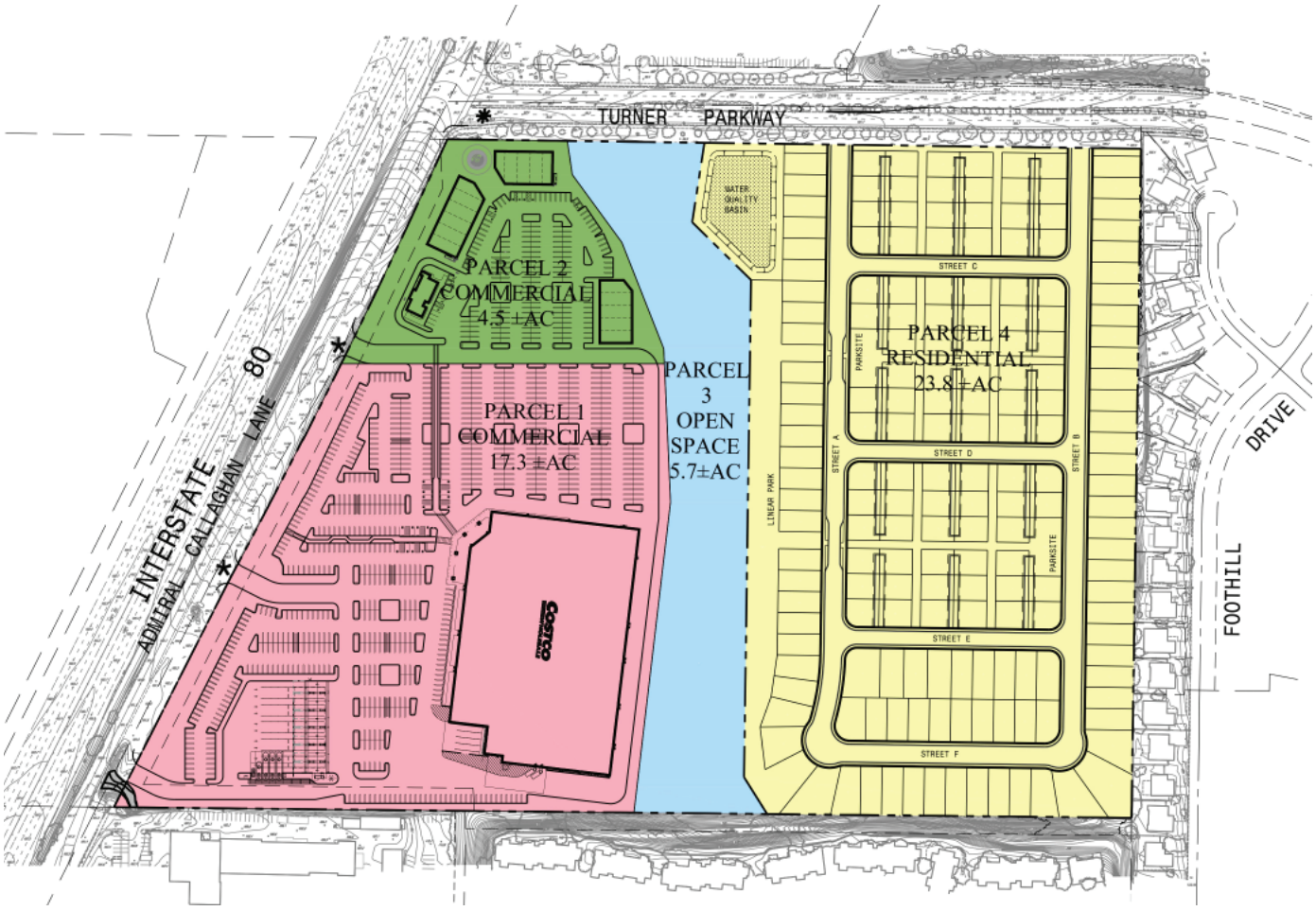
Single-family residences in the existing Hunter Ranch Subdivision are located east of the project site. Residences are on small lots ranging in size from approximately 0.15 to 0.25 acre. This area is accessed from Turner Parkway on the north, Redwood Parkway on the south, and Ascot Parkway on the east. The General Plan land use designation for this area is Primarily Single-family (R-SF) and the zoning designation in the Development Code is Low Density Residential and Mixed Use Planned Development.

1.5.4 Land Uses to the West

To the west of the proposed project site is Admiral Callaghan Lane, a two-lane undivided roadway. The road right-of-way includes an approximately 50-foot-wide area that is largely unvegetated and spans the length of the western project site boundary. To the west of Admiral Callaghan is I-80, and west of I-80 is a mix of uses including a mobile home park, single-family and multi-family residential uses, commercial uses, and the Solano County Fairgrounds. The General Plan Land use designation for this area is Business/Limited Residential (B/LR), Primarily Multi-Family (R-MF), and District Solano 360 (D-360) in the General Plan. The zoning designation in the Development Code is Freeway Shopping & Service, High-Density Residential, Linear Commercial, and Public.

1.6 PARCELS IN SITEPLAN

Fairview at Northgate is broken down into four distinct parcels: a large commercial parcel (17.3± AC), a smaller commercial parcel (4.5± AC), an open space parcel (5.7± AC) and a residential parcel (23.8±AC). The residential parcel has a density of approximately 7.5 dwelling units per acre.



1.7 PROJECT DESCRIPTION

The approximately 51.3-acre vacant, undeveloped project site is proposed for a mix of commercial, residential, recreation, and designated open space. The commercial development would be located in the western portion of the proposed project site bordered by Admiral Callaghan Lane to the west, Turner Parkway to the north, a Honda car dealership and condominiums and apartments to the south, and an open space corridor bisecting the project site to the east. The open space area would serve as a buffer to the planned residential area. Residential development would be located on the eastern portion of the proposed project site bordered by Turner Parkway to the north, the existing Hunter Ranch Subdivision to the east, condominiums and apartments to the south, and the designated open space to the west (buffer to the planned commercial area).

The proposed project incorporates sidewalks, paseos, and a trail that are designed to promote a pedestrian- and bicycle-friendly environment; to encourage alternative transportation between the commercial and residential project elements; and improve access for viewing the proposed open space. All components of the proposed project have been designed and planned with the intent of being responsive to the existing on-site features, topography, and other resources and constraints found on the proposed project site and in the surrounding areas, and to be compliant with pertinent planning documents, regulations, and guidelines.
While the project is considered consistent with the existing General Plan and zoning designations, the project does propose a zoning map amendment to make the existing zoning classification consistent with the recently adopted General Plan. Table 3-2: Existing and Proposed Land Use Designations summarizes the changes for the proposed project.

The project includes a subdivision of the 51.3-acre site into four parcels. Two parcels for the commercial component of the project, one parcel for the residential component, and one parcel for the proposed open space area. The Tentative Map showing the proposed large lot subdivision is shown in Section 1.6: Parcels in Siteplan. The proposed configuration of the commercial and retail sites can be found on Page 11 and the proposed layout of the residential lots is shown on Page 13. Each component of the proposed project is described in detail in the following sections. The project will be built with one phase.

REFER TO PAGE 9 FOR LEGEND

LANDSCAPE AREAS

SINGLE-FAMILY LOTS

CLUSTER LOTS (ALLEY-LOADED)

1. OPEN SPACE - WITH PEDESTRIAN CONNECTION
2. COMMERCIAL BUILDING
3. RETAIL BUILDING
4. PARKING AREA
5. LOADING ZONE
6. GAS STATION
7. WATER QUALITY BASIN
8. BUS STOP
9. SIGNALIZED INTERSECTION
10. PEDESTRIAN PATHWAY
11. PARKS

REFER TO SECTION 3: PROJECT UTILITIES FOR EASEMENTS

1.7.1 Commercial - Western Portion of the Site

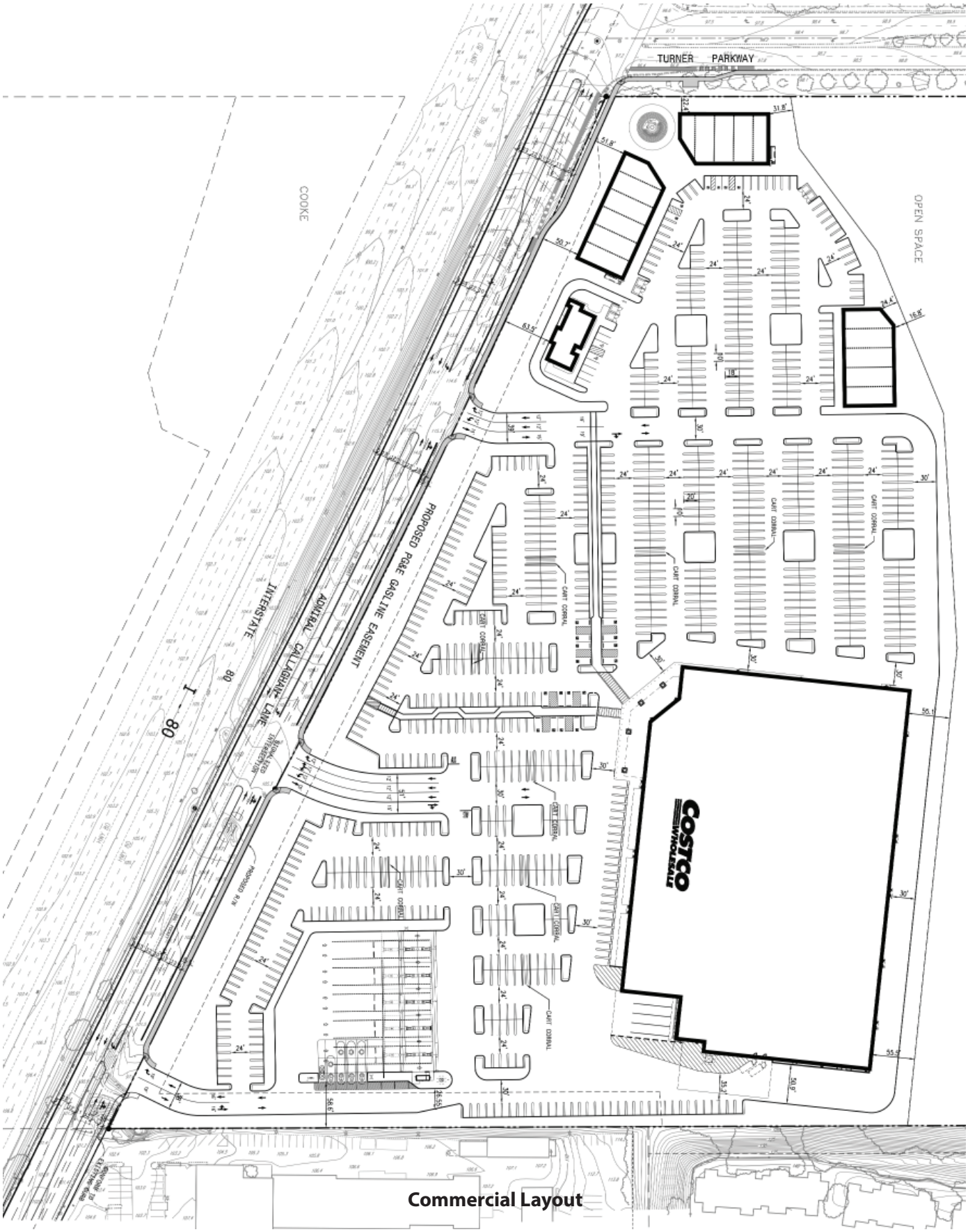
The western portion of the project site is planned for a commercial center. The proposed project uses will accommodate 179,688 square feet (sf) of commercial building area on 21.8 acres. The commercial area is proposed for 5 separate buildings and a gasoline service station accommodating up to 30 fueling dispensers and a related 50-sf kiosk. The commercial center will have 962 parking spaces including accessible spaces.

The southern portion of the commercial center is proposed for a 152,138 sf Costco store on 17.3 acres of the 21.8-acre commercial area; this will be the largest building. Costco intends to relocate their existing Vallejo operations from the Gateway Plaza shopping center to the proposed project site. The Costco would have 774 parking stalls, of which 16 would be reserved for accessible parking. The proposed gas station will be located in the southern portion of the commercial center parking lot and the Costco building will be setback from the roadway approximately 450 feet, separated from Admiral Callaghan Lane by the parking lot.

The northern end of the commercial area is proposed to be developed with four buildings ranging in size from 3,000 sf to 9,400 sf on approximately 4.56 acres of the 21.8-acre site. This portion of the commercial area will have 188 parking stalls, inclusive of 8 spaces reserved for accessible parking. These commercial uses will be located along the frontage with Turner Parkway and wrap around the southeast corner of Admiral Callaghan Lane at Turner Parkway and then along roughly one-third of the western edge of the commercial area fronting Admiral Callaghan Lane. A restaurant with a drive-through is proposed for one of the four buildings in the northern end of the commercial area; potential uses for the other three buildings could include general neighborhood services such as restaurants, health and fitness clubs, medical clinics, pharmacies, salons, laundry, clothing, convenience stores, and other related services. See Appendix A at the end of this document.

The proposed commercial area will take access from three driveways off of Admiral Callaghan Lane as shown on Page 11. The selection of traffic control devices at the three intersections also considers the City's concerns regarding traffic signal spacing and the number of traffic signals along Admiral Callaghan Lane. The driveway configurations are as follows:

- Northern Driveway: Unsignalized, separate outbound left turn and right turn lanes, southbound left turn pocket for inbound left turns;
- Middle Driveway: Signalized, two outbound left turn lanes and one outbound right turn lane, southbound left turn pocket for inbound left turns;
- Southern Driveway: Unsignalized, one outbound right turn lane, no outbound left turn allowed, southbound left turn pocket for inbound left turns.



Commercial Layout

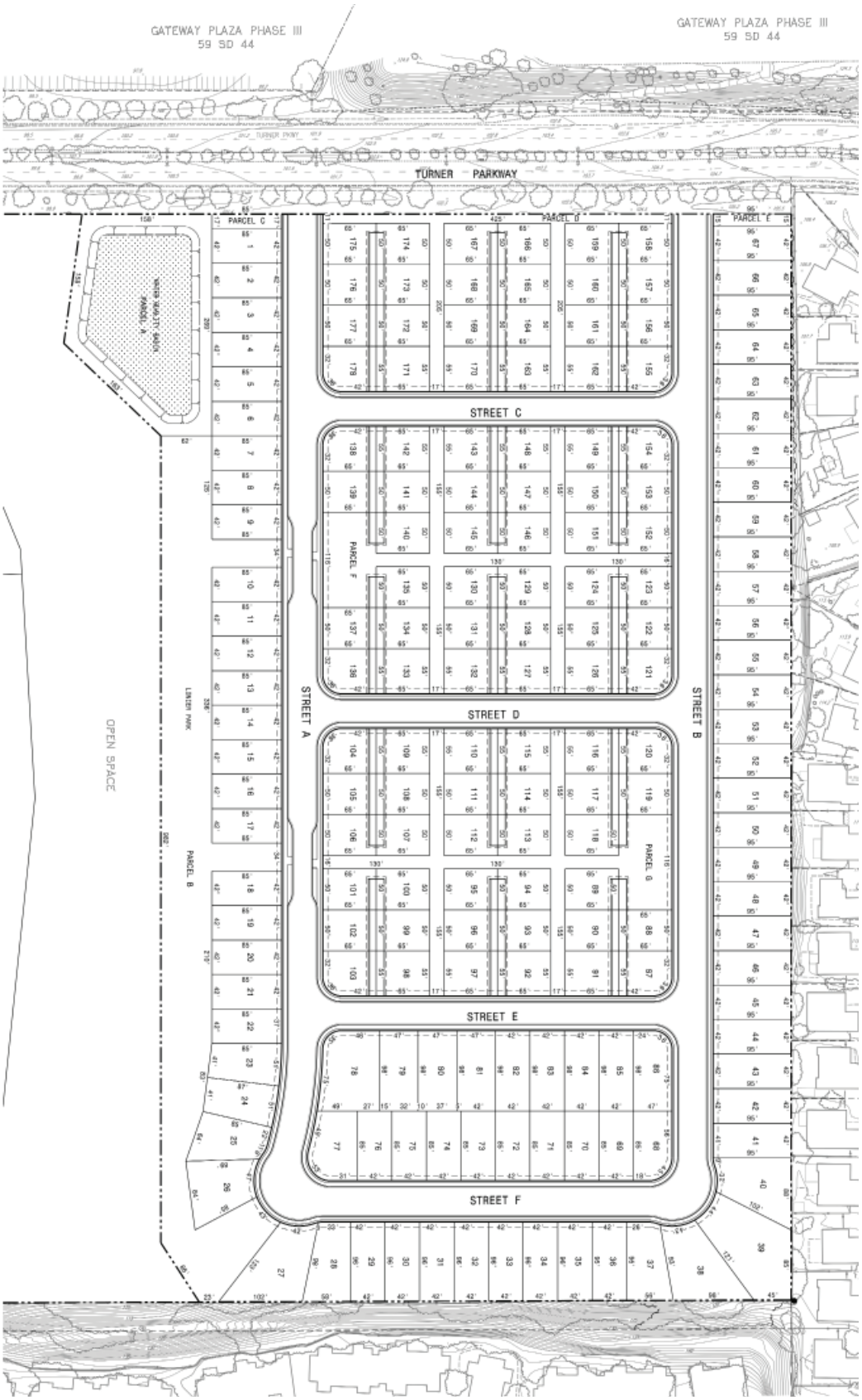
1.7.2 Residential - Eastern Portion of the Site

The residential component will be located on the eastern portion of the project site on 23.8 acres. The project proposes 178 single-family detached units with two building types: those with a private front courtyard and alley loaded garages (Cluster Lots), and those with traditional driveways and front-loaded garages (Single-Family Lots). The 92 alley-loaded residences, generally located within the interior of the project site, would have courtyards and garage access from the north-south-oriented private alleys. The alleys would be accessed from east-west-trending 42-foot-wide interior public streets. Between the interior residences, landscaped paseos would provide access to the front of the homes. The Cluster homes will come in three different design styles with architectural differences among the three designs. A conceptual design of home with an alley facing garage is shown in Section 7.2.3 Cluster Home Typical Example. Of the remaining 86 residences, 67 would be located around the perimeter of the residential area and 19 residences would be in the southern residential zone. The 86 residential units will be traditional single-family detached units on lots with a 42-foot minimum width and an 85-foot minimum depth, except on pie lots which have a varying width. The traditional residential units would feature a front driveway and front entry way facing the streets and be generally oriented to the interior of the residential area. These homes will also come in three different design styles with subtle variations among the designs. A conceptual design of a Single-Family home is shown in Section 7.2.2: Single Family Home Typical Example. The average density for the residential uses will be 7.9 units per gross acre.

The residential component of the project will be accessed from two driveways off Turner Parkway as shown in the residential plan on Page 13. The western residential driveway was assumed to be signalized with full access for all movements. The eastern driveway was assumed to be unsignalized with right-in/right-out access only. Signalization of the western driveway would include a modification to provide a left turn lane into the project site and a left turn out of the project site.

1.7.3 Open Space

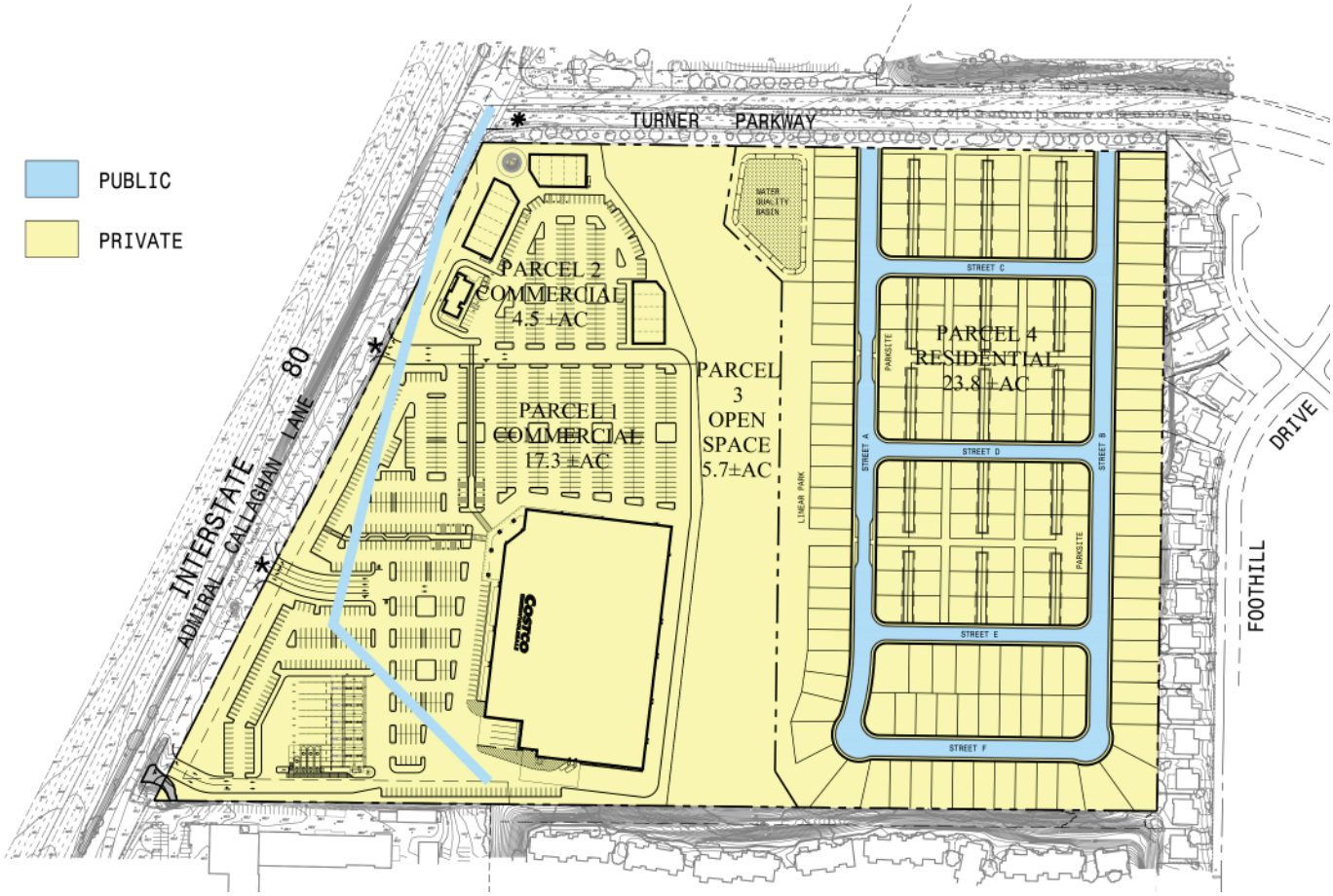
The central portion of the proposed project site will be preserved as open space would consist of 5.7 acres. Development would be precluded in this area. This area drains the existing off-site residential developments to the south and southeast of the proposed project site drain into low lying areas. This open space would separate the proposed project's commercial and residential components and provide a buffer between the two uses. This area will be subject to protective restrictions that would not allow for public or private use and the open space would be secured by attractively designed perimeter fencing consistent with the appearance of open space. The open space would only be accessible via private gates located on the commercial side of the proposed project in order to facilitate maintenance activities. The proposed project anticipates that the open space would be owned, managed, and maintained by a homeowners association (HOA) created in connection with the residential component.



Residential Layout

1.8 LAND OWNERSHIP DESCRIPTION

Fairview at Northgate is a 51.3 acre proposed mixed use project that contains three distinct land uses that include a) Retail-Commercial, b) Residential, and c) Open Space. The Retail-Commercial portion is 21.8 acres divided into two parcels of 17.3 acres and 4.5 acres. The entire 21.8 acres will be privately owned by one or more parties, with the exception of the public sewer main line. The Residential portion is 23.8 acres and includes 178 residential lots, courtyards, streets, 2 pocket parks, a linear park, and a water quality basin. Within the residential areas, the individual lots, courtyards, pocket parks, linear park, and water quality basin will be privately owned. The streets (non-courtyards) that serve the residential lots shall be dedicated to the City of Vallejo for public ownership and maintenance. The Open Space portion is 5.7 acres, separating the Retail-Commercial and Residential portions of the property. The Open Space shall be privately owned and will ultimately be transferred to a future private home owner's association.



SECTION 2: ROADWAY DEVELOPMENT STANDARDS

2.1 ROAD STANDARDS

Roadway cross sections have been created for the Fairview at Northgate development project based on future projection of traffic. A traffic study was prepared by Fehr & Peers in 2019 to assess the development's impact on the existing traffic circulation. The following standards describe each roadway and their typical mid-block cross section.

2.1.1 Admiral Callaghan Lane

Admiral Callaghan Lane runs adjacent to Interstate-80 and fronts the Fairview at Northgate project. Currently the road is a major north-south public street. Admiral Callaghan Lane is found along the commercial side of the project with three access points proposed. The central access point will be signalized and the other two will have stop controlled movement coming out of the entrances. The two existing lanes will serve as the southbound lanes while two additional lanes to be constructed will serve as the northbound lanes for a total of four lanes of traffic. This street section will only be constructed on the east side of the street, and the west side will remain. A12-foot wide landscaped median will be constructed between the two sides to match Admiral Callaghan Lane north of the project.

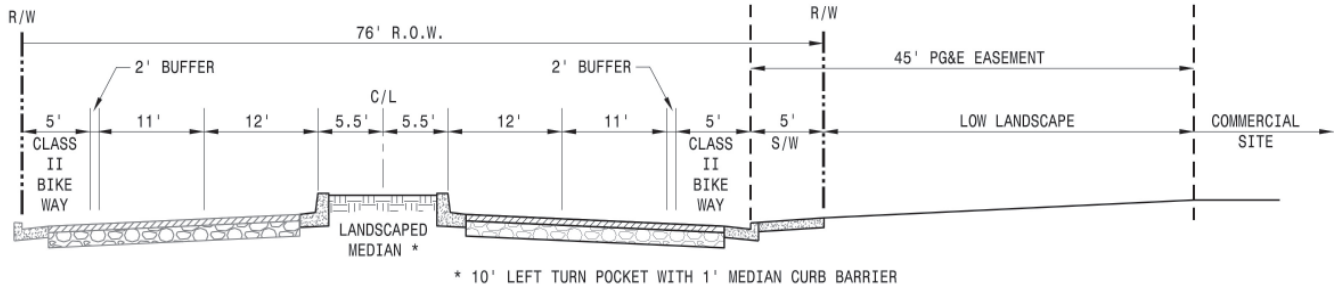
ADMIRAL CALLAGHAN LANE STANDARDS

Street Standards:
a. 76-foot overall Right-of-Way
b. Four vehicle travel lanes
c. 11' median
d. 5' bike lanes with 2' buffer both sides of the street
e. No parking on roadway
f. Commercial Signage to be located along street frontage
g. Lighting to meet City of Vallejo Public Improvements Standards

Landscape Zone Containing:
a. 5-foot attached walk
b. 45' PG&E easement (40' from R.O.W.)
c. 50'± total landscape frontage before parking starts on commercial property
d. 11' landscaped median

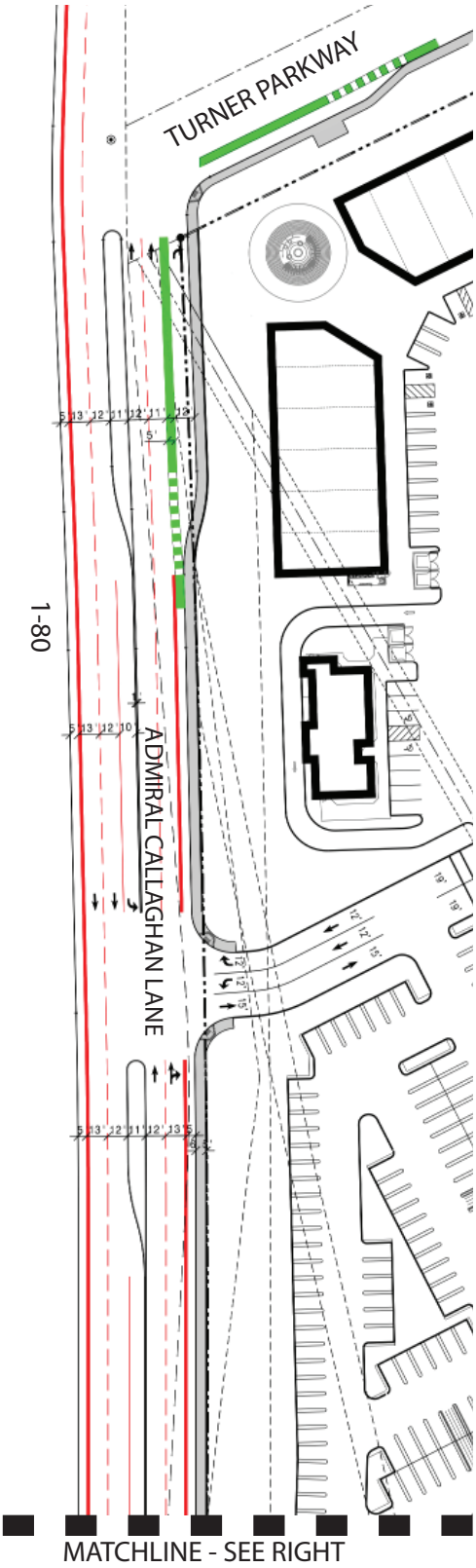
Landscaping:
a. All landscape and irrigation plans shall be reviewed by the City of Vallejo for approval
b. Trees located outside of the PG&E easement
c. Shrubs and ground cover to be located in the PG&E easement

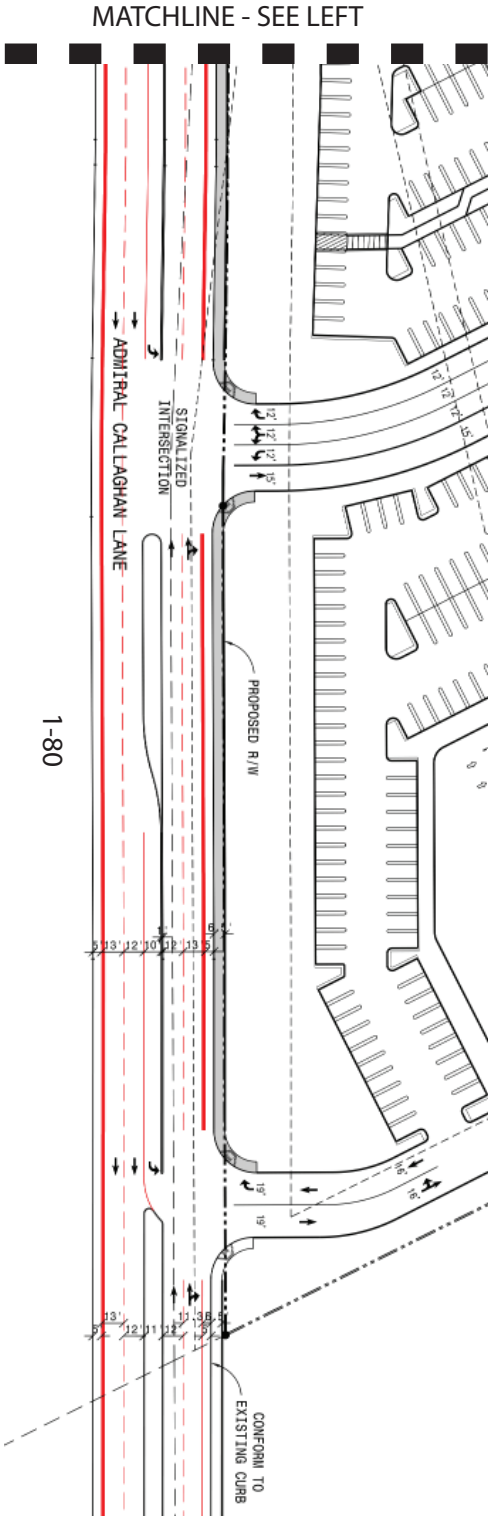
2.1.2 Admiral Callaghan Lane - SECTION



ADMIRAL CALLAGHAN LANE
N.T.S.

2.1.3 Admiral Callaghan Lane - PLAN VIEW





2.1.4 Existing Turner Parkway

Turner Parkway is a public street connecting Admiral Callahan and Ascot Parkway. This road will be left in place including the existing 4.5-foot sidewalk. The proposed right-of-way will be enhanced with a meandering trail that will be behind the existing tree line. This road will service the residential side of the project with two access points into it. The western access point will be signaled and the eastern access point will have a stop sign onto Turner Parkway with limited right in/out access.

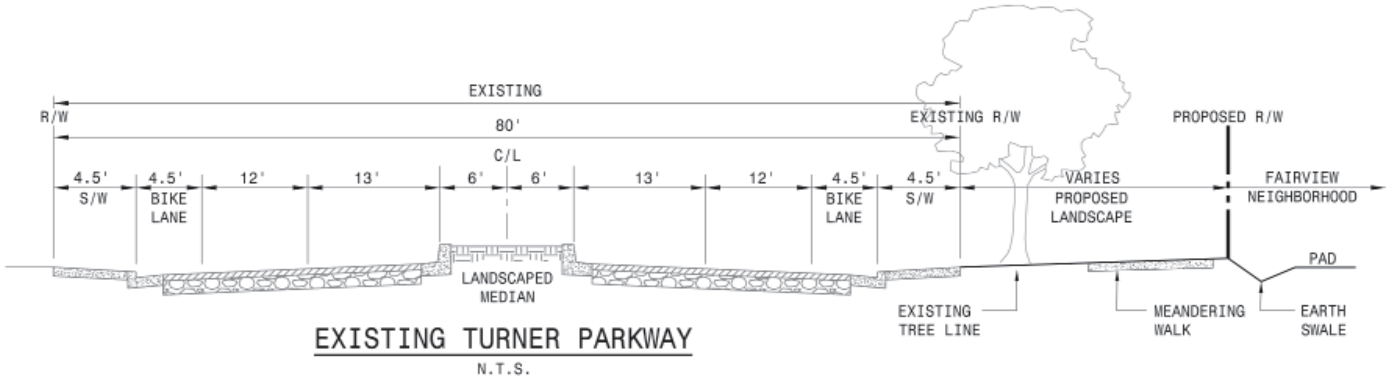
EXISTING TURNER PARKWAY STANDARDS

Street Standards:
a. 80-foot Right-of-Way
b. Four vehicle travel lanes
c. Existing landscaped median
d. No parking on roadway
e. Community Signage to be located along street frontage
f. Lighting to meet City of Vallejo Public Improvements Standards

Landscape Zone Containing:
a. 4.5-foot attached walk
b. 45' ± total landscape frontage along commercial and residential frontage once development is completed
c. Meandering walk running behind existing attached sidewalk

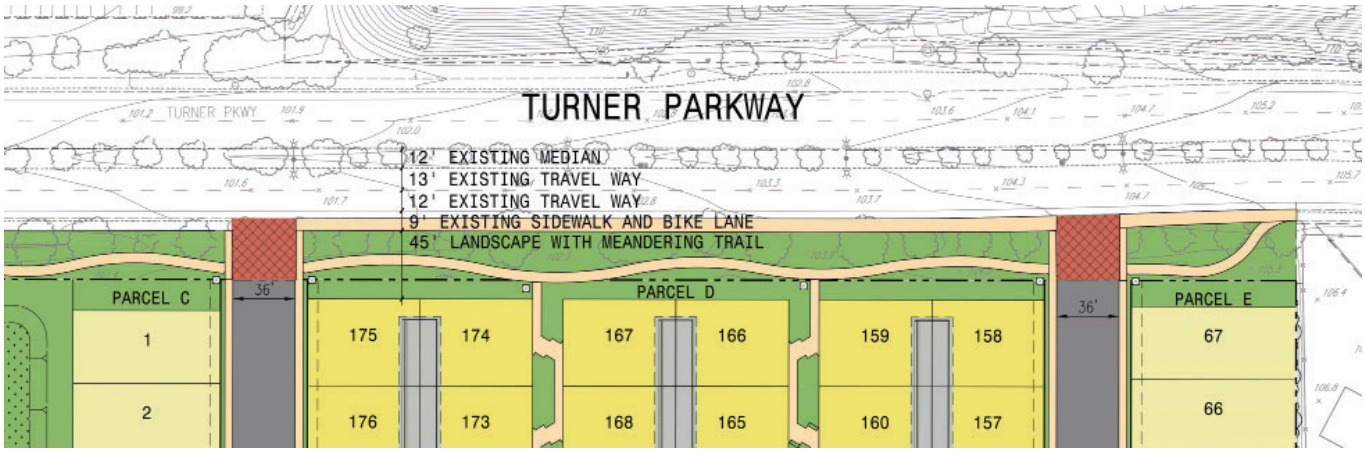
Landscaping:
a. All landscape and irrigation plans shall be reviewed by the City of Vallejo for approval
b. Most existing trees to remain
c. All existing landscape in median to remain
d. New trees will fill in behind existing trees
e. Shrubs and ground cover will be provided

2.1.5 Existing Turner Parkway - SECTION



EXISTING TURNER PARKWAY
N.T.S.

2.1.6 Existing Turner Parkway - PLAN VIEW



2.1.7 Residential Streets

Residential streets will provide access to houses fronting onto it. City of Vallejo Standards have been applied to the streets planned for the Fairview at Northgate residential development. These streets are internal to the project and connect to the collector street of Turner Parkway. In special cases the road widths were reduced to allow parking only on one-side of the street.

RESIDENTIAL STREET STANDARDS

Street Standards:

a. 50-foot Right-of-Way
- 36-foot curb-to curb
- parking on both sides
- lighting to meet City of Vallejo Public Improvements Standards

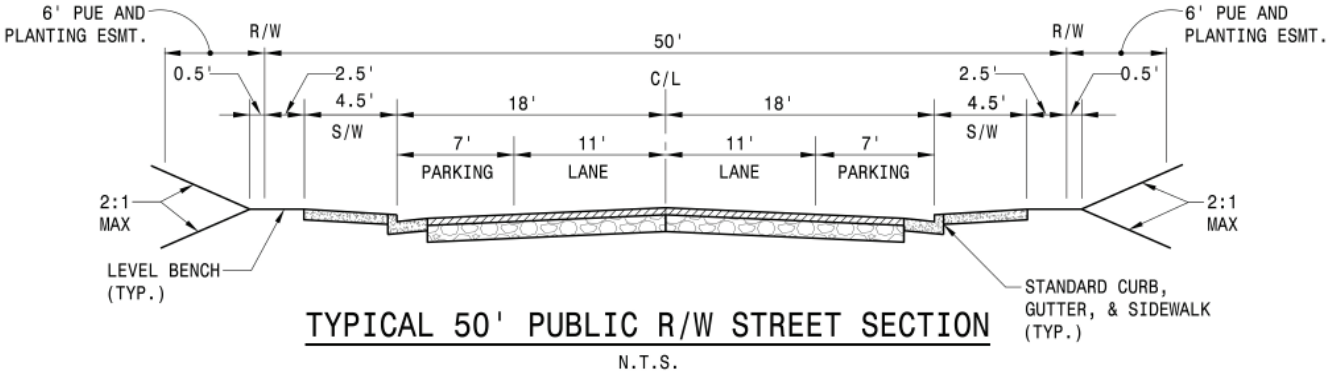
b. 42-foot Right-of_way
- 28-foot curb to curb
- parking on one-side on 42-foot Right-of-Way
- lighting to meet City of Vallejo Public Improvements Standards

Landscaping:

a. 4.5-foot attached walk

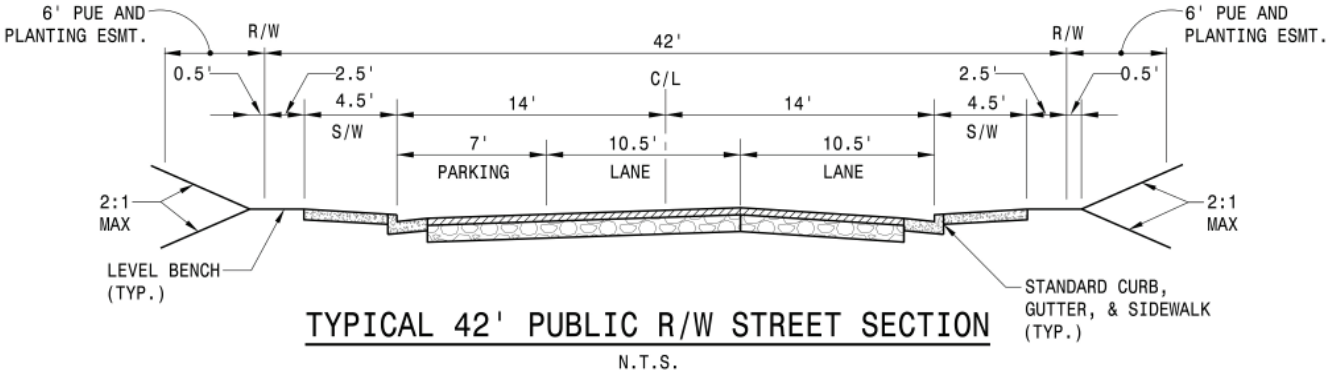
b. Street trees to be planted in private yards

2.1.7 Residential Streets - SECTIONS



TYPICAL 50' PUBLIC R/W STREET SECTION

N.T.S.



TYPICAL 42' PUBLIC R/W STREET SECTION

N.T.S.

2.1.9 Private Alleys

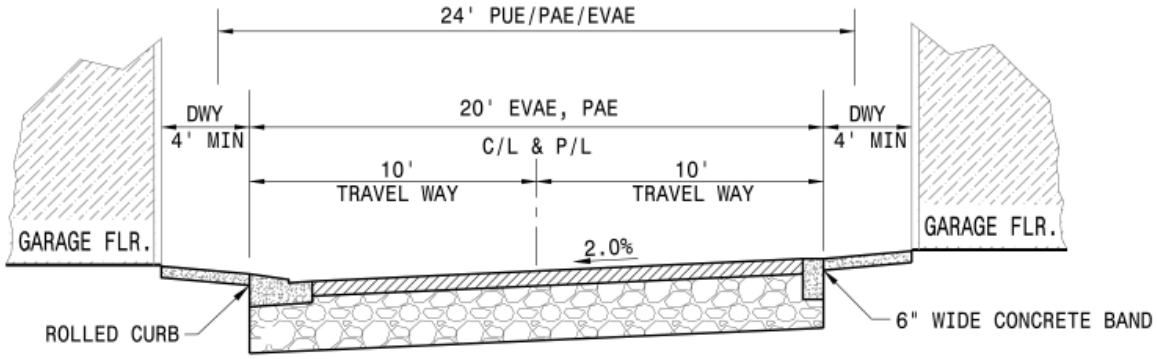
Alleys provided shared vehicular access to houses with garages fronting onto it. These are private and the lot lines will go to the centerline of each alley. These alleys are small in scale and connect to the public residential streets. Private alleys will be owned and maintained by the residential HOA.

PRIVATE ALLEY STANDARDS

Street Standards:
a. 20-foot PAE
b. 10-foot travel way in each direction
c. No parking on the Alleys
d. Garage lighting to meet safety standards

Landscaping:
a. Landscaping pockets will be in areas between driveways.
b. No street trees

2.1.10 Private Alley - SECTION

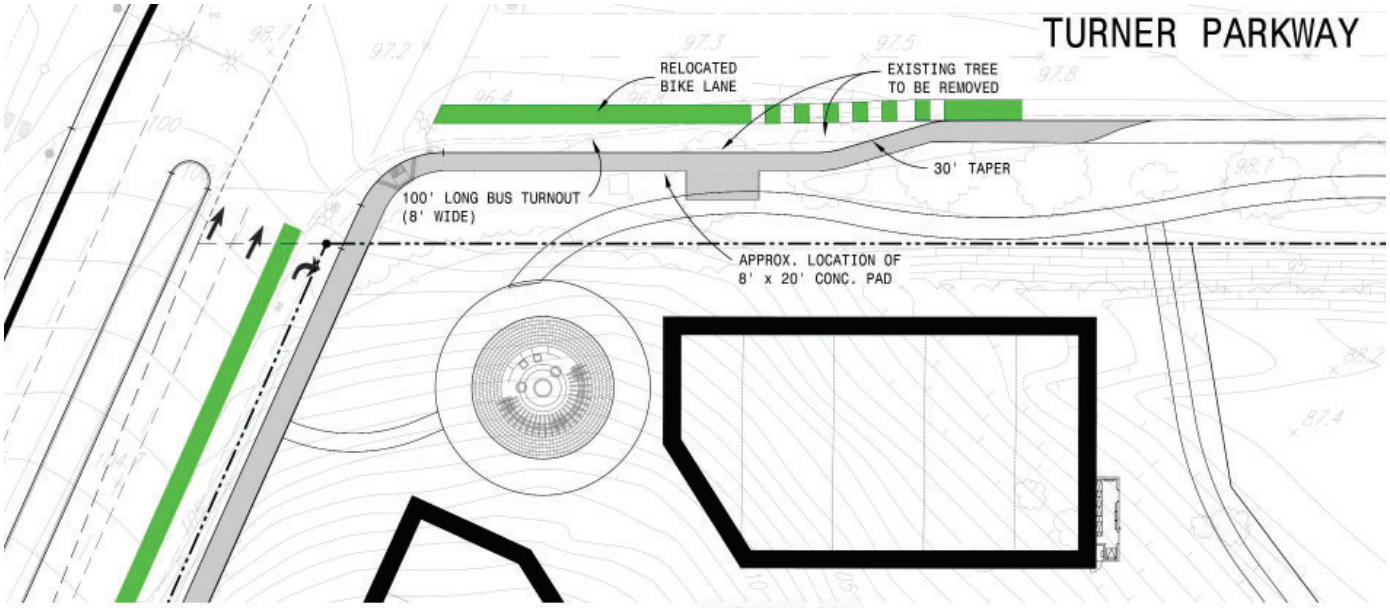


TYPICAL 20' PRIVATE ALLEY SECTIONS

N.T.S.

2.1.11 Bus Stop

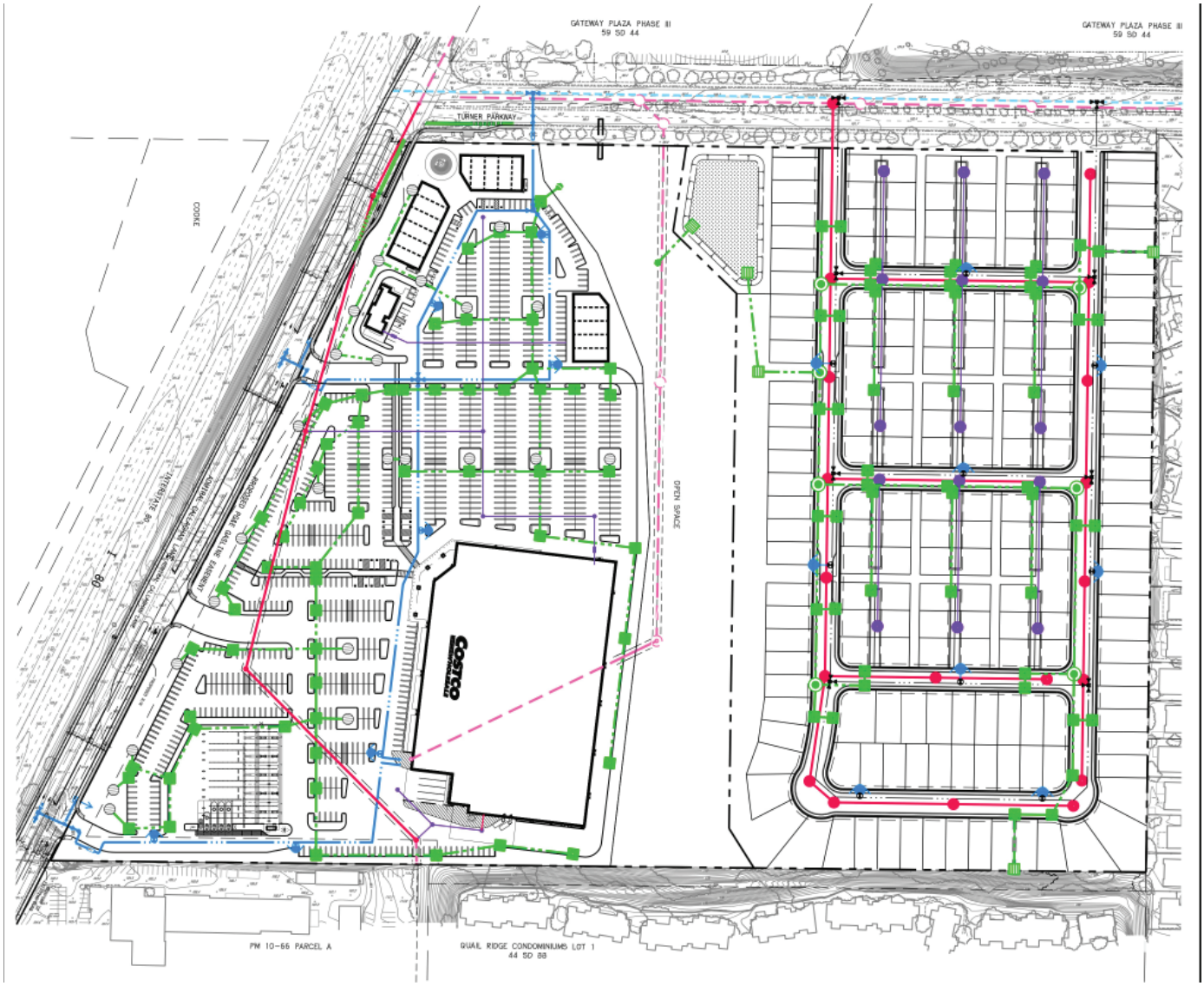
One bus stop is planned adjacent to Fairview at Northgate. It will be located on Turner Parkway and signs will be placed to indicate the location. This bus stop will serve the residents of Fairview at Northgate, as well as the community at large.



BUS PULLOUT

SECTION 3: PROJECT UTILITIES

This Section provides information on the proposed utilities needed for the residential and commercial parts of the Fairview at Northgate Master Plan. The project will be designed, developed and constructed with all utility infrastructure (water, electric, gas, sanitary sewer, storm water, cable/internet) required for the operation of the proposed commercial and residential project improvements. The proposed project will connect to existing utility infrastructure located in adjacent public right of way (i.e. Admiral Callaghan Lane and Turner Parkway). As a part of the proposed project, the existing PG&E gas line will be realigned to the western edge of the property along Admiral Callaghan Lane . A portion of the VFWD sewer main crossing the site will also be realigned within the proposed parking area/drive aisle on the west side of the proposed Costco building. An overview of the project utilities is below, detailed graphics will follow in the section.

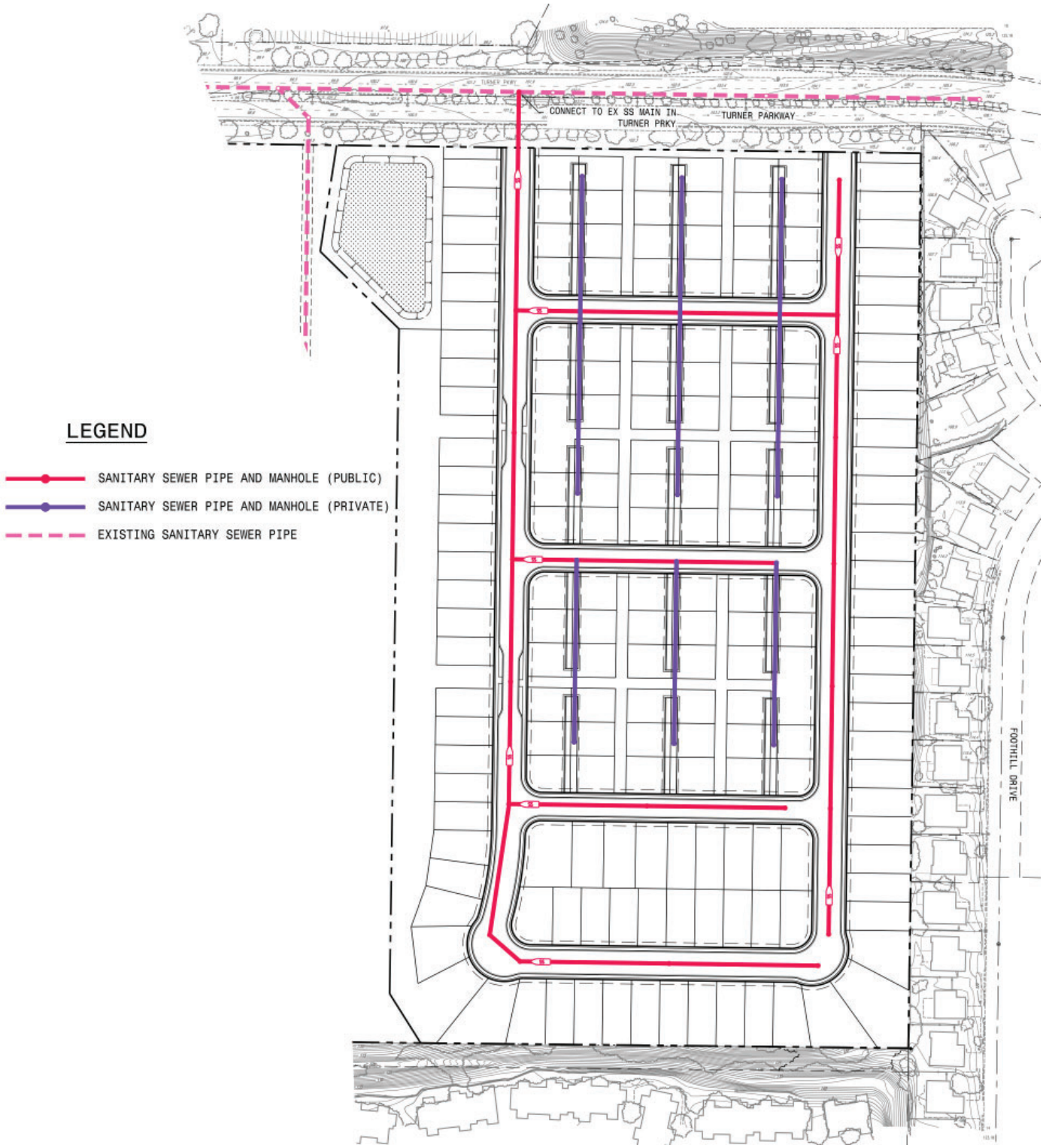


3.1 RESIDENTIAL UTILITIES

This section provides information on proposed utilities for the residential part of the Fairview at Northgate Master Plan. The infrastructure to be provided will be a combination of public and private systems. Infrastructure located within the public streets will be dedicated and maintained by the City/District. Infrastructure located within the private alleys/paseos will be owned and maintained by the future Homeowners Association to be established. The water will connect to the existing water line in Turner Parkway at both project entries. The sanitary sewer will tie into the existing sewer line in Turner Parkway. The proposed storm drain system will convey runoff to a basin to be installed within the northwest corner of the site. This basin will provide both water quality and hydro-modification meeting current City standards before discharging into the Open Space Parcel (Parcel 3). A 51-inch culvert under Turner Parkway currently drains the Open Space Area.

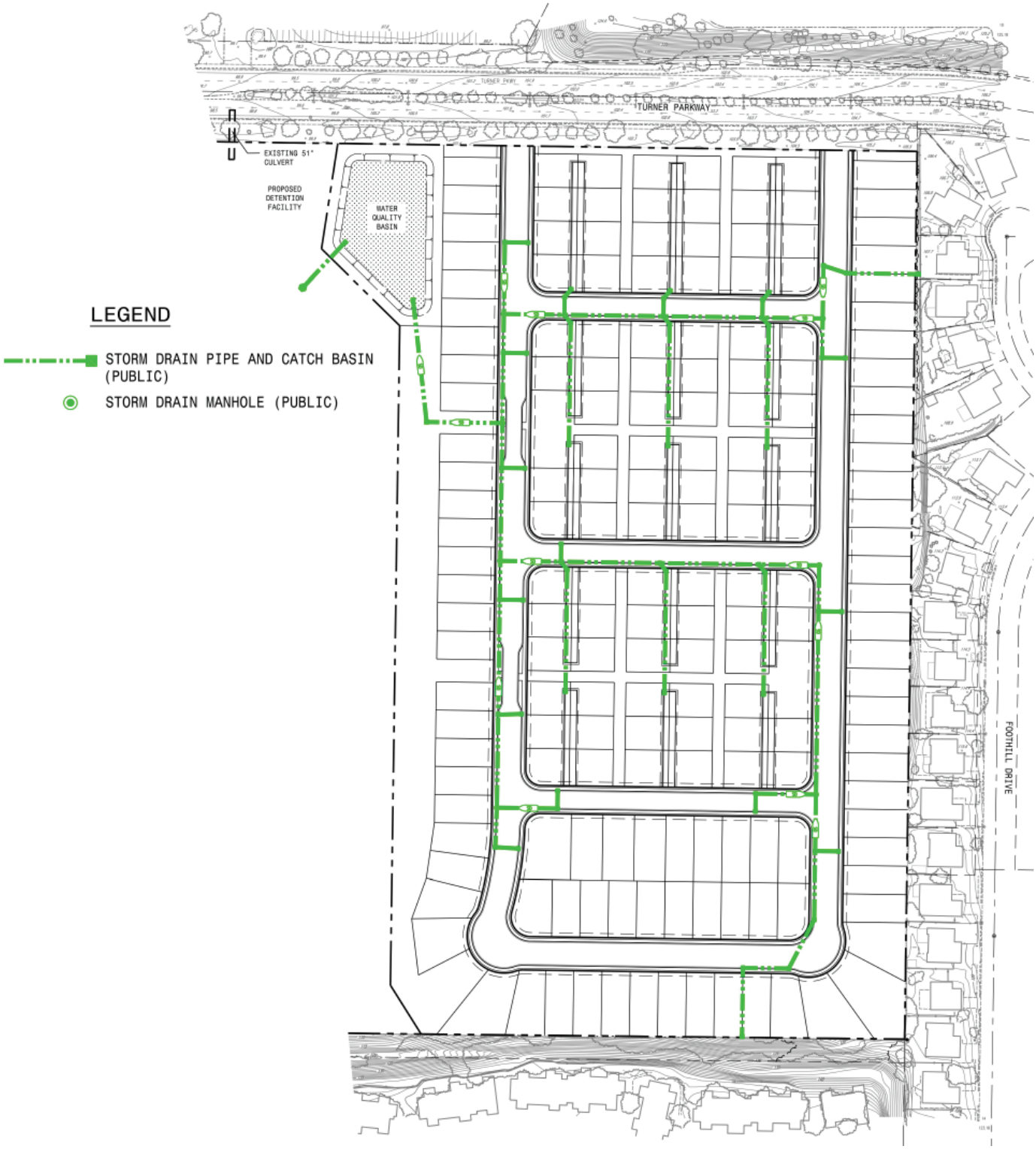
3.1.1 Residential Sanitary Sewer

The Sanitary Sewer shall be designed and installed to VFWD standards. The system will be a combination of publicly and privately owned, connecting to the existing sanitary sewer system located in Turner Parkway.



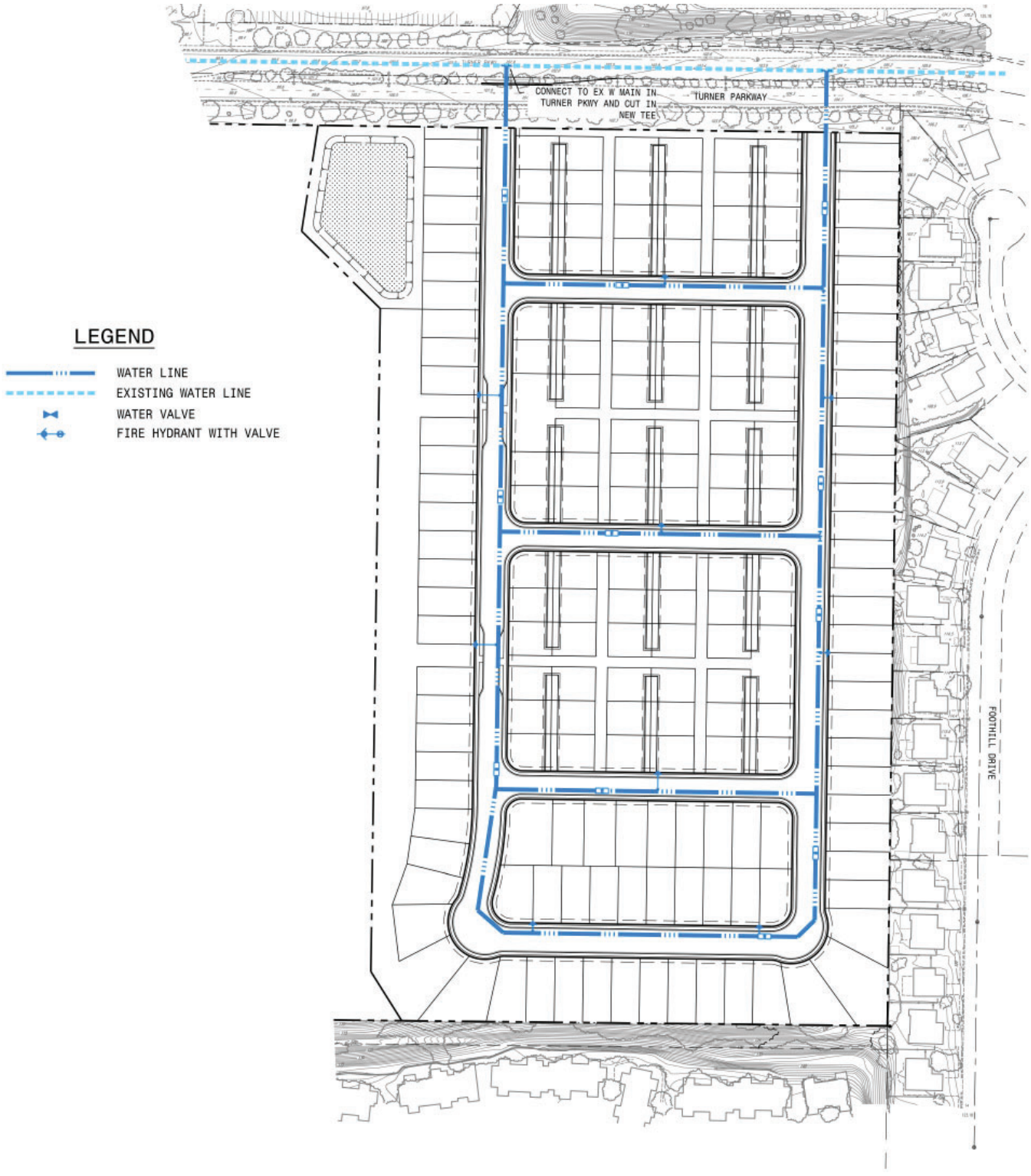
3.1.2 Residential Storm Drain System

The Storm Drain System shall be designed and installed to VFWD standards. The proposed storm drain system will convey runoff to a Basin to be installed within the northwest corner of the site. This basin will provide both water quality and hydro-modification meeting current City standards before discharging into the Open Space parcel (Parcel 3).



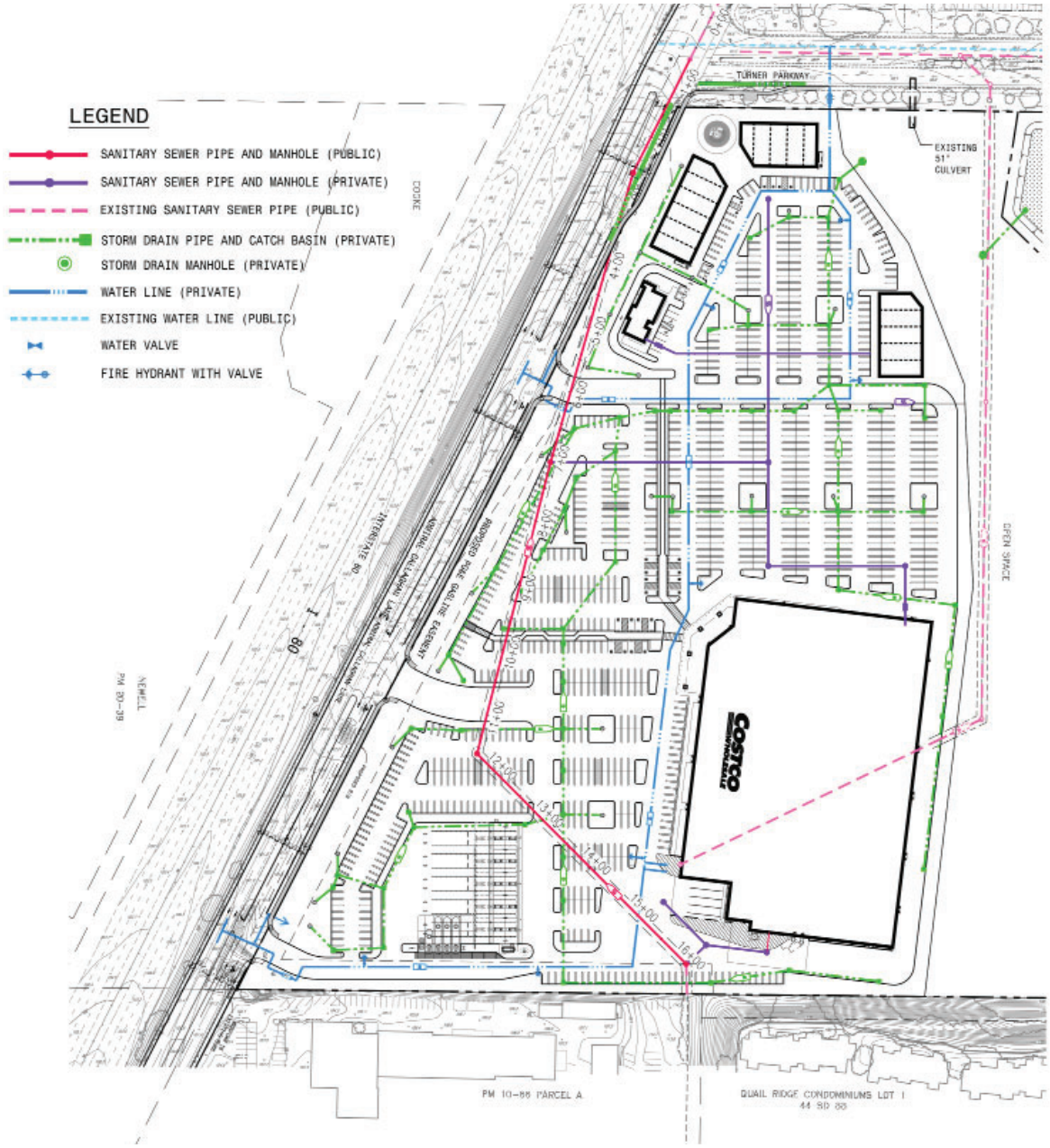
3.1.3 Residential Water System

The Water System shall be designed and installed to City of Vallejo Water Department standards. The public system will tie into the existing water line in Turner Parkway at both entries creating a looped system.



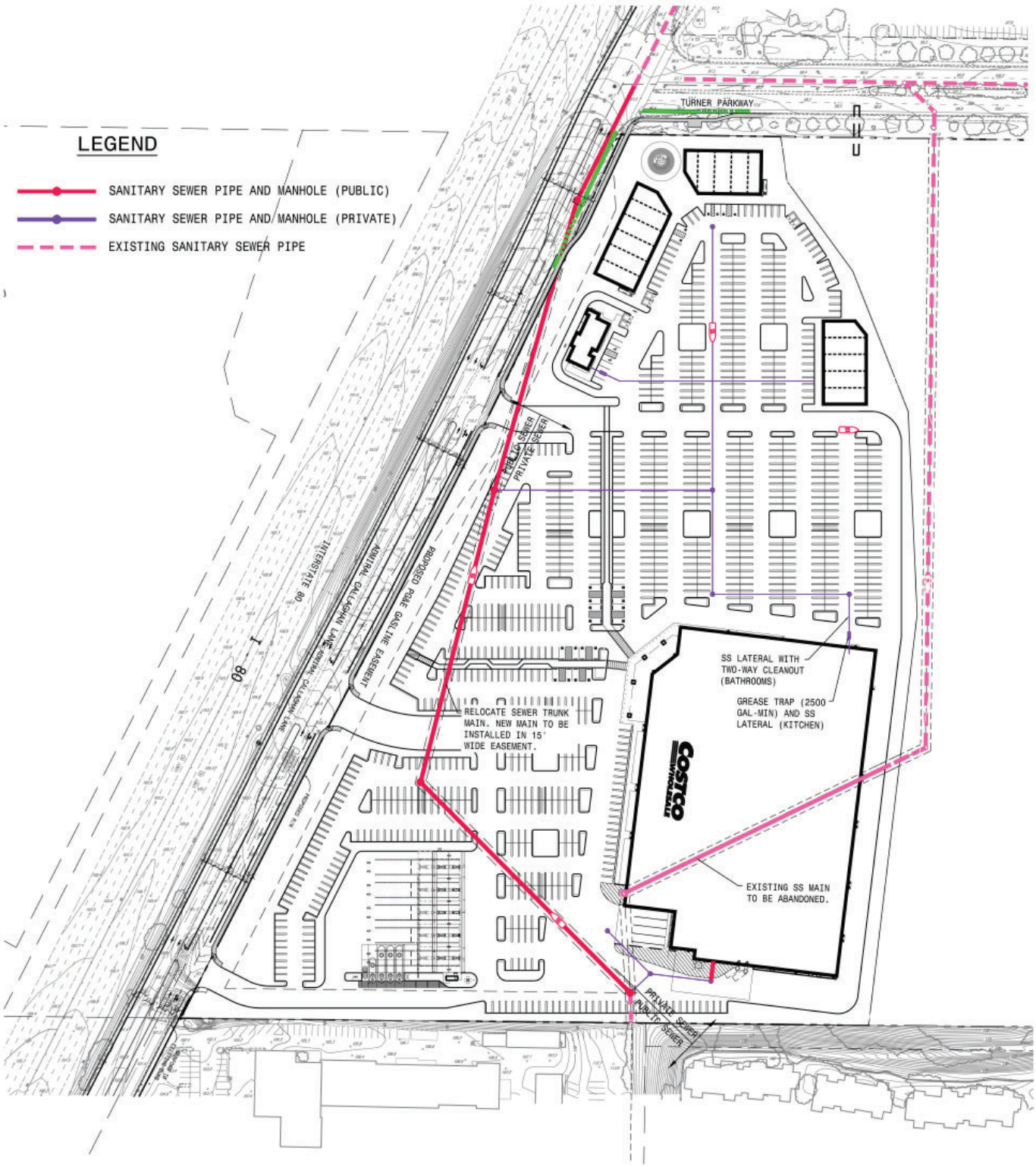
3.2 COMMERCIAL UTILITIES

This section provides information on proposed utilities for the commercial parts of the Fairview at Northgate Master Plan. Within the project site the necessary infrastructure will be privately owned and maintained except for the relocated VFWD sewer truck main. The proposed water system will connect to existing mains within Admiral Callaghan Lane and Turner Parkway creating a loop system. Master water meters will be located within the public Right-of-Way for the two streets, the system becomes private after the meters. The existing sanitary sewer system that flows south to north will be relocated west of the proposed Costco building. Private internal mains needed to serve the proposed uses will connect to the existing trunk sewer. At two locations, the privately owned storm drain system will discharge runoff into the Open Space parcel similar to the residential project. Water quality and hydro-modification will be handled with the landscaping islands/area around the site. If additional hydro-modification is needed it will be handled by storing runoff in oversized pipes or storage cells located within the parking lots. The existing PG&E gas-line that currently runs north-south across the site will be relocated along Admiral Callaghan Lane.



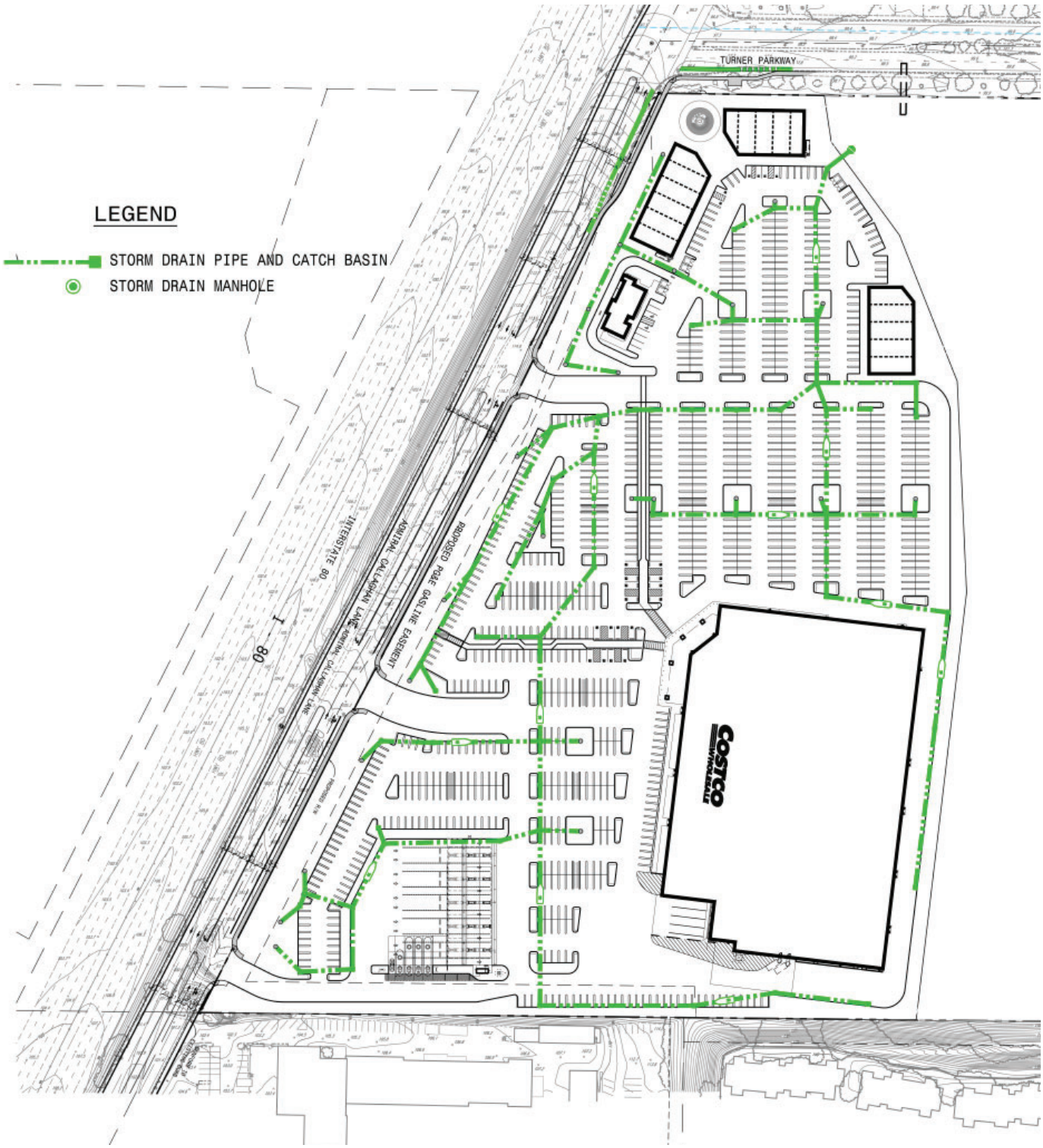
3.2.1 Commercial Sanitary Sewer

The Sanitary Sewer shall be designed and installed to VFWD standards. The privately owned system will tie into the existing relocated sewer trunk system found on the property.



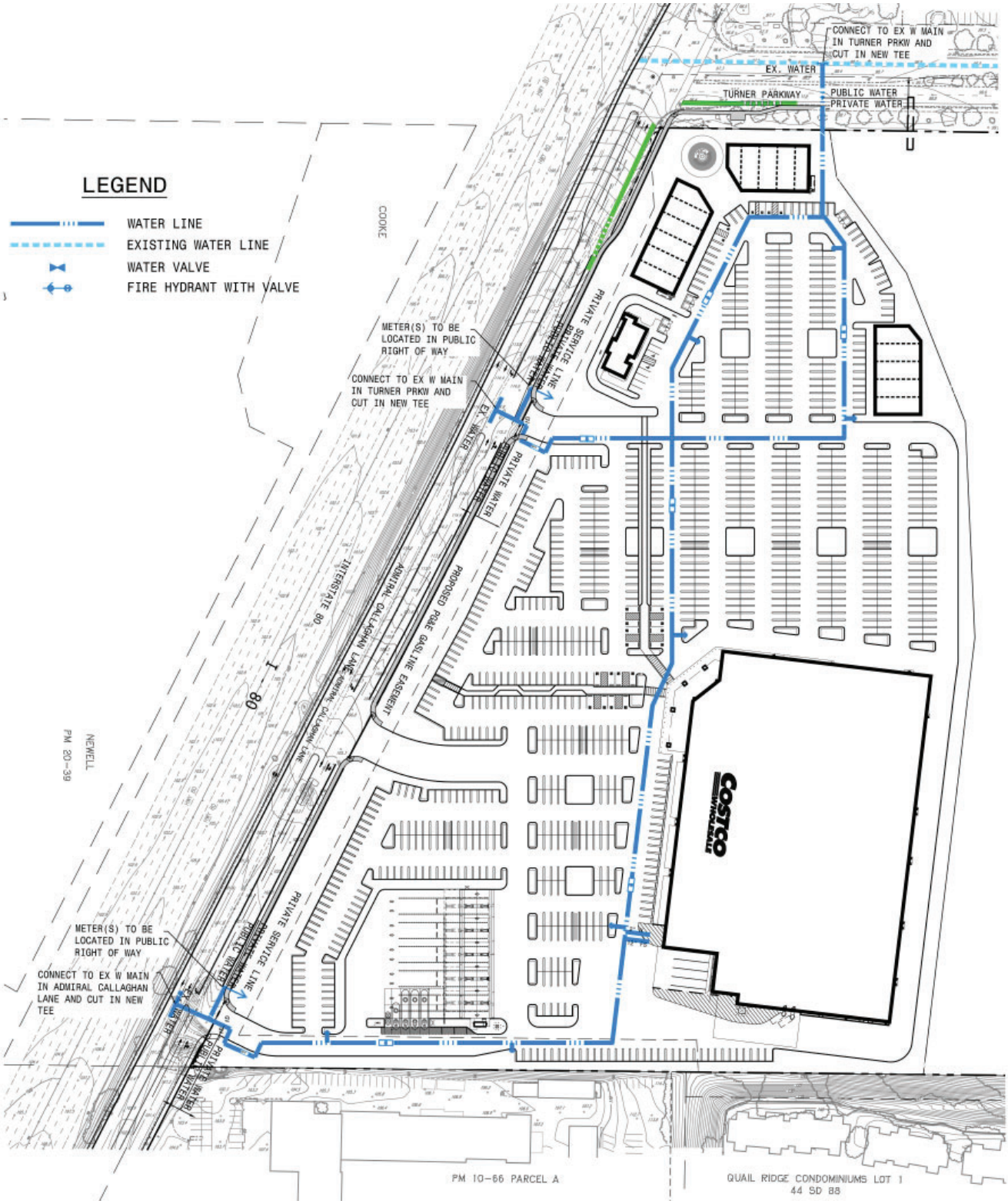
3.2.2 Commercial Storm Drain System

The private storm drain system shall be designed and installed to meet VFWD standards. The storm drain system will discharge runoff into the Open Space Parcel similar to the residential project. Water quality and hydro-modification will be handled with the landscaping islands/area around the site. If additional hydro-modification is needed it will be handled by storing runoff in oversized pipes or storage cells located within the parking lots.



3.2.3 Commercial Water System

The Water System shall be designed and installed to City of Vallejo Water Department standards. The privately owned system will connect the existing mains within Turner Parkway and Admiral Callaghan Lane to create a loop system. The private system will provide domestic water, services and landscaping.



SECTION 4: RESIDENTIAL DEVELOPMENT STANDARDS

This section provides development standards for the residential part of the Fairview at Northgate Master Plan. These standards apply to the residential portion of the Master Plan which makes up approximately 23.8± Acres of the Master Plan.

4.1 RESIDENTIAL STANDARDS

4.1.1 Primary Uses Permitted

Two-story single family detached residences.

4.1.2 Purpose and Intent

This zone allows for the development of homes and commercial within a single zone. 23.8± Acres are going to be used for residential and 21.8± Acres are going to be used for commercial.

4.1.3 Site Development Standards

a. Individual Lots
Each dwelling shall be located on an individual lot

b. Lot Area
Single Family lots shall be a minimum of 3,200 square feet
Cluster lots shall be a minimum of 3,000 square feet

c. Maximum Lot Coverage
For both single family lots and cluster lots; no more than 85% of any lot shall be occupied by a residence or an accessory structure

d. Lot Width
Single family lots shall be a minimum of 42 feet in width at the living setback
Cluster lots shall be a minimum of 50 feet in width at the living setback

e. Lot Depth
Single family lots shall be a minimum of 85' feet in depth
Cluster lots shall be a minimum of 65' in depth

f. Building Setbacks:

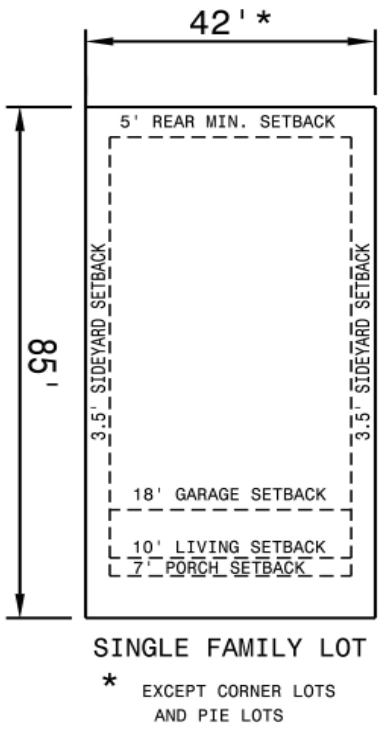
Each *Single Family* dwelling shall have the following setbacks to the property line:

porch:	7′
front (living):	10′
encroachments*:	2′ within living setback
garage:	18′
rear:	5′
sideyards:	3.5′
corner lots:	8.5′ to R/W

*Allowable encroachments include but not limited to: architectural features such as cornices, canopies, greenhouse or windows, and chimneys may extend into required yards a distance of not more than two feet.

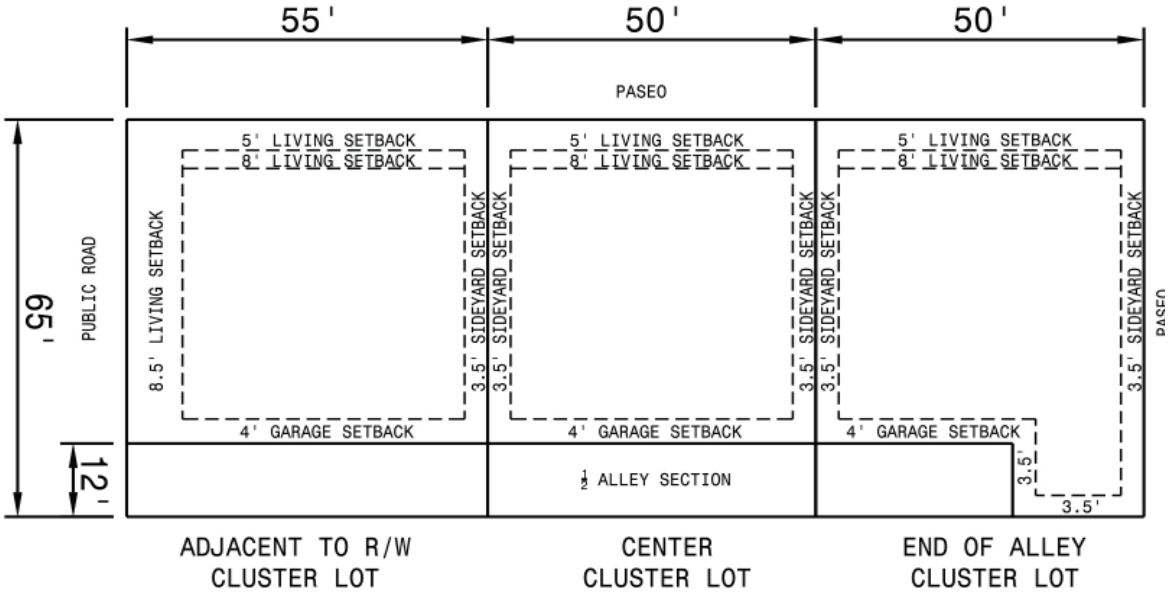
Covered porches, balconies and stairways may extend into required front yard setback not more than three feet.

Three feet of ground level clearance to be maintained. Allowable by code.



Each *Cluster* dwelling shall have the following setbacks to property line:

front (living):	8′ adjacent to paseo
	8.5′ adjacent to public roads
encroachments*:	3′ within living setback
garage:	4′
sideyards:	3.5′
corner lots:	8.5′ to R.O.W.



g. Maximum Height
The maximum height shall be 30 feet. No house shall be over two-stories.

h. Garages
Garage conversions shall not be permitted. All garages will hold 2 cars.

i. Required Parking
Two parking spaces in a garage are required for every dwelling unit. Additional parking spaces shall be located on the public streets. On street parking space minimum of 7 feet by 20 feet.

j. Fencing
Rear and Side property Lines shall have 6' tall screen fence.
Lots backing onto the open space shall have a 6' tall view fence in the rear and a 6' tall screen fence on the side. See Section 6.3 for more detail.

k. Lighting
Lighting shall be of similar design throughout the development meeting City of Vallejo Public Works standards.

l. Accessory Structures
Accessory structures shall be allowed in the Single-Family portion and shall follow the Vallejo Municipal Code as defined in Section 16.04.540.
- Shall not encroach any setback
- Shall be under 20' in height

4.1.4 Grading Standards

The objective of the preliminary grading concept is to use the existing terrain to define the development footprint while conforming to the existing surrounding land uses.

The existing topography for the site is gentle rolling slopes bisected by a north/south running drainage swale. The existing swale provides a natural break between the proposed Commercial/Residential proposed land uses. Using the City of Vallejo's Hillside Grading Standards as a guide, the grading will be done in such a way as to create buildable lots and pads while providing for efficient and safe roadway/parking lot network.

For the Residential portion of the site; the area will be regraded to create pads and streets that will sit below the surrounding residential uses similar to the existing site conditions. Improvement of the grading concepts as proposed in the Master Plan would require approximately 300,000 cubic yards of material to be moved.

Where topography must be changed; various contour grading techniques will be employed to allow to affected area to blend in with the natural slope. Cut and fill will be constructed with rounded corners to eliminate sharp angles of slopes at the contour intersections. Contour grading will also be utilized to create rounded, undulating slopes between street levels and building pads, and in transition areas from natural slopes to graded slopes. Slope gradients will vary, where, feasible, to produce a more natural appearance.

4.1.5 Homeowners Association

There will be a Homeowner's Association for the residential development. This entity will make and enforce rules for the properties within this residential development. Lot owners will automatically become members of the HOA Association.

4.1.6 Conditions, Covenants, and Restrictions (CC&Rs)

Within the residential neighborhood controls will be placed on each lot to guide the builder and homeowners during the construction of the neighborhood and throughout any subsequent changes in the future. The CC&Rs are part of the purchase of a lot and are legally enforced.

SECTION 5: COMMERCIAL DEVELOPMENT STANDARDS

This section provides development standards for the commercial part of the Fairview at Northgate Master Plan. These standards apply to the commercial portion of the Master Plan which makes up approximately 21.8± Acres of the Master Plan.

5.1 COMMERCIAL STANDARDS

5.1.1 Primary Uses Permitted

The primary uses are intended to promote and emphasize shops and services catering to the daily needs of local residents, as generally referenced in the Neighborhood Corridor (NC) General Plan 2040 land use designation. Permitted uses include, but may not be limited to, automotive services, general neighborhood retail, restaurants, and business/professional offices. See Appendix A for a list of example potential uses within the commercial portion of the Project.

5.1.2 Purpose and Intent

This zone allows for the development of commercial within a single zone. Approximately 21.8± Acres are proposed to be used for commercial.

5.1.3 Entry Sequence

The entry into the site shall be planned to provide a strong entry statement including signage and enhanced landscaping. Landscape areas shall provide appropriate view triangles at the entries onto Admiral Callaghan Lane.

5.1.4 Site Development Standards

a. Setbacks
Minimum setback from any structure to any property line is 15'

b. FAR
The floor area ratio shall not exceed .85

c. Building Height
Maximum building height shall be 40'

d. Lot Standards
The shall be no minimum lot standards

e. Lighting
Lighting shall be similar design throughout the development and be to City of Vallejo Public Works standards.

5.1.5 Grading Standards

The objective of the preliminary grading concept is to use the existing terrain to define the development footprint while conforming to the existing surrounding land uses.

The existing topography for the site is gentle rolling slopes bisected by a north/south running drainage swale. The existing swale provides a natural break between the Commercial/Retail proposed land uses. Using the City of Vallejo's Hillside Grading Standards as a guide, the grading will be done in such a way as to create buildable lots and pads while providing for efficient and safe roadway/parking lot network.

For the Commercial site; visibility from the surrounding areas is key to the success of the project. With this goal, the existing hills will be regraded to accommodate the proposed uses while still keeping the site above the adjacent street. Any excess material from the commercial site will be moved to the residential portion of the property to maintain a balanced project overall. Improvement of the grading concepts as proposed in the Master Plan would require approximately 300,000 cubic yards of material to be moved.

Where topography must be changed; various contour grading techniques will be employed to allow to affected area to blend in with the natural slope. Cut and fill will be constructed with rounded corners to eliminate sharp angles of slopes at the contour intersections. Contour grading will also be utilized to create rounded, undulating slopes between street levels and building pads, and in transition areas from natural slopes to graded slopes. Slope gradients will vary, where, feasible, to produce a more natural appearance.

While the desired parking lot grades shall range from 1%-3%; the maximum grades shall be 5%, excluding access drives.

5.1.6 Parking Standards

Parking stalls shall be designed to a minimum of City of Vallejo standards per Chapter16.62.

ADA accessible parking stalls will be provided in accordance with California Building Code.

5.1.7 Access Drives

Access drives shall line up with adjacent roadways and drives. They shall be appropriately marked to minimize traffic hazards.

5.1.8 Loading Areas and Refuse Areas

Loading areas shall try to be screened from view from streets, driveways, adjacent buildings and pedestrian ways. Loading areas shall be screened with plantings or architectural elements. Architectural screening shall be constructed of the same materials as the building it serves. All Loading areas will be designed so that no service vehicles will disrupt traffic flow on or off the site.

No loading or unloading in non-designated areas.

Refuse areas shall be screened from view with a wall. Screen wall materials and colors shall complement the adjacent buildings. See Section 6 for wall materials.

No loading or refuse area shall extend into a setback area.

SECTION 6: LANDSCAPE DEVELOPMENT STANDARDS

This section provides development standards for landscape as part of the Fairview at Northgate Master Plan.

6.1 GENERAL GUIDELINES

The landscape of the Master Plan shall be a unifying element to the overall design of the project. It will help to promote views into the open space, screen elements, reduce auto and pedestrian conflicts and direct pedestrians to their destinations within the project.

6.2 PLANT SELECTION

6.2.1 Residential Plant Palette

TREES:

Malus pumila 'Anna'	Apple
Olea europaea 'Monher'	Fruitless Olive
Prunus armeniaca 'Blenheim'	Apricot
Prunus avium 'Royal Crimson'	Cherry
Prunus salicina 'Santa Rosa'	Plum
Quercus lobata	Valley Oak

Malus pumila 'Anna'
Apple

SHRUBS:

Feijoa sellowiana	Pineapple Guava
Hesperaloe parviflora	Red Yucca
Juncuc patens 'Elk Blue'	Gray Rush
Lavendula angustifolia	English Lavender
Lomandra longifolia 'Breeze'	Mat Rush
Malus pumila: espalier	Apple
Punica granatum 'Nana'	Dwarf Pomegranate
Punica granatum 'Wonderful'	Pomegranate
Rosmarinus officinalis	Rosemary
Thymus vulagris	Thyme
Vaccinium 'Misty'	Blueberry Bush
Vitis californica 'Roger's Red'	California Grape
Vitis vinifera 'Ruby Seedless'	Table Grape

Vitis vinifera 'Ruby Seedless'
Table Grape

6.2.2 Commercial Plant Palette

TREES:

Acer buergerianum	Trident Maple
Celtis sinensis	Chinese Hackberry
Fraxinus angustifolia 'Raywood'	Raywood Ash
Ginko biloba (male)	Ginko
Olea europaea 'Monher'	Fruitless Olive
Tilia tomenstosa	Silver Linden
Zelkova serrata	Zelkova

Olea europaea 'Monher'
Fruitless Olive

SHRUBS:

Agava attenuata	Soft Agave
Chondropetalum elephantinum	Large Cape Rush
Dietes grandiflora	Fortnight Lily
Frangula californica 'Mound San Bruno'	Mound San Bruno Coffee
Hesperaloe parviflora	Red Yucca
Juncuc patens 'Elk Blue'	Gray Rush
Lantana montevidensis	Lantana
Leymus condensatus	Giant Wildrye
Lomandra longifolia 'Breeze'	Mat Rush
Punica granatum 'Nana'	Dwarf Pomegranate
Salvia x 'Bee's Bliss'	Bee's Bliss Sage
Senecio mandraliscae	Blue Chalk Sticks
Teucrium fruticans 'Compactum'	Bush Germander
Zauschneria californica	California Fuschia

Dietes grandiflora
Fortnight Lily

6.2.3 Open Space Plant Palette

TREES:

Aesculus californica	California Buckeye
Cercis occidentalis	Western Redbud
Prunus ilicifolia	Hollyleaf Cherry
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Sambucus nigra ssp. caerulea	Blue Elderberry

Aesculus californica
California Buckeye

SHRUBS:

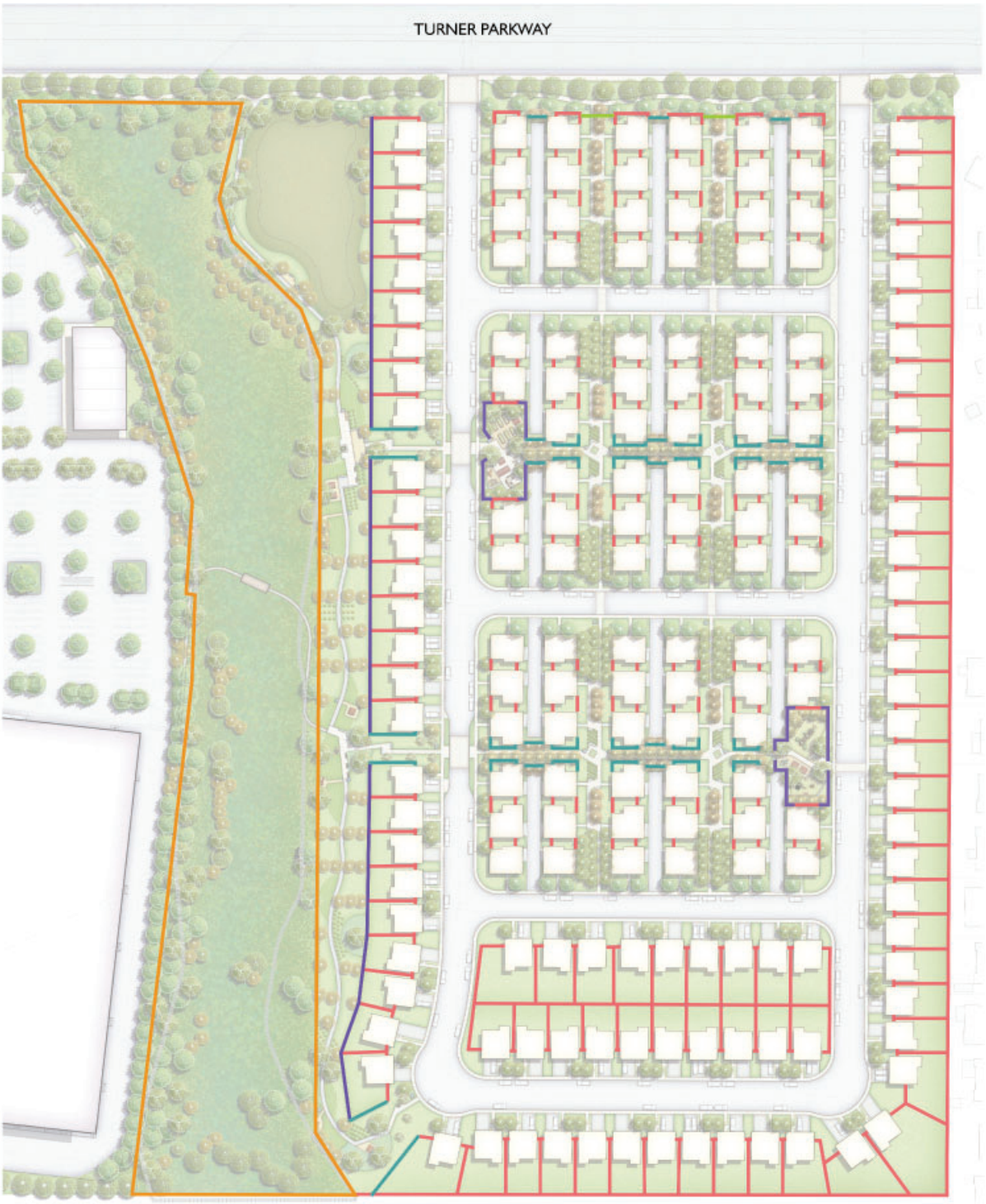
Artemisia douglasiana	California Mugwort
Ceanothus 'Julia Phelps'	Julia Phelps Ceanothus
Ceanothus 'Ray Hartman'	Mountain Lilac
Diplacus aurantiacus	Sticky Monkey Flower
Epilobium californica 'Bert's Bluff'	Bert's Bluff Fuchsia
Festuca californica	California Fescue
Frangula californica 'Mound San Bruno'	Mound San Bruno Coffee
Lupinus arboreus	Bush Lupine
Monardella villosa	Coyote Mint
Muhlenbergia rigens	Deer Grass
Penstemon centranthifolius	Scarlet Bugler
Salvia x 'Bee's Bliss'	Bee's Bliss Sage
Salvia spathacea	Hummingbird Sage

Diplacus aurantiacus
Sticky Monkey Flower

6.3 EXTERIOR WALLS AND FENCES

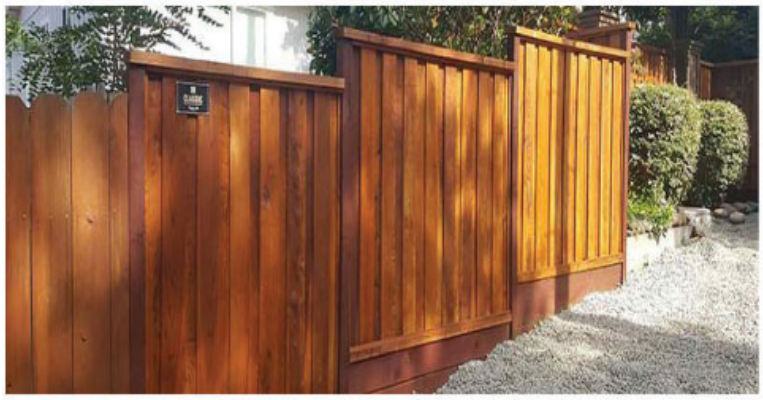
Walls and fences provide separation, delineate property lines, and can also provide places to sit. There will be several types of walls and fences that shall be proposed within the development. A list is provided within this document. Attached images are conceptual and will be refined in final design.

6.3.1 Residential Fence Plan



6.3.2 Residential Screen Fence

Six foot tall solid wood screen fence. To be located at rear property lines.



Screen Fence

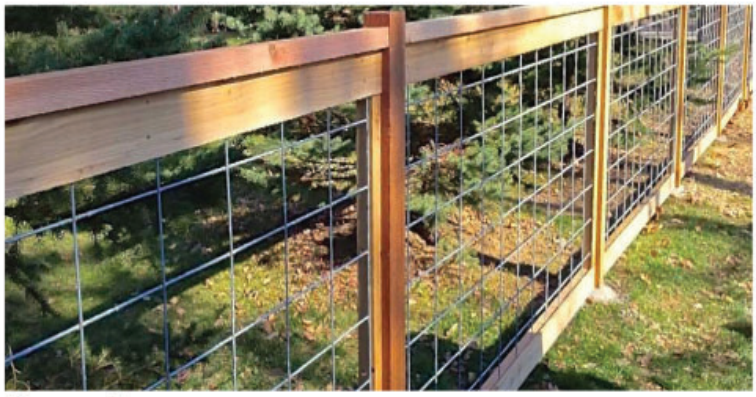
6.3.3 Residential View Fence

Six foot tall wood frame fence with wire mesh grid panels. To be located at rear property lines facing the Open Space.

View Fence

6.3.4 Low Wire Mesh Fence

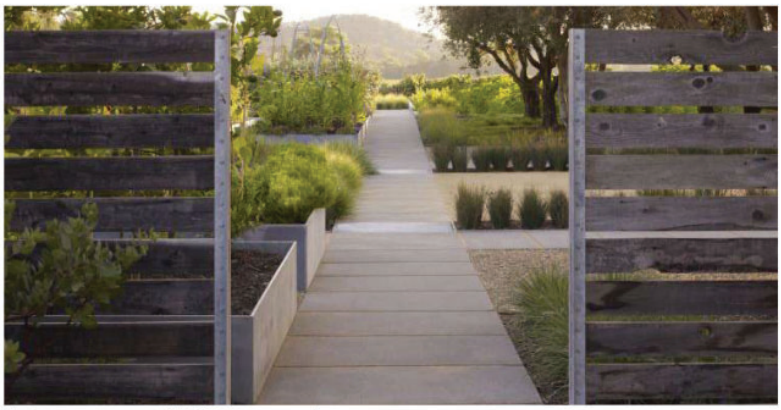
Three and a half foot tall wood frame fence with wire mesh grid panels. To be located on Turner Parkway.



Paseo Fence

6.3.5 Special Screen Fence

Six foot tall unfinished wood fence with horizontal slats and galvanized posts. To be used at rear property lines where paseos intersect and at the ends of the alleys.



Horizontal Screen Fence

6.3.6 Open Space Split Rail Fence

2-3 foot tall western red cedar split rail fence, 2 rails

Split Rail Fence

6.3.7 Commercial Low Walls

2 foot – 3 foot tall freestanding walls made of materials to match architecture. Walls to be added to the pedestrian entrance into the commercial site.

6.4 SITE FURNITURE

Site furniture such as benches, tables, chairs, barbecues, fire pits, postal boxes, trash receptacles, umbrellas and bicycle racks shall be incorporated into the overall planning of both the commercial and residential portions f he project. Attached images are conceptual and will be refined in final design.

6.4.1 Benches

Concrete benches with no backs will be located throughout the residential development will be found in the paseos and parks.

6.4.2 Stone Markers

Concrete stone markers to indicate Pedestrian Paths or Vehicular Entrances.

6.4.3 Tables and Chairs

Movable tables and chairs will offer flexibility and comfort in the commercial areas.

6.4.4 Picnic Tables

Casual seating with picnic tables with will be incorporated into the residential pocket parks. This will foster community interaction.

6.5 WALKWAYS AND PATHS

Walkways and paths shall connect through the residential development and offer pedestrian access from the residential development to the commercial development. Walkways shall be a minimum of 5 feet. Walkways in front of retail and commercial entrances shall be a minimum of 12 feet. Design elements, columns and other street furniture can encroach on this so long as a clear walkway not less than 5 feet is maintained.

6.6 LIGHTING

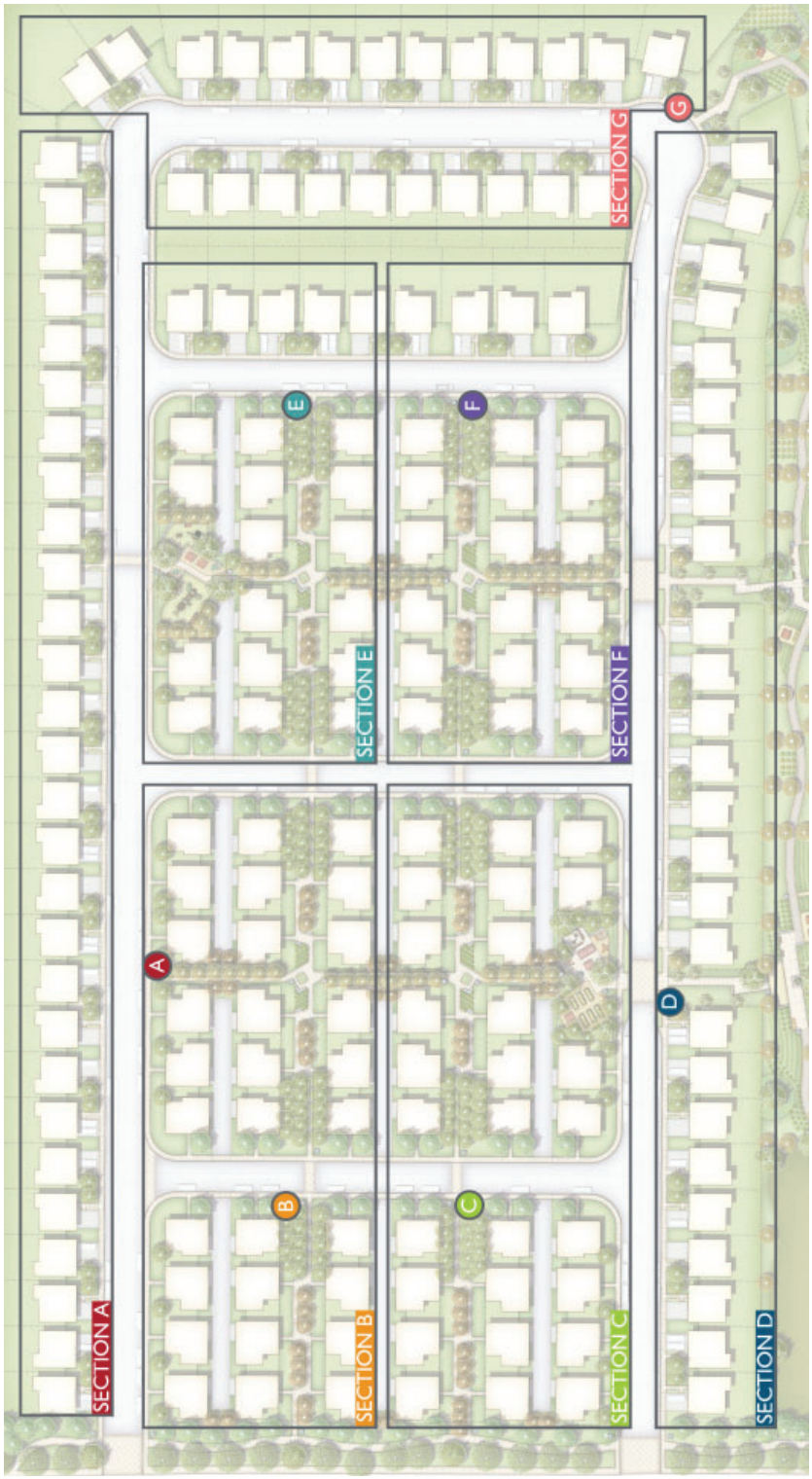
Lighting shall be provided for walkway areas, parking areas, as landscape accents, for storefront displays and entryways, and for building accents. Lighting fixtures should be designed for their specific purpose and may be freestanding, wall mounted, pole mounted, light bollards, recessed or suspended as appropriate. Uniformity of design style is required on the commercial buildings and standard streetlights. Streetlights do not need to match between the residential and commercial areas.

The residential portion of the project shall include lights on all the garages to help illuminate the north/south paseos and alleys. Bollard lights will be placed on the east/west paseos for illumination. Streetlights along Turner Parkway will illuminate the proposed meandering path. The open space and the trail adjacent to it will be unlit to discourage night time activity. Streetlights in the residential portion of the project will be designed to City Standards based off Section 3.1.5 in the 2011 City of Vallejo Standards and Specifications and Standard Drawings.

The commercial entrances and parking area will be illuminated with standard downward pointing lights, each containing two LED fixtures affixed to a 37' foot light pole. The lighting fixtures are of a "shoe-box" style. Parking lot light standards are designed in order to provide even light distribution for vehicle and pedestrian safety. The parking lot lights will be timer controlled to limit lighting up to one hour after the businesses have closed. Parking lot lighting will only remain on to provide security and emergency lighting only along the main driveways. Lighting fixtures will also be located on the buildings approximately every 40 feet around the exterior of the building to provide safety and security. Parking and site lighting will incorporate the use of cutoff lenses to keep light from overflowing beyond the project boundaries.

6.7 MAILBOXES

Community mailboxes will be located throughout the project. There will be 7 locations where residents will be able to pick up mail convenient to their home.



- A 28 units: one 16 door unit & one 12 door unit
- B 30 units: two 16 door units
- C 28 units: one 16 door unit & one 12 door unit
- D 26 units: two 13 door units
- E 21 units: one 13 door unit & one 8 door unit
- F 22 units: two 12 door units
- G 23 units: two 12 door units

Each mailbox location will include a recycling receptacle

Proposed Mailboxes

6.8 POCKET PARKS

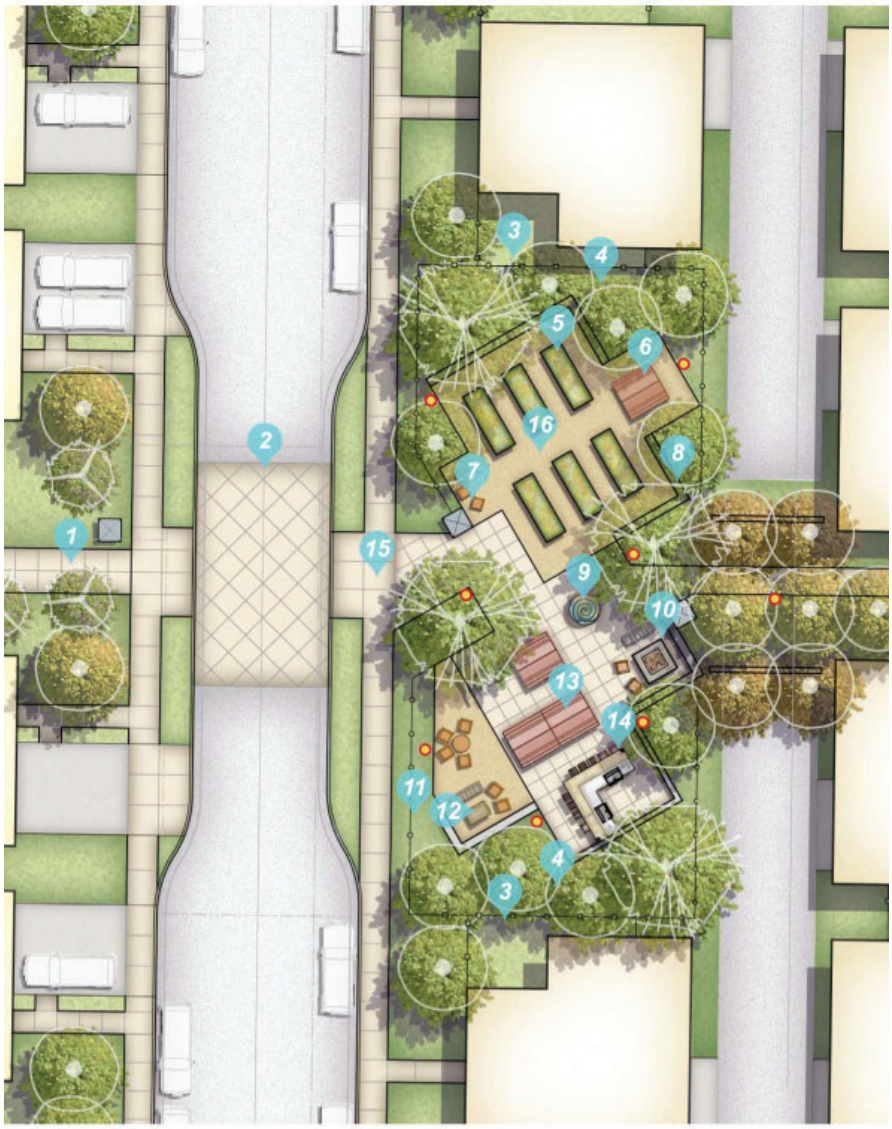
Two Pocket Parks are provided for in the residential development. Both are accessible by safe pathways and walkways located throughout the development.

6.8.1 Eastern Residential Play Park

The Eastern pocket park shall be designed to encourage play by children of all ages. Nature inspired play structures and shade trees will be installed to create play and shade for children and parents alike.

6.8.2 Western Residential Community Park

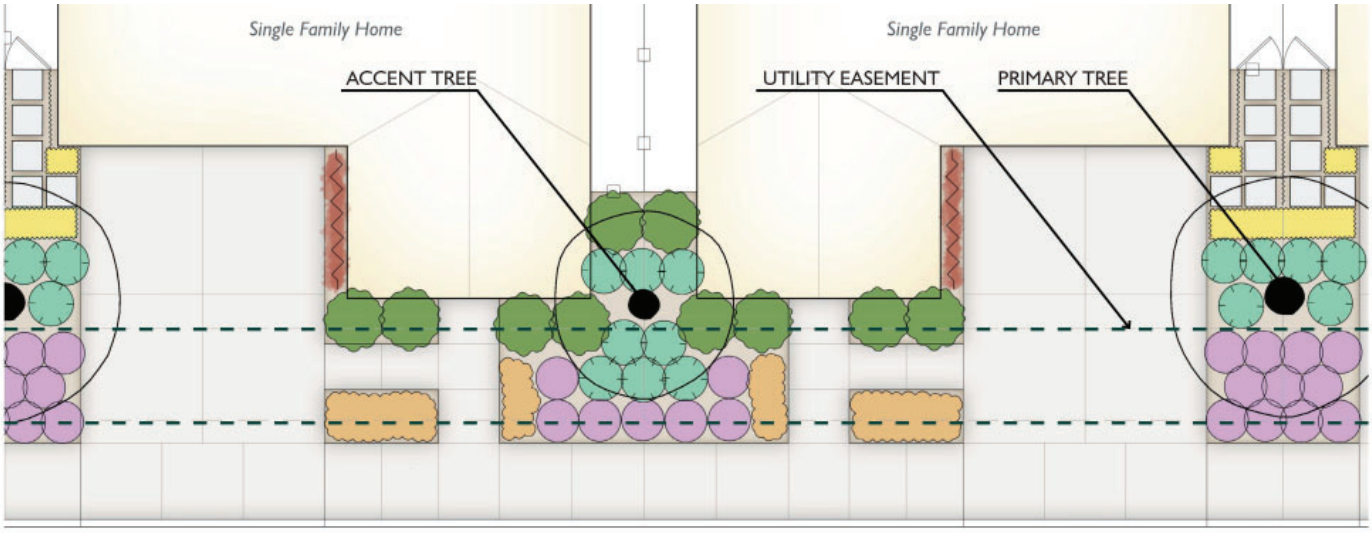
The Western pocket park shall be designed to allow people to gather. Agri-community theme inspired plants and shade trees will be installed to create space that is fun and activated for all ages.



1. Pedestrian connection to linear park
2. Bulbout and stamped asphalt at crossing
3. Screen fence, typ.
4. Landscape buffer adjacent to homes, both sides
5. Community garden with raised planter beds
6. Picnic table
7. Small group lounge seating area
8. Concrete seatwall; finish: boardform
9. Focal Point: Sculpture, potted plant, or message kiosk
10. Fire pit community space
11. View fence, typ.
12. Large group lounge seating
13. Large group dining
14. Grilling island with bar-height seating
15. Pedestrian concrete
16. Decomposed granite

Rialta Bollard Light
Model: RT4xx
MFR: Sternberg Lighting

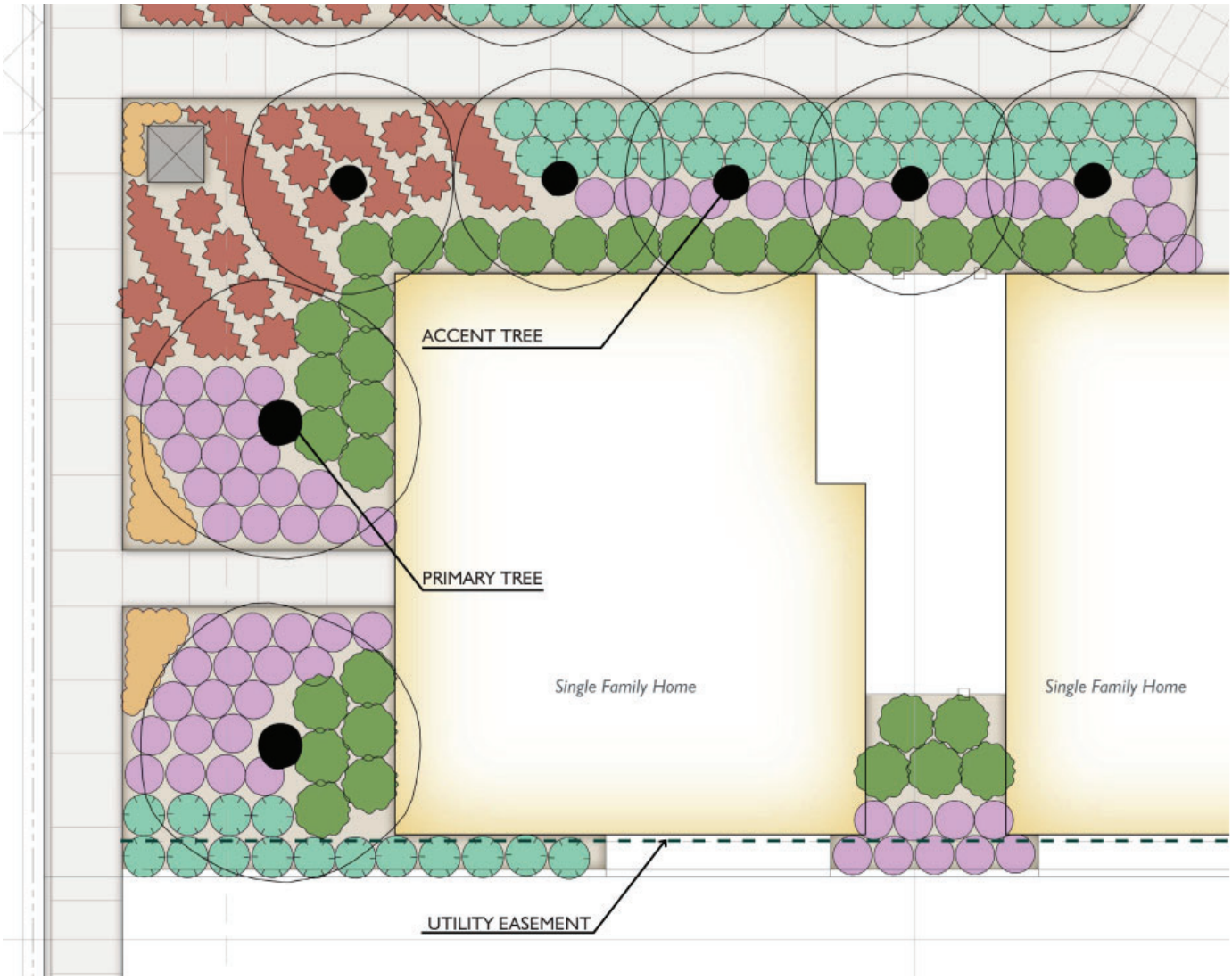
6.9 FRONT YARD TYPICAL LANDSCAPE



ACCENT TREE	
Lagerstroemia indica 'Natchez' | Crape Myrtle	12' H x 15' W
Cercis occidentalis | Western Redbud	15' H x 15' W
PRIMARY TREE	
Olea europaea 'Monher' | Majestic Beauty Fruitless Olive	30' H x25' W
Malus domestica 'Anna' | Anna Apple	25' H x 25' W
Acer buergerianum | Trident Maple	25' H x 25' W
Pistacia chinensis | Chinese pistache	30' H x 25' W
GRASS	
Lomandra longifolia Breeze | Drawf Mat Rush	3' H x 3' W
Leymus condensatus 'Canyon Prince' | Canyon Prince Wild Rye	3' H x 3' W
Muhlenbergia dubia | Pine Muhly	3' H x 3' W
FOUNDATION SHRUB	
Dietes grandiflora | Fortnight Lily	4' H x 3' W
Pittosporum tenuifolium 'Golf Ball' | Golf Ball Kohuhu	4' H x 4' W
Loropetalum chinense 'Monraz' | Razzleberri Fringe Flower	5' H X 4' W
Rosmarinus officinalis 'Tuscan Blue' | Rosmarinus officinalis	5' H x 4' W
Westringia fruticosa 'Smokey' | Coast Rosemary	4' H x 4' W
SECONDARY SHRUB	
Lavandula angustifolia 'Hidcote Blue' | Hidecote English Lavender	2' H x 3' W
Hesperaloe parviflora 'Brakelights' | Breaklights Red Yucca	3' H x 2' W
Punica granatum 'Nana' | Drawf Pomegranate	3' H x 3' W
Teucrium fruticans 'Compactum' | Compact Bush Germander	3' H x 3' W
Bouteloua gracilis 'Blonde Ambition' | Blonde Ambition Blue Grama	2' H x 2' W
Zauschneria californica | California Fuchsia	3' H x 3' W
GROUNDCOVER	
Lantana sellowiana 'Monswee' | Lavender Swirl Trailing Lantana	1 H x 5' W
Myoporum parvifolium 'Fine Leaf Form' | Fine-leaf Myoporum	1 H x 6' W
Teucrium chamaedrys | Wall Germander	1' H x 2' W
Rosmarinus officinalis 'Huntington Carpet' | Huntington Carpet Rosemary	1.5' H x 6' W
Festuca glauca 'Elijah Blue' | Blue Fescue	1' H x 1' W
GROUNDCOVER AT BACK STEPPERS	
Thymus serpyllum 'Elfin' | Elfin Thyme	.25' H x 1' W
Thymus praecox 'Albiflorus' | White Moss Thyme	1' H x 1' W
Dymondia margaretae | Silver Carpet	.5' H x 2' W
ESPALIER	
Malus domestica 'Fuji' | Fuji Apple Espalier	
Malus domestica 'Honey crisp' | Honey Crisp Apple Espalier	

***colors denote category of planting, not color of specific plant species*

6.10 PASEO TYPICAL LANDSCAPE



ACCENT TREE	
Punica granatum 'Wonderful' | Pomegranate	20' H x 15' W
Laurus nobilis | Sweet Bay	15' H x 12' W
Ficus carica 'Black Jack' | Black Jack Fig	15' H x 15' W
Malus x domestica 'Red Delicious' | Red Delicious Apple	15' H x 12' W
Prunus armeniaca 'Tropic Gold' | Tropic Gold Apricot	15' H x 15' W

PRIMARY TREE	
Quercus agrifolia | Coast Live Oak	50' H x 20'W

GRASS	
Lomandra longifolia Breeze | Drawf Mat Rush	3' H x 3' W
Muhlenbergia capillaris | Pink Muhlygrass	3' H x 3' W
Festuca mairei | Atlas Fescue	3' H x 3' W

FOUNDATION SHRUB	
Dietes grandiflora | Fortnight Lily	4' H x 3' W
Pittosporum tenuifolium 'Golf Ball' | Golf Ball Kohuhu	4' H x 4' W
Rosmarinus officinalis 'Tuscan Blue' | Rosmarinus officinalis	5' H x 4' W
Westringia fruticosa 'Smokey' | Coast Rosemary	4' H x 4' W

SECONDARY SHRUB	
Hesperaloe parviflora 'Brakelights' | Breaklights Red Yucca	3' H x 2' W
Punica granatum 'Nana' | drawf pomegranate	3' H x 3' W
Lavandula angustifolia 'Hidcote Blue' | Hidecote English Lavender	2' H x 3' W
Teucrium fruticans 'Compactum' | Compact Bush Germander	3' H x 3' W
Bouteloua gracilis 'Blonde Ambition' | Blonde Ambition Blue Grama	2' H x 2' W

GROUNDCOVER	
Myoporum parvifolium 'Fine Leaf Form' | Fine-leaf Myoporum	1 H x 6' W
Teucrium chamaedrys | Wall Germander	1' H x 2' W
Rosmarinus officinalis 'Huntington Carpet' | Huntington Carpet Rosemary	1.5' H x 6' W

HIGHLIGHT ROWS	
Coleonema pulchellum 'Sunset Gold' | Golden Breath of Heaven	3' H x 4' W
Lomandra longifolia Breeze | Drawf Mat Rush	3' H x 3' W

SECTION 7: SIGNAGE

This section provides the development standards for the signage as part of the Fairview at Northgate Master Plan. Signage is proposed for the commercial portion of this Master Plan. There will be two types of signs on the project, a pylon sign and a sign affixed to the building face. Signage is proposed to be attractive and easily viewed. It shall be seen from the freeway and from the surrounding roads.

7.1 CONSTRUCTION REQUIREMENTS

- All signs and their installation shall comply with all local building and electrical codes.
- All electrical signs will be fabricated by a U.L. approved sign company, according to U.L. specifications and bear U.L. label.
- Sign Company to be fully licensed with the City and State and shall have full Workman's Compensation and general liability insurance.
- All penetrations of building exterior surfaces are to be sealed waterproof in a color and finish to match existing exterior.
- Internal illumination to be led installed and labeled in accordance with the "National Board of Fire Underwriters Specifications"
- Painted Surfaces to have glossy or satin finish. Only paint containing acrylic or polyurethane products may be used.
- Logo and letter heights shall be as specified and shall be determined by measuring the normal capital letter of a type font.
- All sign fabrication shall be of excellent quality. All logo images and type-styles shall be accurately reproduced. Lettering that approximates type styles will not be acceptable. The Owner reserves the right to reject any fabrication work deemed to be below standards.
- All lighting must match the exact specifications of the approved working drawings. No exposed conduit or raceways will be allowed.
- Signs must be made of durable rust-inhibiting materials that are appropriate and complimentary to the building.
- Color coating shall exactly match the colors specified on the approved plans.
- Joining materials (e.g., seams) shall be finished in a way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled, and finished so as to be unnoticeable.
- Finished surfaces of metal shall be free from oil canning and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.
- In no case shall any manufacturer's label be visible from the street from normal viewing angles.
- Exposed raceways are not permitted.
- Exposed junction boxes, lamps, tubing or neon crossovers of any type are not permitted.
- All conduits, etc. installed on rock background, corrugated metal and/or back of parapets to be painted a specific color to be approved by the architect or landlord.
- Premises identification signs (address numerals) are subject to the approval of the City Engineering and Fire Department.

7.2 SIGN TYPES

Creative and imaginative signage is strongly encouraged and will be the standard for Landlords review/approval of all sign design submittals.

There are many acceptable sign treatments, however, a mixed media three-dimensional approach combining several different fabrication and lighting techniques is preferred.

Tenants are strongly encouraged to consider the specific architectural style of their facade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles and sight lines when designing appropriate graphics and signs for the storefront. Note that specific locations and surrounding architectural treatments can limit the maximum sign height and length, which may differ from the general guidelines proposed above. The Landlord reserves the right to approve or reject any proposed sign on the basis of its size and placement.

7.2.1 Acceptable Sign Types

- Front and halo 5" illuminated channel letters.
- 3" deep halo illuminated letters.
- Channel letter 5" deep.
- Mixed media/3 dimensional signs using images, icons, logos, etc.
- Signs painted gold, silver or copper leaf.
- Sand blasted, textured and/or burnished metal-leaf faced dimensional letters, pin mounted from facade.
- Signs mounted to hard canopies, eyebrows or other projecting architectural elements.
- Open face channel letters with exposed neon tubing with clear acrylic faces. Allowed for Major Tenant.
- Metal letters with exterior lighting.
- LED illuminated faux neon channel letters sign.

7.2.2 Prohibited Sign Types

- Flashing Signs: Animated, flashing or audible signs.
- Lettering painted directly on a building surface, including windows.
- Projections above rooftop.
- Sign cabinets (except logo elements in conjunction with approved channel letters, all logos shall be dimensional and shall incorporate push thru lettering).
- Banners attached to the exterior of the buildings.

7.3 SMALL RETAIL WALL SIGNS

1. Approval Required: All signs shall be attached to the building only at a location approved by the Landlord and the City of Vallejo.
2. Primary Wall Sign: The main business identification sign shall be located on the building fascia and/or eyebrow mounted at the location shown on elevation page.
3. Suite Address Number Sign: The suite number or address of the lease space shall be centered above the door per fire department requirement with white vinyl film.
4. Sign type: Tenants signs shall be composed of channel letters, eyebrow mounted: channel letters, channel letters (clear face/neon), and metal letters face lit.
    a. The aggregate sign area (all signs on one wall) shall not exceed paragraph #5 below.
    b. Sandblasted or painted signs are not permitted.
5. Tenant Identification Signs:
    a. The maximum area allowed for the main ID as follows: One and one half (1-1/2) square feet of wall signage per linear foot of primary entry leasehold space
    b. The maximum size for the main ID sign shall not exceed 100 SF with a maximum height of three (3) feet zero (0) inches for a single-line copy sign and a maximum height of three (3) feet six (6) inches for any double-line copy sign.
    c. Secondary signs shall not exceed one (1) square foot of wall signage per linear foot of secondary elevation leasehold frontage. One internally illuminated channel letter sign on each visible secondary elevation facing a parking lot or street with a maximum letter height of two (2) feet.
    d. Location: Landlord shall reasonably approve location of signs which shall be in keeping with the architectural design of the building. Signs to be located only within the space and surface specifically provided for on the building.
    e. Every business with a drive thru facility is permitted a maximum of two (2) menu/order board signs. The sign shall be adjacent to the drive thru aisle. The sign shall not be located as to impair the vision of the driver of a vehicle traveling either into, out of, or through the drive thru aisle. The area of each sign shall not exceed fifty (50) square feet. The height of the sign including the pole or base shall not exceed eight (8) feet from grade to the top of the sign.
    f. Exit and Enter signs shall be placed as needed to insure traffic flow and will not be included in the overall square footage allowed. A plot plan showing all signs (Menu Boards and Exit and Enter signs) must be approved by the Owner and City of Vallejo, CA.
6. Materials:
    a. Sign Face: Acrylic. Landlord must approve colors prior to sign permit submittal.
    b. Letter return material: Aluminum, painted to match building colors or Landlord approved colors.
    c. Letter return depth: Not to exceed 7" from the face of the building.
    d. Trim cap size: ¾" for 24" letters and 1" for 36" logo elements.
7. Lighting:
    a. All signs shall be internal LED illuminated
    b. All signs to be U.L. listed.
    c. Halo lighting

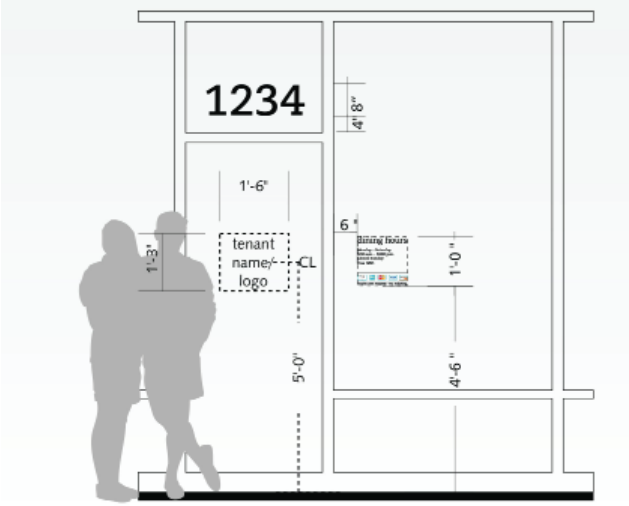
7.4 MAJOR TENANT WALL SIGNS

1. Approval Required: All signs shall be attached to the building only at a location approved by the Landlord and the City of Vallejo.
2. Primary Wall Sign: The main business identification sign shall be located on the building fascia at the location shown on elevation page.
3. Suite Address Number Sign: The suite number or address of the lease space shall be centered above the door per fire department requirement with white vinyl film.
4. Sign type: Tenant signs shall be composed of channel letters, eyebrow mounted: channel letters, channel letters (clear face/neon), and metal letters face lit.
    a. The aggregate sign area (all signs on one wall) shall not exceed paragraph #5 below.
5. Tenant Identification Signs:
    a. The maximum area allowed for the main ID as follows: Two (2) square feet of wall signage per linear foot of primary entry leasehold space
    b. The maximum size for the main ID sign shall not exceed 400 SF with a maximum height of six (6) feet for a single-line copy sign and a maximum height or eight (8) feet for any double- line copy sign.
    A sublease tenant is allowed one (1) wall sign per sub-establishment, maximum of two (2) sublease businesses, not to exceed 75 square feet
    c. Secondary signs shall not exceed one (1) square foot of wall signage per linear foot of secondary elevation leasehold frontage. One internally illuminated channel letter sign on each visible secondary elevation with a maximum letter height of four (4) feet for a single-line copy sign and a maximum height of six (6) feet for any double-line copy sign.
    d. Location : Landlord shall reasonably approve location of signs which shall be in keeping with the architectural design of the building. Signs to be located only within the space and surface specifically provided for on the building.
    e. Total area of wall signs shall not to exceed 80% of any street or parking lot frontage. Maximum length shall not exceed 80 percent of any street or parking lot frontage.
6. Materials:
    a. Sign Face: Acrylic. Landlord must approve colors prior to sign permit submittal.
    b. Letter return material: Aluminum, painted to match building colors or Landlord approved colors.
    c. Letter return depth: Not to exceed 7" from the face of the building.
    d. Trim cap size: ¾" for 24" letters and 1" for 36" logo elements.
7. Lighting:
    a. All signs shall be internal LED illuminated
    b. All signs to be U.L. listed.
    c. Halo lighting

7.5 PERMANENT WINDOW AND DOOR SIGNAGE

7.5.1 Tenant Entry Information

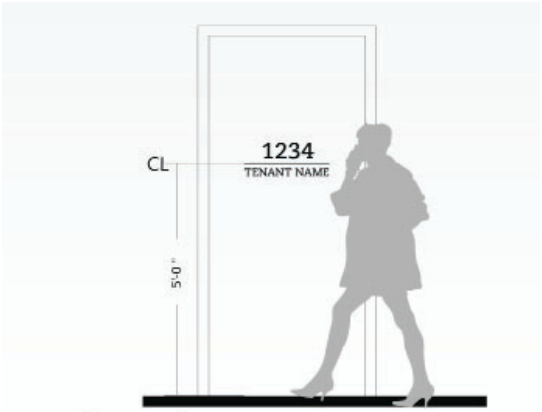
- Materials: Matte white vinyl letters on entry glass.
- Copy: 8" overall height of suite letter or address numerals Tenant entry / Hours of operation information 12" x 12" Credit card and social media information
- Sign Area: 3.0 square foot maximum sign area
- Typeface: Caecilia 55 Roman, Caecilia 75 Bold or other Property Owner approved corporate standard for typeface
- Location: Address or suite number centered over the main entry door(s). Tenant and/or hours of operation on entry glass panel on the same side as door handle or right side, as applicable.



Typical Elevation

7.5.2 Rear Entry I.D.

- Materials: Vinyl letters on door in contrasting color.
- Copy: 4" overall height of suite letter or address numerals 2" high Tenant Name
- Sign Area: 2.5 square foot maximum sign area
- Typeface: Caecilia 55 Roman, Caecilia 75 Bold or other Property Owner approved corporate standard for typeface

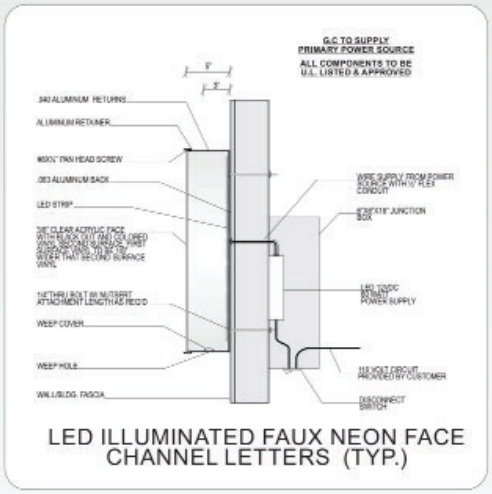


Typical Elevation

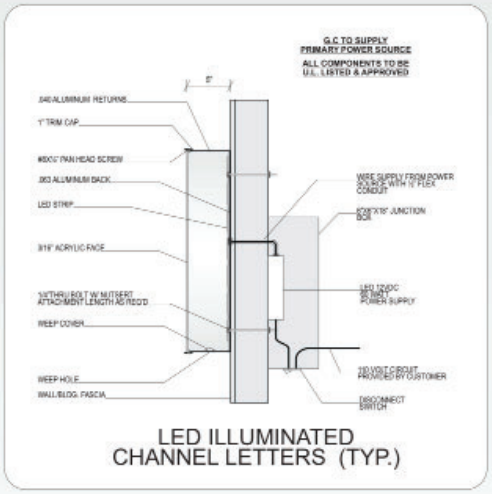
7.6 APPROVED SIGNS

7.6.1 Examples of Wall Mounted Signs

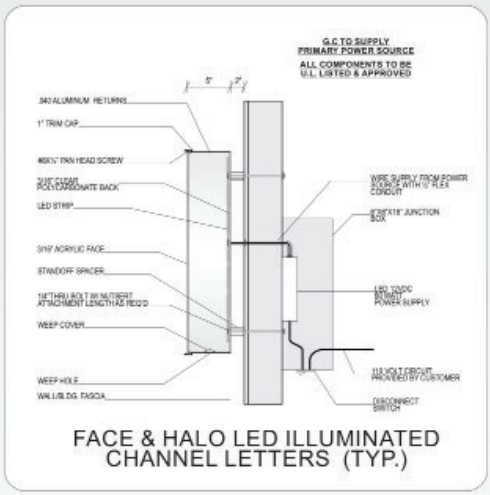
Examples are provided for illustrative purposes only. Other manufacturing may be allowed.



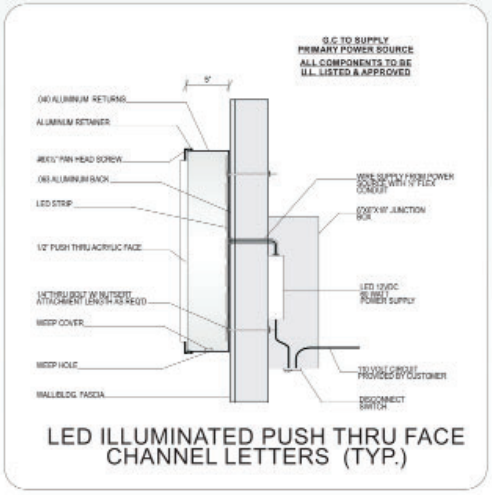
LED ILLUMINATED FAUX NEON FACE CHANNEL LETTERS (TYP.)



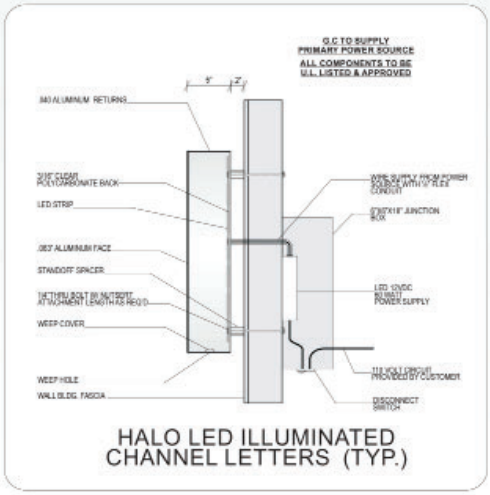
LED ILLUMINATED CHANNEL LETTERS (TYP.)



FACE & HALO LED ILLUMINATED CHANNEL LETTERS (TYP.)



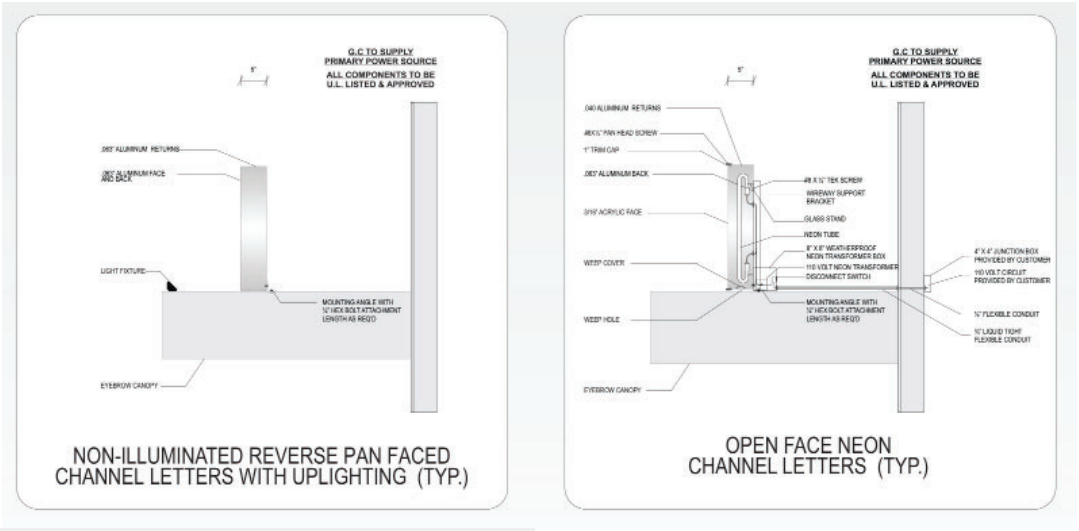
LED ILLUMINATED PUSH THRU FACE CHANNEL LETTERS (TYP.)

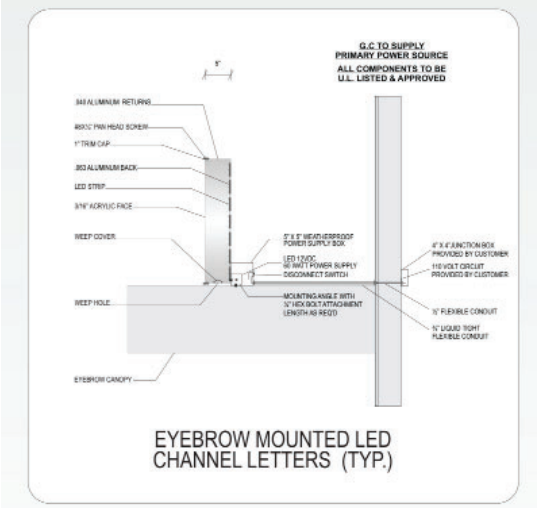


HALO LED ILLUMINATED CHANNEL LETTERS (TYP.)

7.6.2 Examples of Eyebrow Mounted Signs

Examples are provided for illustrative purposes only. Other manufacturing may be allowed.

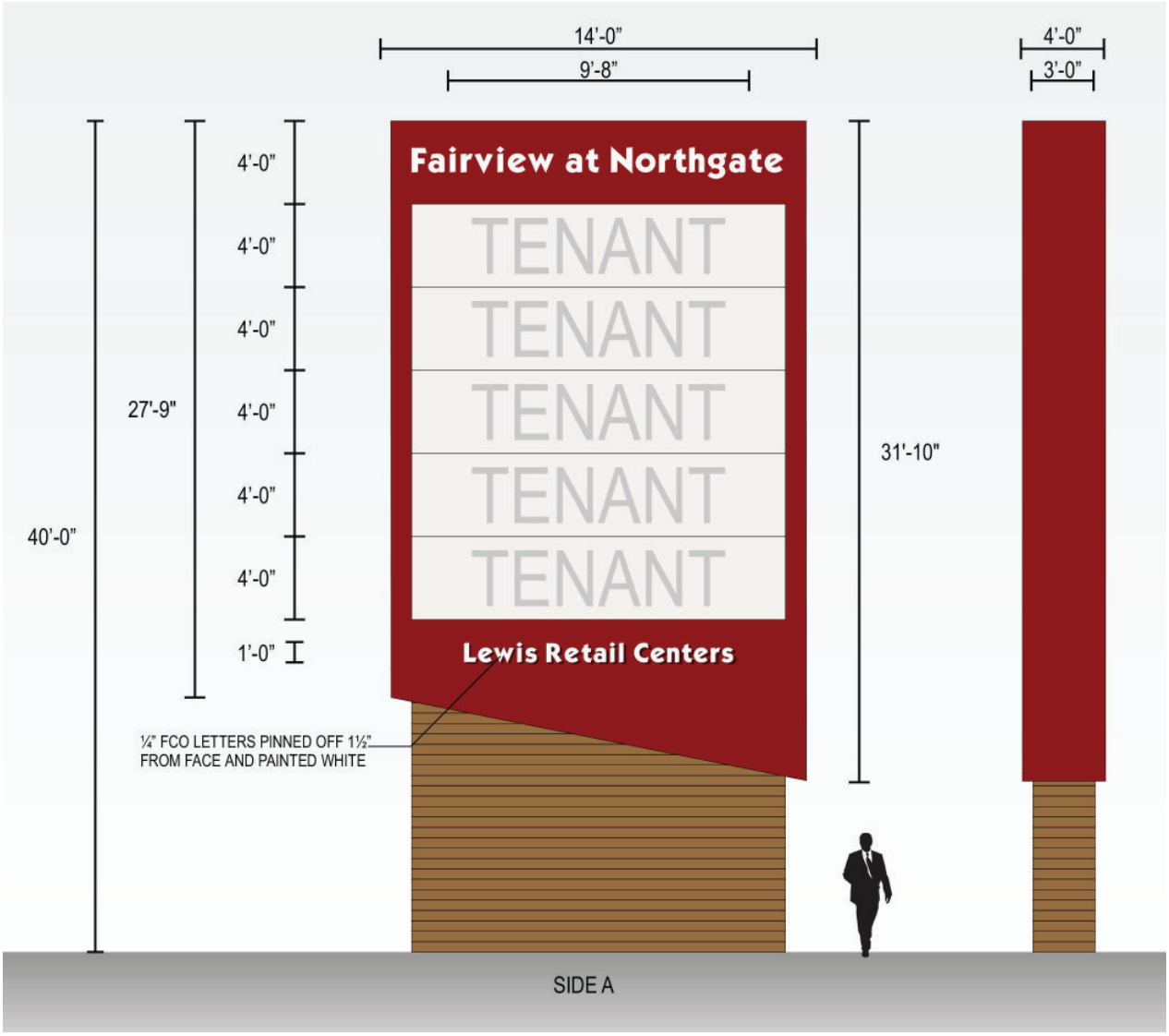




7.7 PROPOSED SIGNS

7.7.1 Multi Tenant Panel Pylon Signs

Examples are provided for illustrative purposes only.



7.8 EXISTING SIGN LOCATIONS

7.8.1 Map of Existing Locations

There are numerous signs in the vicinity of the Project. Some are located along the freeway while others are found along Columbus Parkway. The image below shows the approximate location of the existing signs in the surrounding area of the Project.

7.8.2 Existing Locations Legend

This legend describes the existing signs with images, size and location.

1 SOLONO COMMUNITY COLLEGE VALLEJO CENTER

Location: ST Johns Mine Road & Columbus Parkway
Height: 5'
Length: 20'

2 LOWES

Location: Lowes Entrance
Height: 12'
Length: 8'

3 LOWES

Location: N. Ascot Parkway & Columbus Parkway
Height: 25'
Length: 15'

4 CHEVROLET

Location: Northwest of N. Ascot Parkway & Columbus Parkway
Height: 30'
Length: 12'

5 HYUNDAI

Location: Mid block between Admiral Callaghan Lane & Columbus Parkway
Height: 30'
Length: 8'

6 MAZDA

Location: Mid block between Admiral Callaghan Lane & Columbus Parkway
Height: 10'
Length: 15'

7 TOYOTA

Location: Mid block between Admiral Callaghan Lane & Columbus Parkway
Height: 25'
Length: 8'

This legend describes the existing signs with images, size and location.

8 COMMERCIAL COMPLEX

Location: East of Admiral Callaghan Lane & Columbus Parkway
Height: 20'
Length: 12'

9 VALLEJO AUTO MALL

Location: Fork of Admiral Callaghan Lane & Columbus Parkway
Height: 140'
Length: 60'

10 TARGET COMMERCIAL COMPLEX

Location: Northwest of N. Ascot Parkway & Columbus Parkway
Height: 65'
Length: 20'

11 BILLBOARD 1

Location: Fork of Admiral Callaghan Lane & Columbus Parkway; West side of freeway
Height: 35'
Length: 48'

12 80 ELECTRONIC BILLBOARD

Location: Fork of Admiral Callaghan Lane & Columbus Parkway; West side of freeway
Height: 45'
Length: 30'

13 80 BILLBOARD 2

Location: Half way point between Admiral Callaghan Lane & Columbus Parkway fork and Turner Parkway turnout ; West side of freeway
Height: 35'
Length: 48'

7.9 PROPOSED SIGN LOCATION

7.9.1 Map of Proposed Location

7.9.2 Existing and Proposed Locations along Freeway

Below are image perspectives that call out where existing and proposed signs are located along the freeway. Refer to 7.8.1: Map of Existing Locations, 7.8.2: Existing Locations Legend and 7.9.1: Map of Proposed Locations for plan view locations.

SECTION 8: ARCHITECTURE DEVELOPMENT STANDARDS

This section provides the development standards for the architecture as part of the Fairview at Northgate Master Plan.

8.1 GENERAL GUIDELINES

8.1.1 Architectural Styles

Architectural Character: Wine Country Agrarian

The architectural character of the residential, commercial, and retail buildings of the Fairview at Northgate Master Plan draws on the project site's proximity to California's wine country and the community's Harvest theme. The guidelines and standards in the following sections are provided to help guide the development and maintenance of future residential, commercial, and retail buildings of Fairview at Northgate. Building elevation and floor plan examples for Residential Single Family Homes and Cluster Homes are provided in sections 7.3 and 7.4 for reference.

8.2 SINGLE FAMILY HOMES AND CLUSTER HOMES

8.2.1 Development Guidelines and Standards

a. Building Massing

• Variety in building massing and form is encouraged to provide diversity and visual interest to the neighborhood street scene. The following recommendations are encourage when designing the residential homes of Fairview at Northgate:
  - o Articulation of wall planes
  - o Projections and recesses to provide shadow and depth
  - o Simple forms representative of the building's floor plan
  - o Combinations of one or two story forms

• Building wall planes, particularly on the front elevation, should be staggered to create interest along the street scene, to provide a desirable human scale, and to avoid visual monotony.

• Residential design should provide articulation and detail to the rear and side of the dwelling when adjacent to public spaces within the community.

b. Main Entrances/Porches

• Residential entries, whether front or side entry, that face a street or lane shall be articulated as a focal point of the front elevation through the use elements that reflects a Wine Country Agrarian character. Elements within this character for consideration include:
  - o Covered Porch/Entry way
  - o Trellis
  - o Recessed entry

c. Roofs

• Roof design and treatment should be varied to provide visual interest to the neighborhood roofscape. This can be achieved through varied roof forms and rooflines. The following roof guidelines and standards help promote an engaging roofscape within the Wine Country Agrarian character.

- o Pitched roof form: Hip, gable, cross-gable, shed. Gambrel and Mansard roof forms are prohibited.
- o Multiple plate height are encouraged where applicable.
- o A variety of roof colors and materials are encouraged and may include concrete tiles and shakes.

d. Window Openings

• Windows are important elements to the building design as they provide both elevation articulation and privacy and openness for the inhabitants. The window guidelines and standards below ensure quality building design and balance between public and private interface.

- o Window types: Single hung slider and fixed windows; windows with horizontal grid at front elevation may be appropriate.
- o Window trim elements may be stucco, pre-cast, or wood.
  - • Stucco finished trim elements, when used, shall be sand finish.
- o Aluminum or vinyl frame windows should be appropriately colored to match or complement the house or trim colors for each color scheme.
- o Reflective glass is prohibited.
- o Shape and size of shutters, when used, should be proportionate to the window opening.

e. Garage Doors

• The overall design of the building's front elevation should de-emphasize garage doors facing the street to promote a pedestrian friendly streetscape. Examples of techniques that may be used include:

- o Garage door recesses into surrounding wall planes.
- o Roof form/vertical wall plan articulation where garage is located.
- o Architecture forward design that shows either a covered entry/porch or habitable space located forward of the garage door.

f. Exterior Materials and Colors

• Exterior building materials and colors provide variety and richness to a building's design. To ensure the residential homes of Fairview at Northgate achieve the desired Wine Country Agrarian character style and reflect quality design the following guidelines and standards apply:

- o All surface treatments or materials should be designed to appear as an integral part of the design, and not merely applied. All materials shall wrap columns, porches, or balconies in their entirety.
- o Colors and materials changes shall occur at inside corners. Materials applied to any elevation shall turn the outside corner of the building and end at a logical termination point related to rooflines, building massing or fence returns when they are available.
- o Any field color used at the base of the building shall continue down to the finish grade.
  - • Likewise, where masonry or stone veneer is used at the base of the building, the visible wall surface below the level of the weep screed, shall be painted a color that closely matches the masonry color directly above.
- o Exterior materials can include, but is not limited to:
  - • Stucco
  - • Stone Veneer
  - • Cementitious Lap Siding
  - • Cementitious Board and Batt Siding

g. Architectural Detailing

- Detail elements such as shutters, eave brackets, corbels, exposed rafter ends or cross beams should be used to provide visual interest and richness to elevations.
- Exposed gutters and downspouts should be colored to match or complement the surface to which they are attached.

8.2.2 SINGLE FAMILY HOME TYPICAL EXAMPLE

Front Elevation 1C

8.2.3 CLUSTER HOME TYPICAL EXAMPLE

Front Elevation 1B

8.3 COMMERCIAL STANDARDS

This section provides the development standards for the architecture of the commercial portion of the site. Both the small retail and the large retail shall be designed with the Agrarian theme in mind. The term agrarian refers to being of the land. This building style tends to focus on incorporating local materials into architecture with farmhouse elements. Often these components are rustic, organic and naturally comfortable. Agrarian-style architecture tends to invoke a communal spirit which will be well placed in current project.

8.3.1 Development Guidelines and Standards

a. Building Massing
Variations in the building form should be used to add interest and break up long wall planes. Suggested techniques include stepping the building height, furring out walls to create offsets in plane, adding reveals to wall surfaces, and insets or other variations in plan. Long facades should be designed with sufficient building articulation and landscaping to break them up into smaller visual elements. Substantial framing or masonry should be used whenever possible to allow for deep recesses and large windows which allow in sunlight throughout the day.

b. Entrances
Provide clearly defined building entries that are in scale with the proposed project, and that relate directly to the street frontage wherever possible.

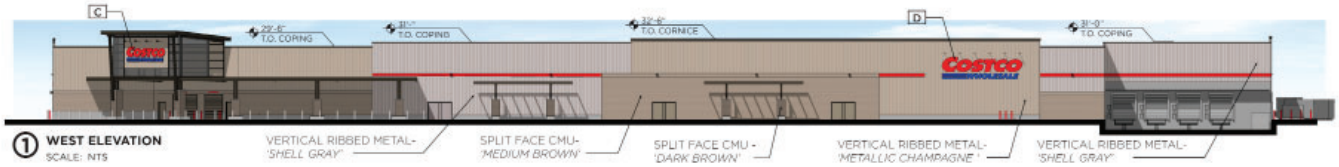
c. Overhead Design Elements
Awnings, trellises or canopies are encouraged above windows, doors, and entrances to provide shade and architectural relief. Variation in parapet height can add some visual interest

d. Exterior Wall Materials
Building facades should feature high-quality materials and coordinated colors. Most design motifs should utilize multiple materials, color and textures, in a coordinated way. Materials on buildings should be varied in order to create patterns and break up larger masses into smaller forms. Natural elements such as stone and wood shall be promoted within the design. Colors should be used to articulate building design as is consistent with the design motif. Muted tones found inside and outside the buildings will reinforce this sense of agrarian architecture.

e. Architectural Detailing
Articulation such as cornice detail, insets, windows, reveals, furring, score lines, and/or trim should be used to break up the visual massing of building facades. Elements should be chosen that are appropriate to the overall stylistic treatment.

f. Outdoor Space
Spaces outdoors should feel connected to the indoor spaces that are provided by the architecture. The should be a blending of the indoor and the outdoor spaces to allow for an interconnected design.

8.3.2 MAIN TENANT TYPICAL EXAMPLES



① **WEST ELEVATION**
SCALE: NTS

② **NORTH ELEVATION**
SCALE: NTS

③ **ENTRY CANOPY ELEVATION**
SCALE: 1" = 40'

8.3.3 SMALL RETAIL TYPICAL EXAMPLES

FRONT ELEVATION

SIDE ELEVATION

BACK ELEVATION

SIDE ELEVATION

SECTION 9: OPEN SPACE

The natural open space in Fairview at Northgate is located between the proposed residential and commercial development. It is approximately 5.7 Acres and will be fenced and posted to prevent trespassing.

9.1 TRAILS

There will be a trail system that is outside of the open space but overlooks and complements it.

9.2 EROSION CONTROL

Erosion control standards shall be used on all disturbed lands during project development. Disturbance to the central open space shall be kept at a minimum. All cut and fill slopes steeper than 5:1 shall be planted with erosion control measures.

9.3 FIRE MANAGEMENT

The open space can be accessed by fire on both the residential side and the commercial side of the project as well as from Turner Parkway.

9.4 WILDLIFE MANAGEMENT

The open space site shall promote and protect wildlife.

9.5 PRESERVATION

The open space shall reasonably preserve existing vegetation in its current condition.
4

SECTION 10: CONCLUSION

Fairview at Northgate will be a comprehensive development as laid out in this Master Plan. It will develop under the overall theme that has been established within this document.

APPENDIX A

COMMERCIAL USES:

PERMITTED USES:

a. Regionally-oriented retail uses including but not limited to:
- Auto Dealership/Sales
- Car Wash
- Discount Center
- Gas Station
- Factory Store
- Furniture Outlet
- Home Improvement Center
- Promotional Center
- Warehouse Club

b. Community-serving retail uses including but not limited to:
- Appliance Store
- Art Gallery/Supply Store
- Auto Parts
- Bakery
- Bicycle Shop
- Book Store
- Clothing/Apparel/Accessories Store
- Day Care
- Drug Store
- Electronics/Computers
- Floor Coverings Store
- Florist/Plant Shop
- General Merchandise Store
- Gift Shop
- Grocery/Food Store
- Hardware Store
- Hobby Shop
- Home Furnishings
- Home Appliances
- Jewelry Store
- Liquor Store
- Music Store
- Newspapers and Magazines
- Paint, Glass and Wallpaper Store
- Party Supplies
- Pet Supplies
- Photographic Supply Store
- Picture Framing Shop
- Shoe Store
- Sporting Goods
- Stationary and Office Supplies

Specialty Food/Grocery/Supermarket Store
Toy Store
Variety Store

c. Business/professional offices and service establishments including but not limited to:
Administrative Office
Bank, Savings and Loan, Credit Union and Other Financial Institutions
Barber/Beauty Shop/Nail Salon
Copying and Printing
Dry Cleaner (No plant permitted on premises)
Employment Agency
Formal Ware - Rental
In-Patient and Out-Patient Health Facilities (licensed)
Locksmith
Medical Clinic/Office
Photographic Studio
Professional Offices including: Accounting, Architectural, Dental, Engineering, Legal, etc.
Real Estate/Title Office
Shoe Repair
Tailor
Technology Access Center
Tele-Commuting Center
Travel Agency
Watch and Clock Repair

d. Eating, drinking and entertainment establishments including but not limited to:
Bagel Shop/Bakery
Bar/Cocktail Lounge
Cafe
Coffee House
Delicatessen
Fast Food Restaurant with Drive-Through
Ice Cream/Yogurt
Micro-Brewery
Restaurant - Full Service, Sit Down and Take-Out permitted - Outdoor dining permitted
Theater - Indoor (Including Dinner, Live Play, etc.)

CONDITIONAL USES:

Animal Sales and Services
Community Center
Dance Floor
Day Care Center
Hotel/Motel
Lodge Hall
Pet Day Care/Boarding
Video Arcade

TEMPORARY USES:

Arts and Crafts Fair
Carnival
Christmas Tree Sales
Farmers Market
Festival/Street Fair
Parking Lot Sales
Sidewalk Sales
Temporary Construction Trailer

ENTITLEMENT PLANS

FOR

CITY OF VALLEJO

PROJECT TEAM

DEVELOPER
ROBERT MONTGOMERY
RAISING CANE'S RESTAURANTS LLC
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(972) 769-3348
RMONTGOMERY@RAISINGCANES.COM

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JLIEDERMAN@PMDGINC.COM

LANDSCAPE ARCHITECT
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KEISEL LANDSCAPE ARCHITECTURE, INC.
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JACK@KIESELDESIGN.COM

E4 DRY UTILITY CONSULTANT
NICOLE CAPLAN
E4 UTILITY DESIGN
324 AVE. DE LA ESTRELLA, SUITE B
SAN CLEMENTE, CA 92672
(949) 353-5134
NICOLE@E4DESIGN.COM

CIVIL ENGINEER
LUCAS TEANI, PE
KIMLEY-HORN AND ASSOCIATES, INC.
1100 W TOWN & COUNTRY ROAD, SUITE 700
ORANGE, CA 92868
LUCAS.TEANI@KIMLEY-HORN.COM

SCOPE OF WORK

THE PROJECT IS PROPOSING TO DEVELOP A 2,691 SQUARE-FOOT RAISING CANE'S BUILDING AND A 708 SQUARE-FOOT OUTDOOR PATIO AREA, COMPRISING A TOTAL OF 3,399 SQUARE FEET. A PROPOSED DRIVE-THROUGH WITH A 735 SQUARE-FOOT CANOPY WILL WRAP BEHIND THE RESTAURANT. ALL ASSOCIATED SITE IMPROVEMENTS ARE LOCATED ON THE VACANT SITE OFF ADMIRAL CALLAGHAN LANE AND TURNER PARKWAY.

LEGAL DESCRIPTION

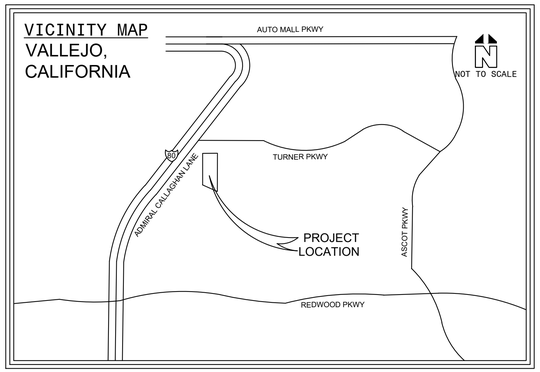
LAND DESCRIPTION OF REAL PROPERTY SITUATE IN THE CITY OF VALLEJO, COUNTY OF SOLANO, STATE OF CALIFORNIA, AND BEING ALL OF PARCEL 1 AS SHOWN ON THE RECORD OF SURVEY RECORDED ON SEPTEMBER 21, 1959 IN BOOK 7 OF SURVEYS, AT PAGE 29, SOLANO COUNTY RECORDS.

EXCEPT THEREFROM THAT PORTION OF LAND DESCRIBED IN THAT CERTAIN "GRANT DEED FOR PUBLIC STREET" FROM MELVIN D. COOKE TO THE CITY OF VALLEJO, A MUNICIPAL CORPORATION, RECORDED MARCH 1, 1984 IN BOOK 1984, PAGE 17702, AND INSTRUMENT NO. 9294, SOLANO COUNTY RECORDS.

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C1	CIVIL COVER SHEET
C2	PRELIMINARY SITE PLAN
C3	PRELIMINARY GRADING PLAN
C4	PRELIMINARY GRADING PLAN
C5	PRELIMINARY GRADING SECTIONS
C6	PRELIMINARY UTILITY PLAN
L0.1	PRELIMINARY LANDSCAPE PLAN
A0.20	DUMPSTER ENCLOSURE PLAN & DETAILS
A0.30	DRIVE-THRU CANOPY PLAN AND ELEVATIONS
A1.0	FLOOR PLAN
A1.50	ROOF PLAN
A4.10	EXTERIOR ELEVATIONS
A4.20	EXTERIOR ELEVATIONS
A4.21	COLORED EXTERIOR ELEVATIONS
A6.10	BUILDING SECTIONS
DU-1	CONCEPTUAL UTILITY EXHIBIT

VICINITY MAP
VALLEJO, CALIFORNIA



SITE DATA

PROJECT DESCRIPTION: CONSTRUCTION OF A RAISING CANE'S RESTAURANT CONSISTING OF GRADING ACTIVIES, ON-SITE PAVING, AND UTILITY INSTALLATION

ADDRESS: ADMIRAL CALLAGHAN LANE AND TURNER PARKWAY, VALLEJO, CA 94594

APN: 081-490-010

ZONING DISTRICT: RC-REGIONAL COMMERCIAL (EXISTING)
RC-REGIONAL COMMERCIAL (PROPOSED)

ADJACENT ZONING DISTRICTS:
N: REGIONAL COMMERCIAL
E: RESIDENTIAL MEDIUM DENSITY
S: REGIONAL COMMERCIAL
W: RESIDENTIAL HIGH DENSITY

LAND USE: REGIONAL COMMERCIAL

ADJACENT LAND USE:
N: COMMERCIAL
E: RESIDENTIAL
S: COMMERCIAL
W: RESIDENTIAL

GENERAL PLAN DISTRICT: GC - GENERAL COMMERCIAL

FLOOD ZONE: ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL COMMERCIAL CENTER AREA:	134,942 S.F.	(3.21 AC)
TOTAL RAISING CANE'S LOT AREA:	50,480 S.F.	(1.16 AC)
TOTAL DISTURBED AREA:	36,561 S.F.	(0.84 AC)
TOTAL PAD AREA:	2,691 S.F.	(0.06 AC)

LOT COVERAGE

TOTAL LOT AREA:	50,480 S.F.	(1.16 AC)	100%
BUILDING AREA:	2,691 S.F.	(0.06 AC)	5.3%
DRIVE-THRU CANOPY AREA:	735 S.F.	(0.02 AC)	1.7%
COVERED PATIO AREA:	708 S.F.	(0.02 AC)	1.4%
TRASH ENCLOSURE AREA:	525 S.F.	(0.01 AC)	1.0%
TOTAL STRUCTURE AREA:	4,659 S.F.	(0.11 AC)	9.4%
IMPERVIOUS AREA:	33,089 S.F.	(0.77 AC)	65.6%
LANDSCAPE AREA:	12,732 S.F.	(0.29 AC)	25.0%

PARKING SUMMARY:

RAISING CANE'S: 3,399 S.F. (INCLUDING PATIO AREA)
(2 STALLS/ FIRST 2,500 S.F. + 1 STALL/1000 S.F.) = 4 STALLS REQUIRED PER CITY CODE

- 2,691 S.F. (BUILDING) + 708 S.F. (PATIO) = 3,399 S.F. TOTAL
- ADA PARKING FOR 1-25 PARKING STALLS = 1 ADA PARKING STALLS REQUIRED, PER 2022 CBC.

TOTAL NUMBER OF PARKING SPACES PROVIDED = 21

PARKING TABLE:	RAISING CANE'S REQUIRED	PROVIDED
STANDARD:	3	19
COMPACT (C):	-	-
MOTORCYCLE:	-	-
ACCESSIBLE	1	2
TOTAL:	4	21

*8 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY'S CODE REQUIREMENTS.

** EV PARKING TABLE:

EV PARKING REQUIRED (CALGREEN 2022)	25 STALLS
EV PARKING (101-150 STALLS)	25 STALLS
EVSC	6 STALLS
EV PARKING PROVIDED (CALGREEN 2022)	25 STALLS
EV PARKING (101-150 STALLS)	25 STALLS
EVSC	6 STALLS

** ALL EV PARKING PROVIDED WITHIN OVERALL SHOPPING CENTER

ABBREVIATIONS

AB	- AGGREGATE BASE
AC	- ASPHALT
BC	- BACK OF CURB
BS	- BOTTOM OF STEP
BLDG	- BUILDING
BW	- BACK OF WALK
CB	- CATCH BASIN
CF	- CURB FACE
C/L	- CENTERLINE
CONC.	- CONCRETE
CONST.	- CONSTRUCT, CONSTRUCTION
DF	- DEEPENED FOOTING
DI	- DRAIN INLET
DW	- DOMESTIC WATER
E	- EAST
EG	- EDGE OF GUTTER
ELEC	- ELECTRIC
EP	- EDGE OF PAVEMENT
FF	- FINISHED FLOOR
FG	- FINISHED GRADE
FL	- FLOW LINE
FS	- FINISHED SURFACE
FW	- FIRE WATER
G	- GAS
GB	- GRADE BREAK
HP	- HIGH POINT
INV	- INVERT
IRR	- IRRIGATION WATER
JS	- JUNCTION STRUCTURE
LP	- LOW POINT
MH	- MANHOLE
N	- NORTH
PCC	- PORTLAND CEMENT CONCRETE
P/L	- PROPERTY LINE
PUE	- PUBLIC UTILITY EASEMENT
PIV	- POST INDICATOR VALVE
PVC	- POLYVINYL CHLORIDE
R	- RADIUS
RD	- ROOF DRAIN
RW	- RECLAIMED WATER
R/W	- RIGHT-OF-WAY
S	- SEWER OR SOUTH
SD	- STORM DRAIN
STA	- STATION
SS	- SANITARY SEWER
SSPWC	- STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
SW	- SIDE WALK
T	- TELEPHONE
TC	- TOP OF CURB
W	- WATER OR WEST
XXX.XX	- PROPOSED ELEVATION
(XXX.XX)	- EXISTING ELEVATION

INITIAL SUBMITTAL DATE: 02/28/2024
2ND SUBMITTAL DATE: 04/15/2024
3D SUBMITTAL DATE: 05/31/2024

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REGISTERED PROFESSIONAL ENGINEER
LUCAS M. TEANI
No. C-89564
CIVIL
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951) 465-8419

PREPARED UNDER THE DIRECT SUPERVISION OF:
LUCAS TEANI, R.C.E. NO. 89564
DATE: 5/31/2024
EXP. 3/31/2025

CITY OF VALLEJO
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

SEC ADMIRAL CALLAHAN LN &
TURNER PARKWAY
VALLEJO, CA 94591

CITY OF VALLEJO

COVER SHEET

C1

Drawing name: K:\ORA_LDEV\Raising Cane's\094797098 - Vallejo (Admiral Callaghan & Turner) 577\CADD\Exhibits\Entitlement Package\1 - CIVIL COVER SHEET.dwg 1 - CIVIL COVER SHEET May 31, 2024 9:05am by: Lucas.Teani
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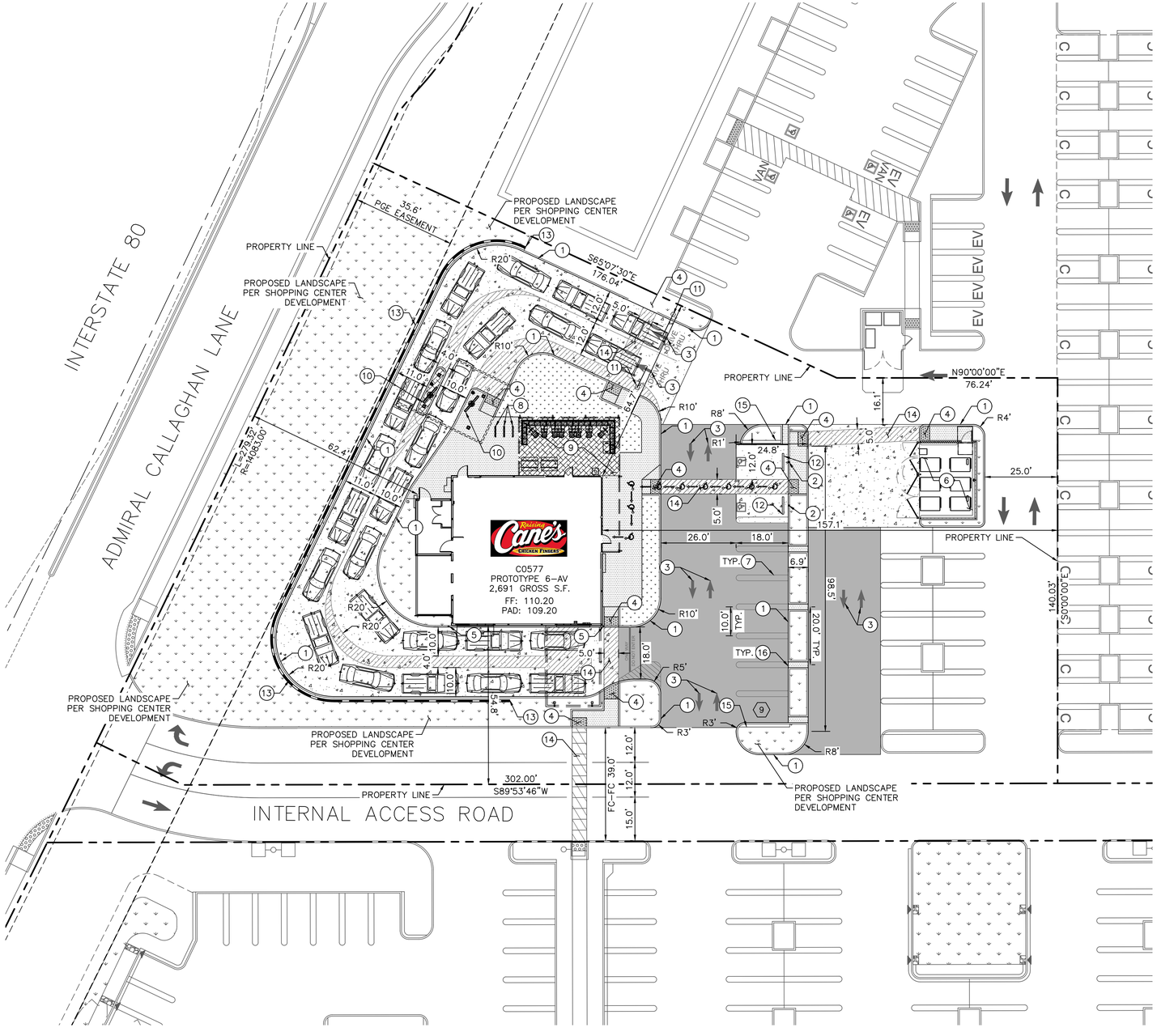

LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB
2. ACCESSIBLE PARKING STALL SIGN
3. DIRECTIONAL MARKING PER PLAN
4. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
5. SITE BOLLARD
6. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
7. STANDARD 90° PARKING STALL STRIPING.
8. SHORT TERM BIKE RACK
9. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
10. ORDER BOARD
11. HEIGHT DETECTOR POLE
12. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
13. 36" TALL LANDSCAPE SCREEN WALL
14. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
15. 18" WALK-OFF CURB
16. PROPOSED 24" CURB CUT

GENERAL NOTES:

1. ELECTRIC VEHICLE (EV) CHARGERS WILL BE PROVIDED FOR THE SHOPPING CENTER BY THE OVERALL DEVELOPMENT PLAN. REFER TO SITE DEVELOPMENT PLAN SHEET SD1.0 FOR REFERENCE.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: K:\ORA_LDEV\Raising Cane's\094797098 - Vallejo (Admiral Callaghan & Turner) 577\CADD\Exhibits\Entitlement Package\2 - PRELIM SITE PLAN.dwg 2 - PRELIM SITE PLAN May 30, 2024 9:35am by: ravi.minowala
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REGISTERED PROFESSIONAL ENGINEER LUCAS M. TEANI 89564 CIVIL STATE OF CALIFORNIA

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951) 465-8419

PREPARED UNDER THE DIRECT SUPERVISION OF:
LUCAS TEANI, R.C.E. NO. 89564
DATE: 5/30/2024
EXP. 3/31/2025

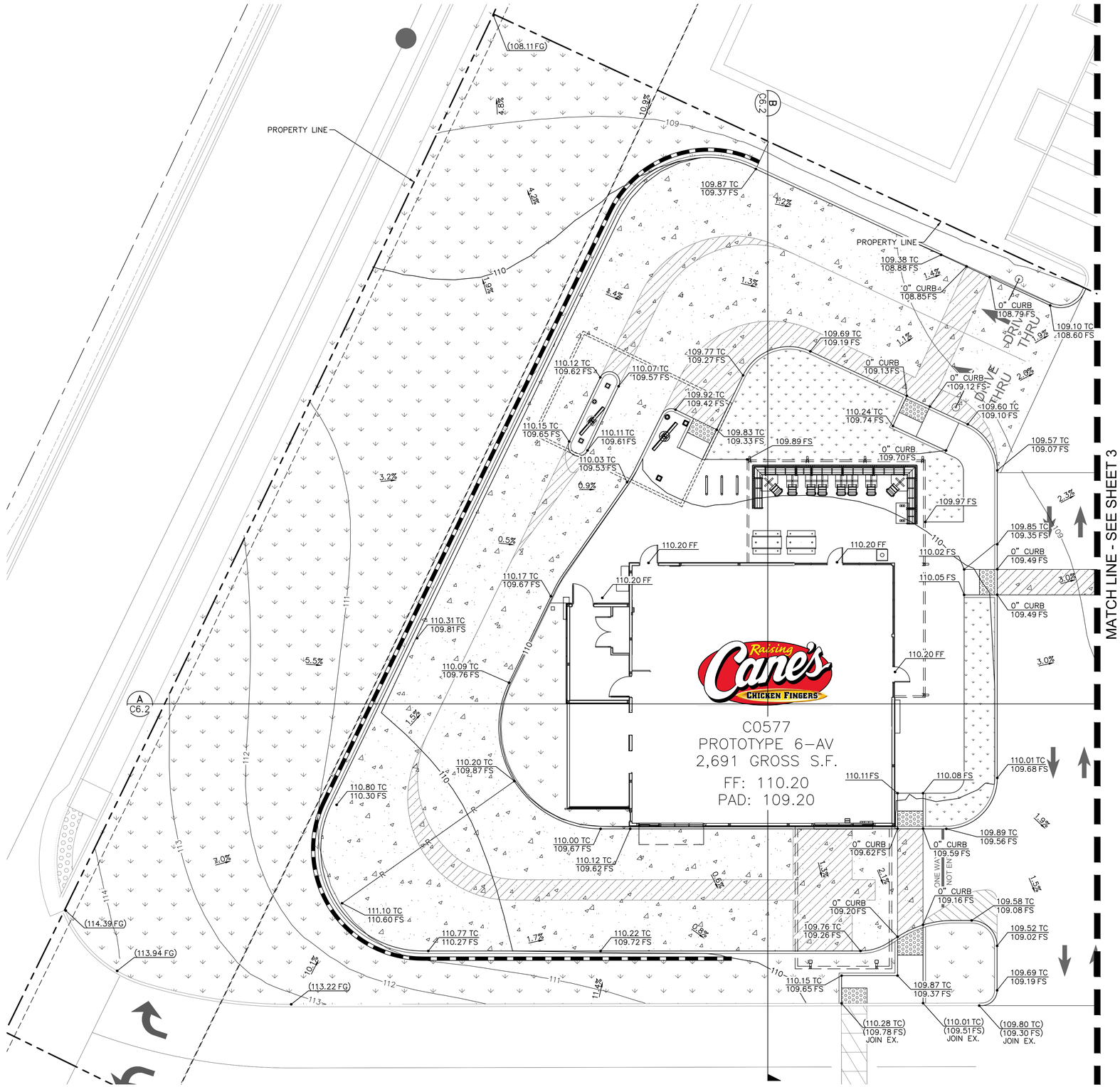
CITY OF VALLEJO
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

SEC ADMIRAL CALLAHAN LN & TURNER PARKWAY
VALLEJO, CA 94591

CITY OF VALLEJO

PRELIMINARY SITE PLAN

C2



LEGEND

- CENTERLINE
- PROPERTY LINE
- EASEMENT / SETBACK LINE
- APPROXIMATE CIVIL LIMIT OF WORK LINE
- GB — GRADE BREAK LINE
- R — RIDGE LINE
- FLOW LINE
- 0" CURB FACE
- 109.50 TC / 109.00 FS — PROPOSED SPOT ELEVATION
- (109.50 TC) / (109.00 FS) — EXISTING SPOT ELEVATION
- 2.00% — PROPOSED FLOW (DIRECTION AND SLOPE)
- LANDSCAPE AREA
- HEAVY-DUTY CONCRETE PAVEMENT

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20
1" = 10'
WHEN PRINTED AT FULL SIZE
(24" X 36")

Drawing name: K:\ORA_LDEV\Raising Cane's\094797098 - Vallejo (Admiral Callaghan & Turner) 577\CADD\Exhibits\Entitlement Package\3 - PRELIM GRADING PLAN.dwg 3 - PRELIM GRADING PLAN May 30, 2024 9:35am by: avi.mirowala
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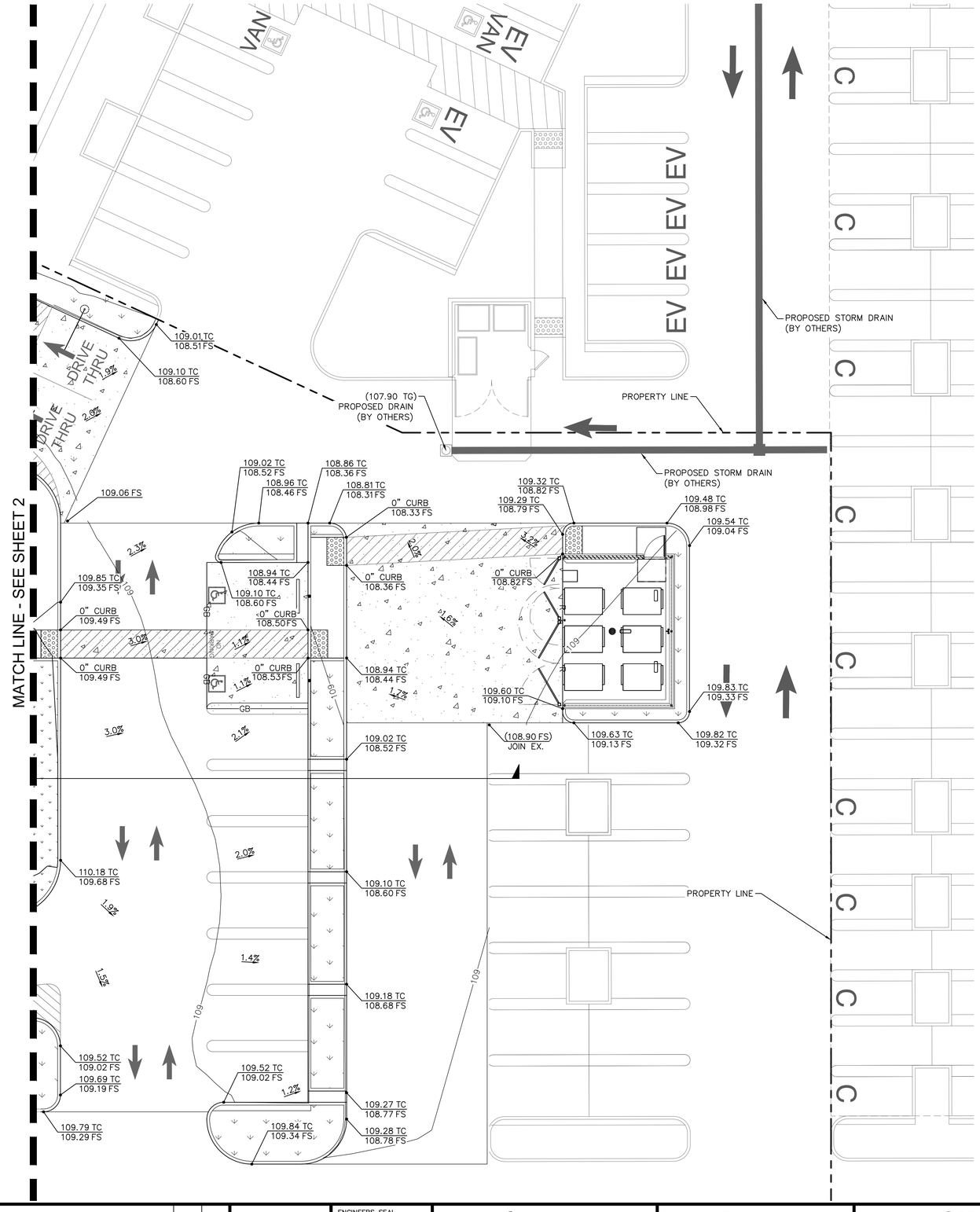
PRELIMINARY GRADING PLAN

C3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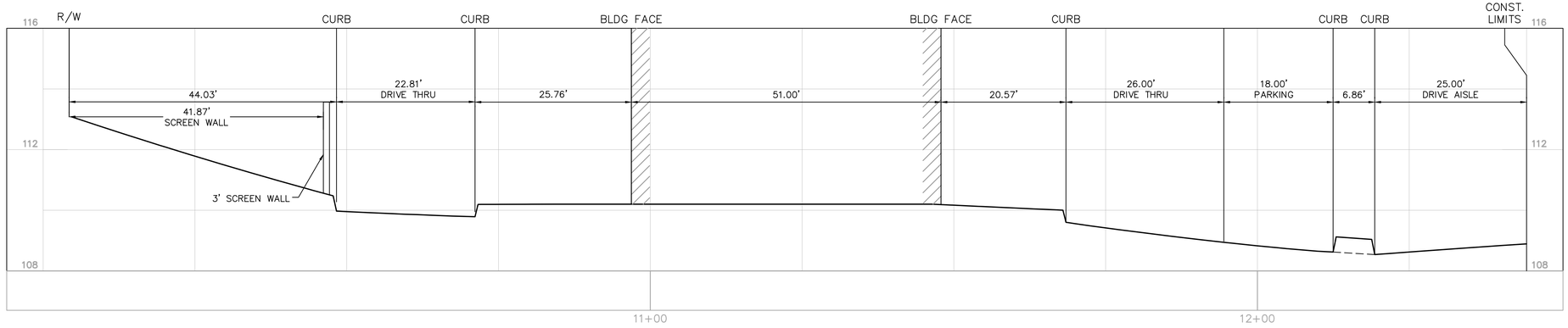
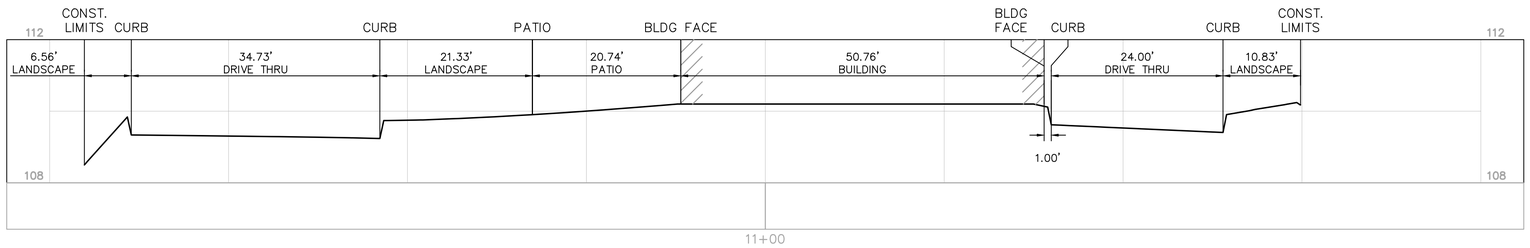


GRADING SECTION - A

VERTICAL
0 1 2 4

GRAPHIC SCALE IN FEET
0 5 10 20
1" = 10'
WHEN PRINTED AT FULL SIZE
(24" X 36")



GRADING SECTION - B

VERTICAL
0 1 2 4

GRAPHIC SCALE IN FEET
0 5 10 20
1" = 10'
WHEN PRINTED AT FULL SIZE
(24" X 36")

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PRELIMINARY GRADING SECTIONS

C5

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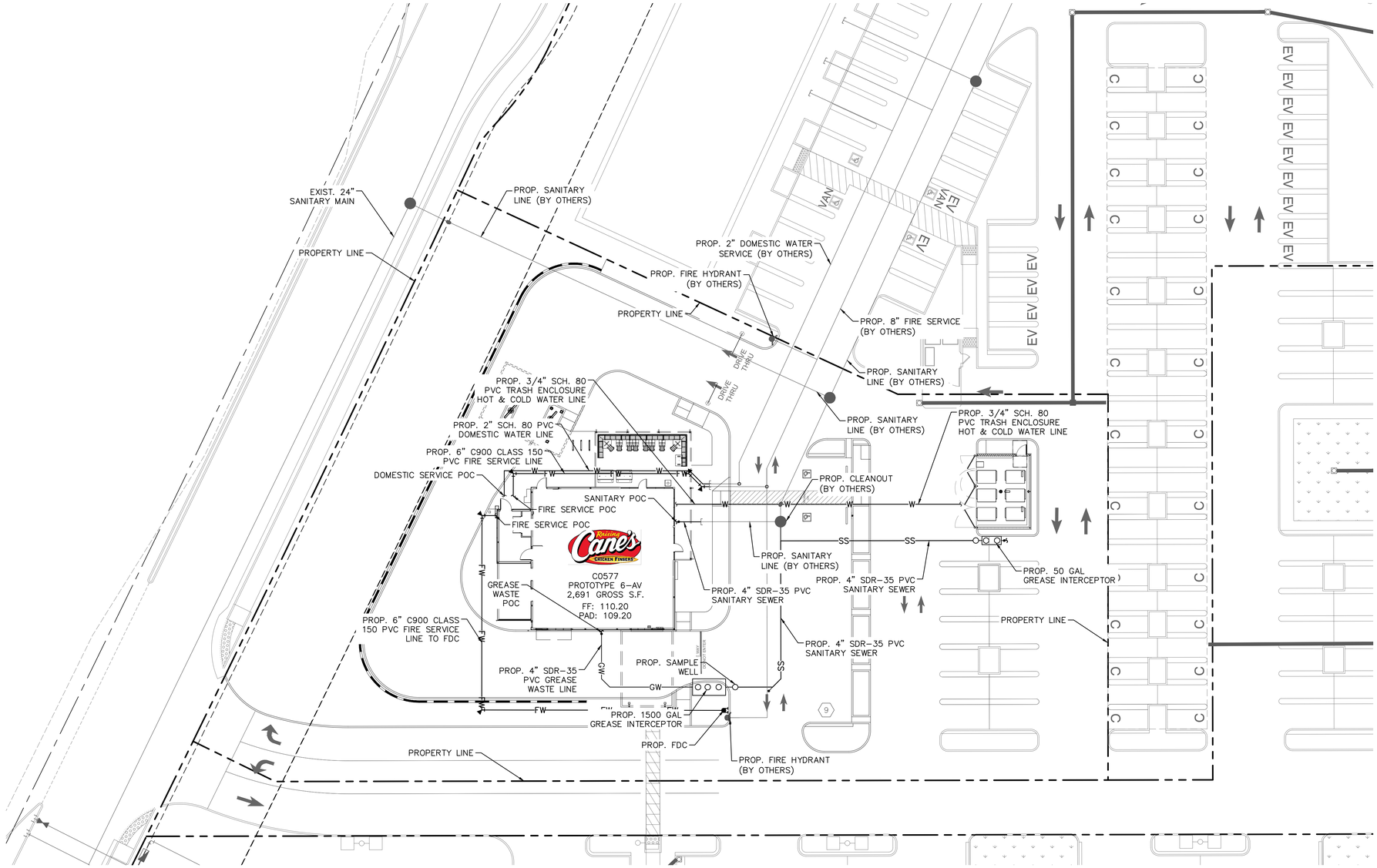
LEGEND

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- APPROXIMATE LIMIT OF WORK LINE
- PROPOSED WET UTILITY (BY OTHERS)
- PROPOSED STORM DRAIN LINE (BY OTHERS)
- W — PROPOSED WATER LINE
- FW — PROPOSED FIRE WATER LINE
- SS — PROPOSED SANITARY SEWER LINE
- GW — PROPOSED GREASE WASTE LINE



NORTH

GRAPHIC SCALE IN FEET
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1" = 20'
WHEN PRINTED AT FULL SIZE (24" X 36")

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CITY ENGINEER
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PRELIMINARY UTILITY PLAN

C6

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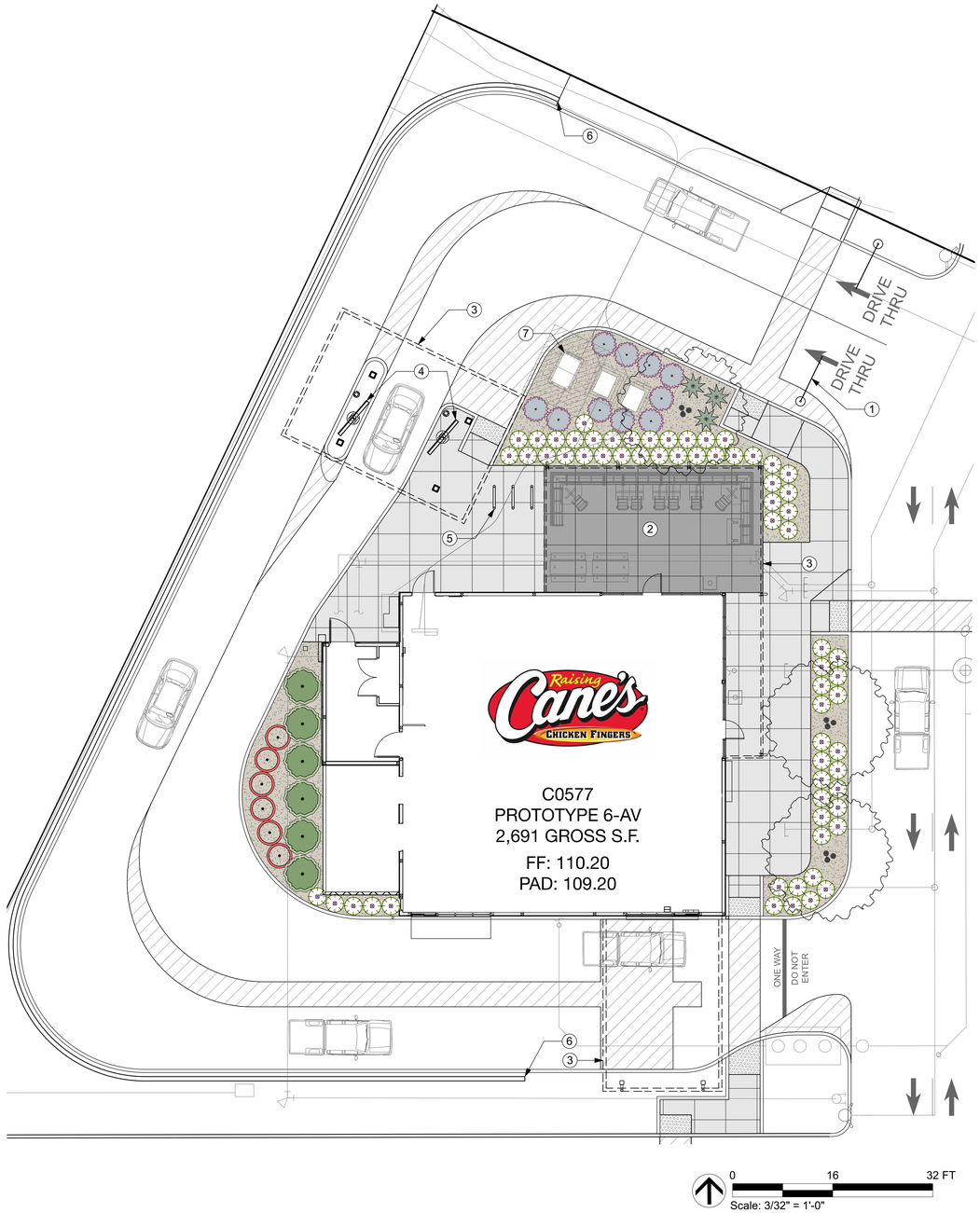

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE. (MWELO 492.6).

05.31.2024

JACK KIESEL, LANDSCAPE ARCHITECT #5206. DATE

TOTAL LANDSCAPE AREA: 1,465 SF
PROJECT TYPE: Commericial
WATER SUPPLY: Potable

Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Mature Height	Size Width	WUCOLS
	Trees						
	Olea europaea 'Monher'	Fruitless Olive	24" box	3	15 - 25 ft	15 - 20 ft	Low
	Shrubs						
	Frangula californica 'Mounda San Bruno'	Mound San Bruno	5 gal	6	4' - 6'	6' - 8'	Low
	Perennials						
	Dietes grandiflora	Fortnight Lily	5 gal	65	3 - 4 ft	2 - 3 ft	Low
	Epilobium californicum	California Fuchsia	1 gal	6	1'	4'	Low
	Teucrium fruticans 'Compactum'	Bush germander	1 gal	10	2- 3 ft	3 - 4 ft	Low
	Succulents						
	Agave attentuata	Fox Tail Agave	5 gal	3	4 - 6 ft	6 -8 ft	Low
	Total			94			

Plant List includes selections from the Fairview at Northgate Master Plan.

Materials Legend

Material		Size	Area
	'Horse Creek' Crushed Stone	1/2"	1,465 SF
	Direct Colors® Smokestack Grey 102 - 5lb integral colored concrete W/ 3/8" saw cut joints. Finish: TOPCAST ® #05	N/A	708 SF
	Natural colored concrete W/ 3/8" saw cut joints. Finish: TOPCAST ® #05	N/A	1,645 SF

***Crushed Stone Supplier:** Southwest Boulder & Stone (714) 882-1010

***Integral Colored Concrete Supplier: Direct Colors https://www.directcolors.com/**

Proposed Notes

1. (P) clearance bar per Architect
2. (P) outdoor patio furniture per Architect
3. (P) overhead structure per Architect
4. (P) order board per Architect
5. (P) bike rack per Architect
6. (P) screen wall per Civil
7. (P) utility per Electrical

Irrigation Notes

Landscape Plan are in compliance with the State Model Efficiency Landscape Ordinance (MWELO). 100% of plant material are drought tolerant and low water use per WUCOLS.

1. The design of the irrigation system shall conform to the hydrozones of the landscape design plan.

2. In all planting areas, low volume water irrigation (subsurface drip) will be provided to maximize water infiltration into the roots.

3. A dedicated water meter shall be provided for common landscape area.

4. A weather base "smart controller" shall be utilized. Controller shall be programmed to water in early morning or night.

5. A rain sensor shall be installed at each controller.

6. Water use calculation shall certify conformance with the current requirements.

7. Trees to be irrigated by bubblers

8. The Water Efficient Landscape Ordinance (WELO) standards will be adhered to when applicable.

Project No. **20-11**

KIESEL • DESIGN
Kiesel Landscape Architecture, Inc.

375 E Main Street
Ventura, CA 93001
O: 805.947.0730
kieseldesign.com

RC# C0577
Raising Cane's Vallejo

Admiral Callaghan & Turner
Vallejo, CA

Submittals:
#1 02.28.24 Preliminary Landscape Plan
#2 04.15.24 City Re-submittal
#3 05.31.24 2nd Planning Review

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signature
12.31.24
Renewal Date
05.31.24
Date
STATE OF CALIFORNIA

Type: Preliminary

Initial Setup Date:
January 26, 2024

Drawn By:

#	NAME	DATE
	Z. Kirchwehm	05/2024

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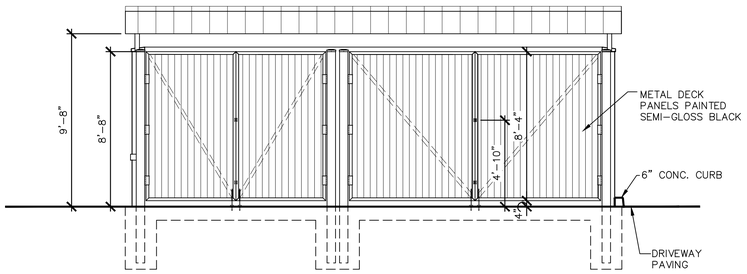
Title:

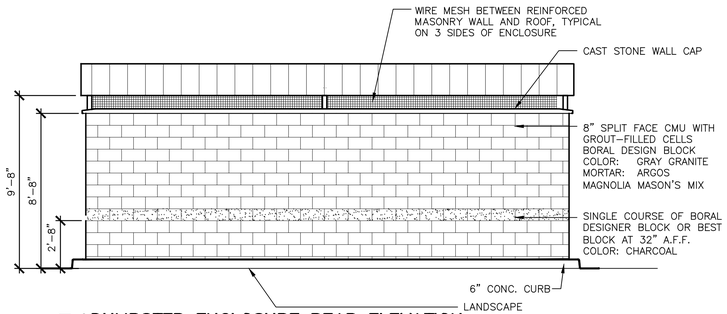
Preliminary Landscape Plan

Sheet Number:

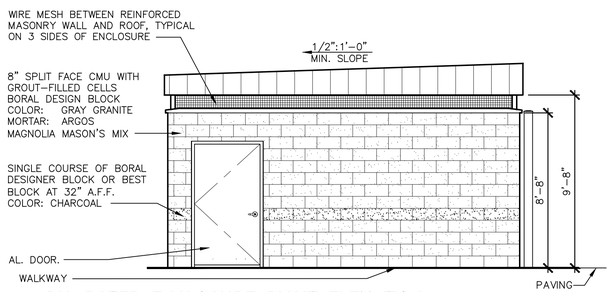
L0.1



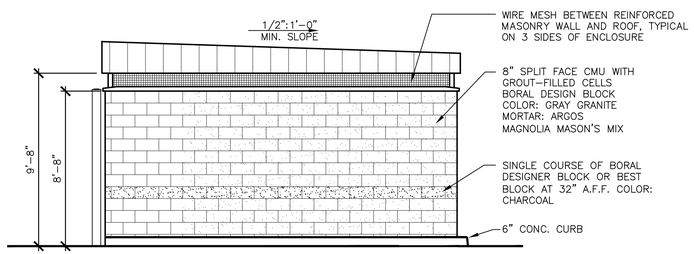
3 | DUMPSTER ENCLOSURE FRONT ELEVATION
1/4" = 1'-0"



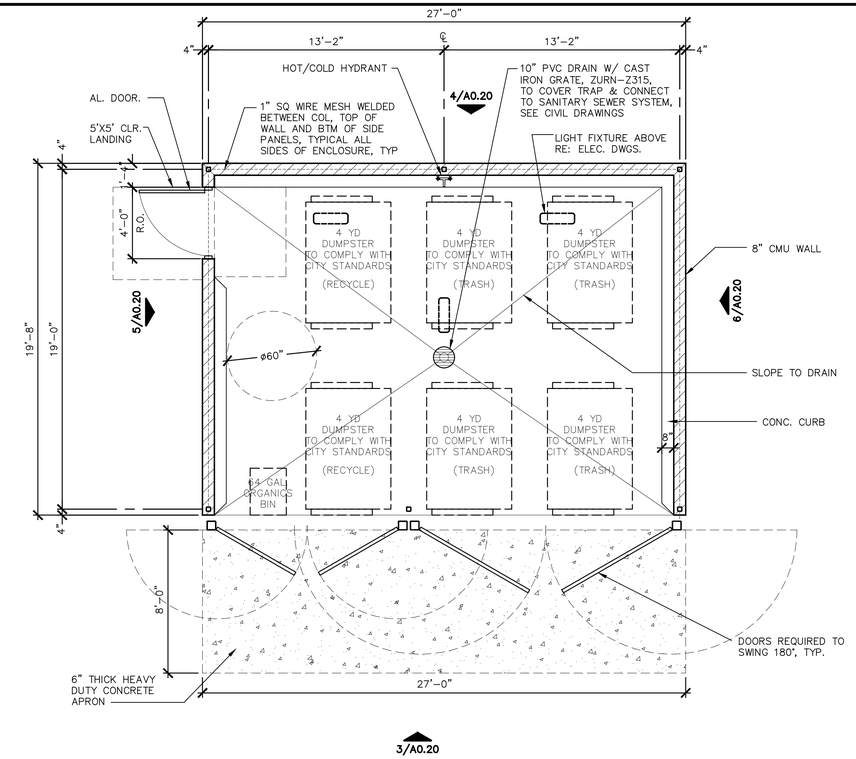
4 | DUMPSTER ENCLOSURE REAR ELEVATION
1/4" = 1'-0"



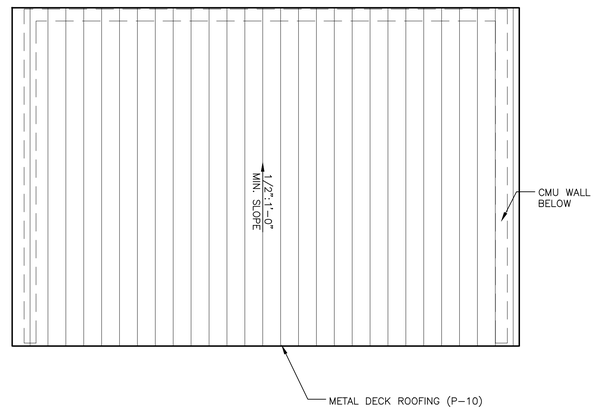
5 | DUMPSTER ENCLOSURE RIGHT ELEVATION
1/4" = 1'-0"



6 | DUMPSTER ENCLOSURE LEFT ELEVATION
1/4" = 1'-0"



1 | DUMPSTER ENCLOSURE – PLAN
1/4" = 1'-0"



2 | DUMPSTER ENCLOSURE – ROOF PLAN
1/4" = 1'-0"

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Restaurant #C0577
Turner Pkwy & Admiral Callaghan Ln
VALLEJO, CA 94591
P6-AV ERD-A

Professional of Record: JEFF LIEDERMAN
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

Prototype :	P6-AV
Prototype Issue Date:	Version :
Kitchen Issue Date:	00/00/00
Design Bulletin Updates:	-
Date Issued: -	Bulletin Number: -

CONCEPTUAL DESIGN

ISSUED

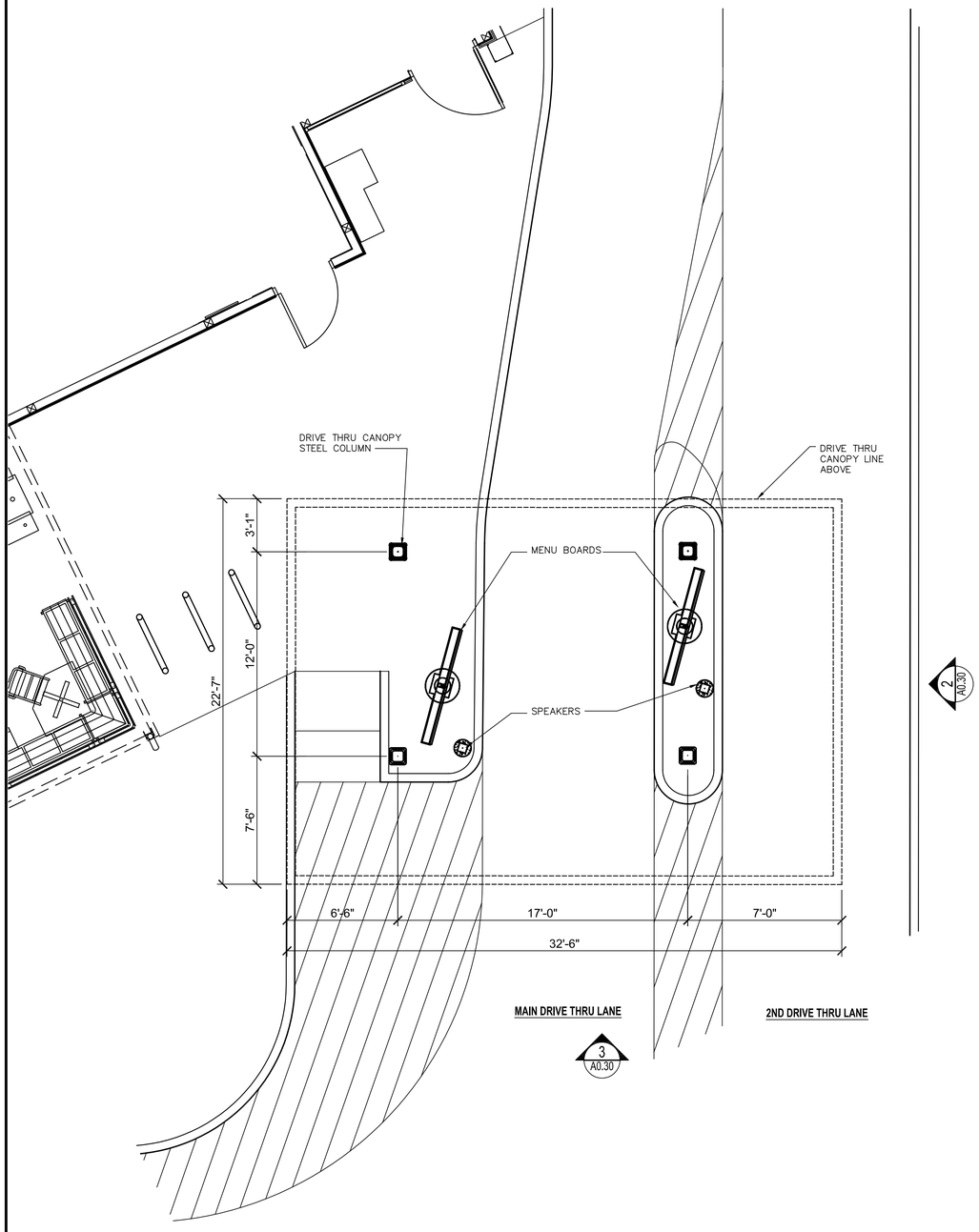
	DATE	DESCRIPTION
	02/29/24	ENTITLEMENT SUBMITTAL
	05/31/24	ENTITLEMENT RESUBMITTAL

Sheet Title:
DUMPSTER ENCLOSURE PLAN & DETAILS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

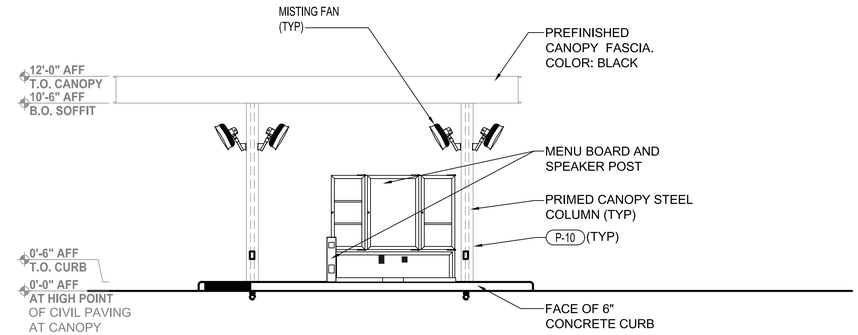
Sheet Number:
A0.20

ENT. SUBMITTAL 00-00-2023



1 DRIVE THRU CANOPY PLAN

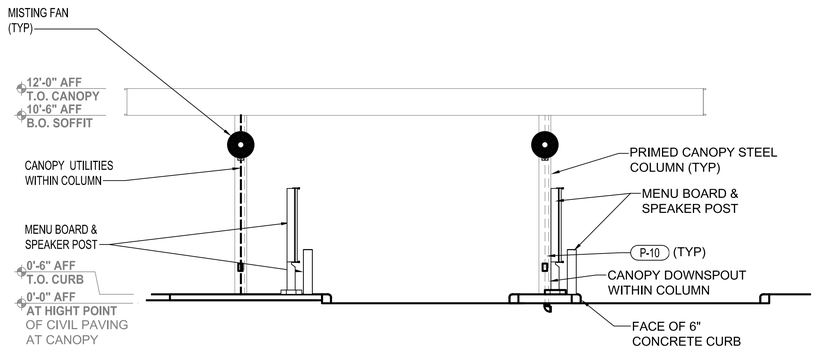
1/4"= 1'-0"



2 DRIVE THRU ELEVATION

3/16" = 1'-0"

MISTING FAN



3 DRIVE THRU ELEVATION

3/16" = 1'-0"

Raising Canes Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:

Restaurant #C0577
Turner Pkwy & Admiral Callaghan Ln
VALLEJO, CA 94591
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CONCEPTUAL DESIGN

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	05/31/24	ENTITLEMENT RESUBMITTAL
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Sheet Title:

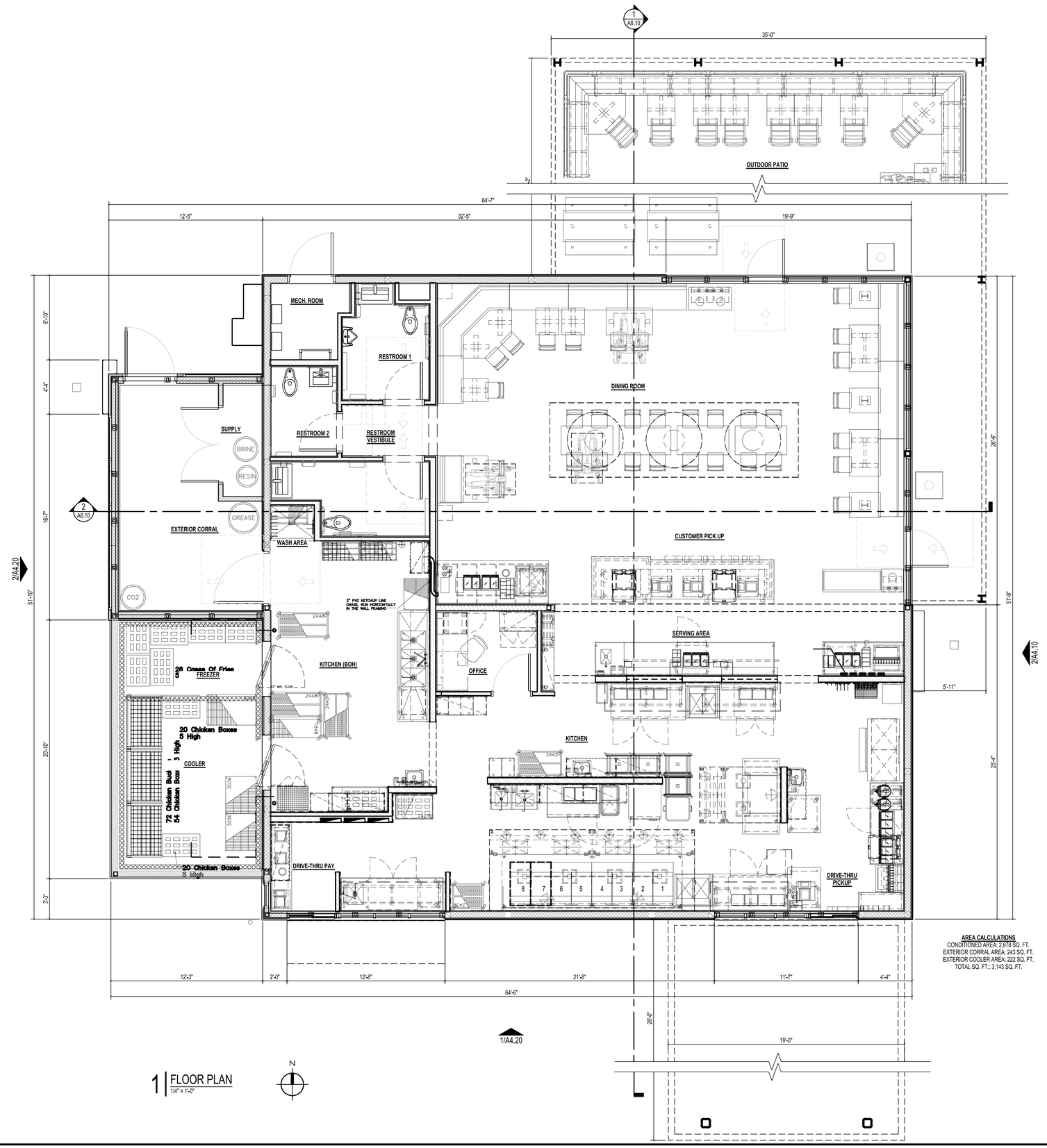
DRIVE-THRU CANOPY PLAN AND ELEVATIONS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:

A0.30

ENT. SUBMITTAL 00-00-2023



AREA CALCULATIONS
CONDITIONED AREA: 2,678 SQ. FT.
EXTERIOR CORRAL AREA: 243 SQ. FT.
EXTERIOR COOLER AREA: 222 SQ. FT.
TOTAL SQ. FT.: 3,143 SQ. FT.

1 | FLOOR PLAN
1/4" = 1'-0"

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

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Sheet Title:

FLOOR PLAN

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:

A1.0

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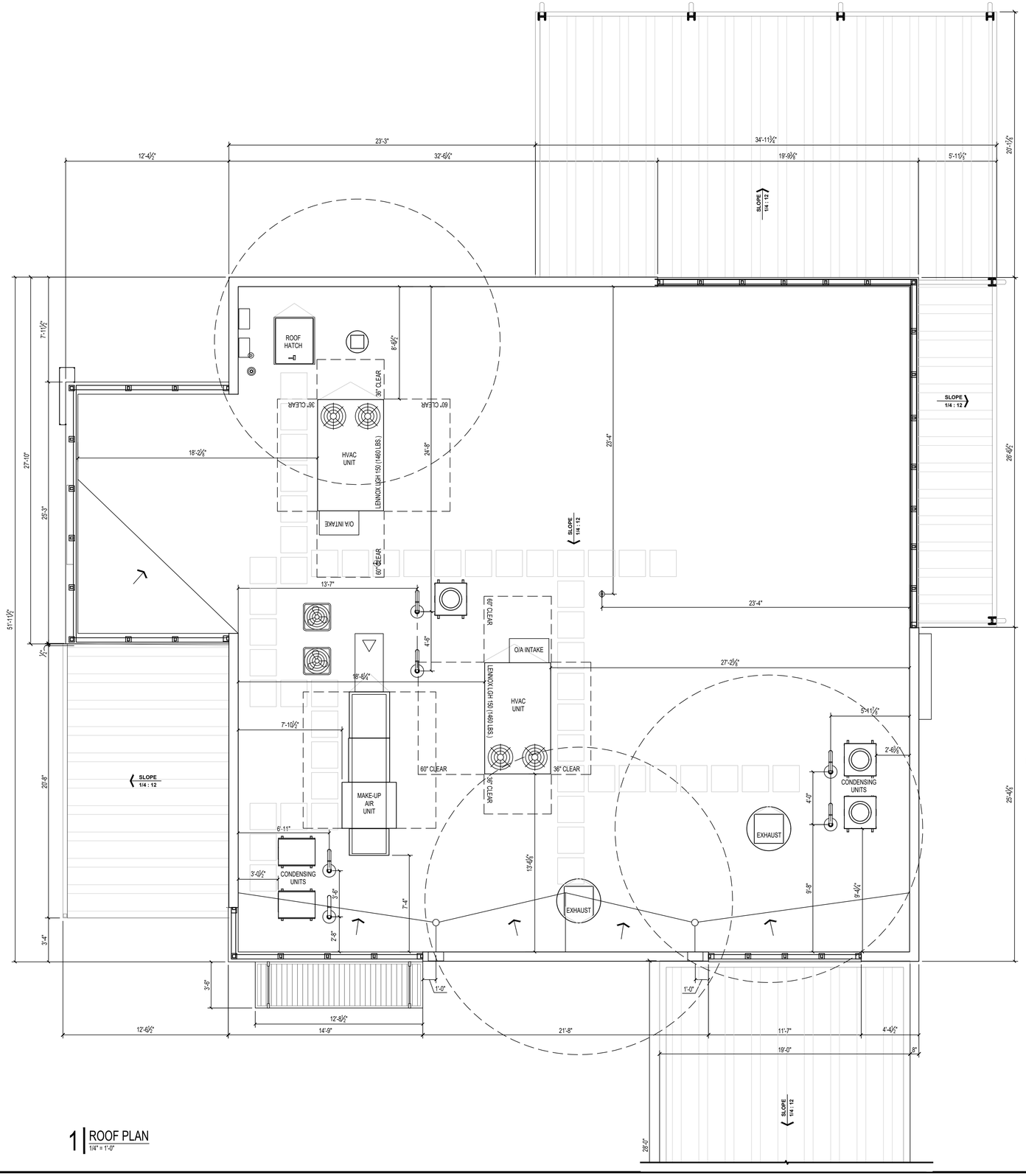

AREA CALCULATIONS
UPPER ROOF AREA: 2,921
EXTERIOR COOLER ROOF AREA: 222 SQ. FT.
TOTAL SQ. FT.: 3,143 SQ. FT.

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

Raising Cane's CHICKEN FINGERS
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Restaurant #C0577
Turner Pkwy & Admiral Callaghan Ln
VALLEJO, CA 94591
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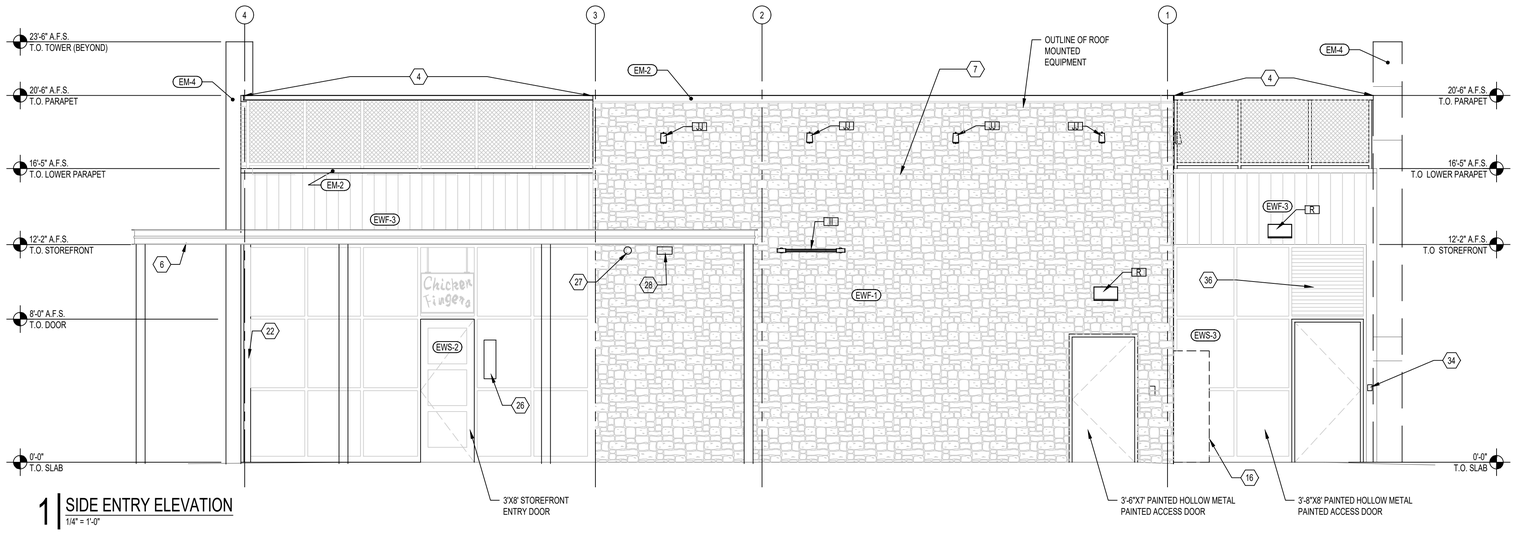
Sheet Title:
ROOF PLAN

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

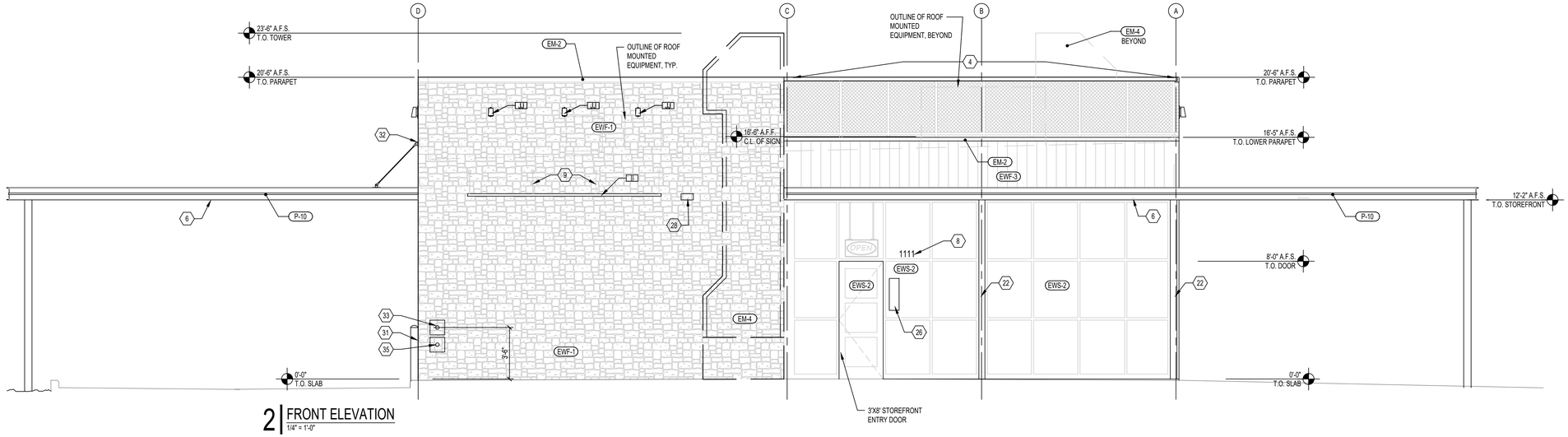
Sheet Number:
A1.50

ENT. SUBMITTAL 00-00-2023



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

SCHEDULE OF EXTERIOR MATERIALS					
KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR / FINISH	DESCRIPTION
EM-1	RIBBED METAL PANEL ROOF	BERRIDGE	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-2	METAL CAP FLASHING	REFER TO SPEC	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-3	POWDER COATED ALUMINUM	SIGNAGE SUPPLIER		CHARCOAL	POWDER COATED ALUMINUM. MATTE BLACK FINISH 0.063 GA
EM-4	METAL ACCENT PANELS	SIGNAGE SUPPLIER		DISTRESSED/SALVAGED RED	METAL PANELS TO BE APPLIED OVER METAL PANEL WALL EWF-1
EWF-1	STONE VENEER	EL DORADO	CYPRESS RIDGE	ORCHARD	CENTER MATCH
EWF-2	CEMENT PLASTER	SHERWIN WILLIAMS	PAINT	SW7067 "CITYSCAPE"	CENTER MATCH
EWF-3	ARCHITECTURAL PANELS	CHARLESTON RANCH	RECLAIMED WOOD	CEDAR	VERTICAL INSTALLATION - CENTER MATCH
EWF-5	METAL PANEL	BERRIDGE		CITYSCAPE	CENTER MATCH
EWS-1	DRIVE-THRU WINDOW	QUIKSERV	SCT-4860>>SC4030 IP	ANODIZED ALUM. BRONZE FRAME	
EWS-2	ALUMINUM STOREFRONT	REFER TO SPEC.	REFER TO WINDOW SCHED.	ANODIZED ALUM. BLACK FRAME & RED FOR FRONT AND SIDE ENTRY DOORS	
EWS-3	ALUMINUM STOREFRONT	REFER TO SPEC.	REFER TO WINDOW SCHED.	ANODIZED ALUM. BLACK FRAME	WITH SPANDREL GLASS
P-10	EXTERIOR PAINT	BENJAMIN MOORE	SUPER SPEC (P23)	BLACK - LOW LUSTER	TWO COATS REQUIRED



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

KEYNOTES

1	NOT USED
2	4" ROUND DOWNSPOUT - COORDINATE FOR SITE DRAINAGE
3	NOT USED
4	MESH PARAPET, BY OWNER. PROVIDE BLOCKING AS REQ'D
5	METAL COUNTER FLASHING WHERE SLOPED ROOF ATTACHES TO EXTERIOR FINISH
6	PRE-FABRICATED METAL CANOPY, G.C. TO PERMIT SEPARATELY
7	BACK OF PARAPET. TOP OF ROOF LINE BEYOND
8	ADDRESS NUMBERS IN 6" CHARACTERS, SIZE AND LOCATION AS REQUIRED BY AHJ
9	GUY WIRE ABOVE LIGHT FIXTURE, TYP.
10	NOT USED
12	4"x4" DOWNSPOUT - COORDINATE FOR SITE DRAINAGE
14	STAINLESS STEEL SILL
16	SWITCHGEAR CABINET
19	NOT USED
22	BRAKE METAL BETWEEN WINDOWS PRE-FINISHED TO MATCH STOREFRONT
26	BLANK PLATE INSTALL ON EXTERIOR OF GLASS TO HIDE INTERIOR SIGNAGE
27	IT PENETRATION FOR SECURITY CAMERAS
28	EXTERIOR SPEAKERS
29	SECONDARY SCUPPER
31	4" BOLLARD W/ BLACK PLASTIC SLEEVE
32	2X WOOD BLOCKING REQUIRED IN WALL CAVITY. REFER TO WALL SECTIONS.
33	DARPRO OUTLET AND SECURITY BOX.
34	ORIA 4-DIGIT KEY STORAGE BOX.
35	CO2 PORT
36	ALUMINUM LOUVERS - PAINT TO MATCH STOREFRONT EWS-2

GENERAL NOTES

1	SIGNAGE TO BE APPROVED UNDER SEPARATE FILING (DEFERRED SUBMITTAL).
2	CANOPIES AND AWNINGS ARE REQUESTED AS DEFERRED SUBMITTALS AS INDICATED ON SHEET PCS. G.C. TO PERMIT CANOPIES AND AWNINGS USING MANUFACTURER SPECIFICATIONS AND SHOP DRAWINGS.
3	CONFIRM OUTDOOR SPEAKER LOCATIONS WITH I.T.
4	VERIFY LOGO SIGNS AND PAINTED MURAL WITH SIGNAGE VENDOR.

Raising Cane's Chicken Fingers
Restaurant Support Office
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CONCEPTUAL DESIGN

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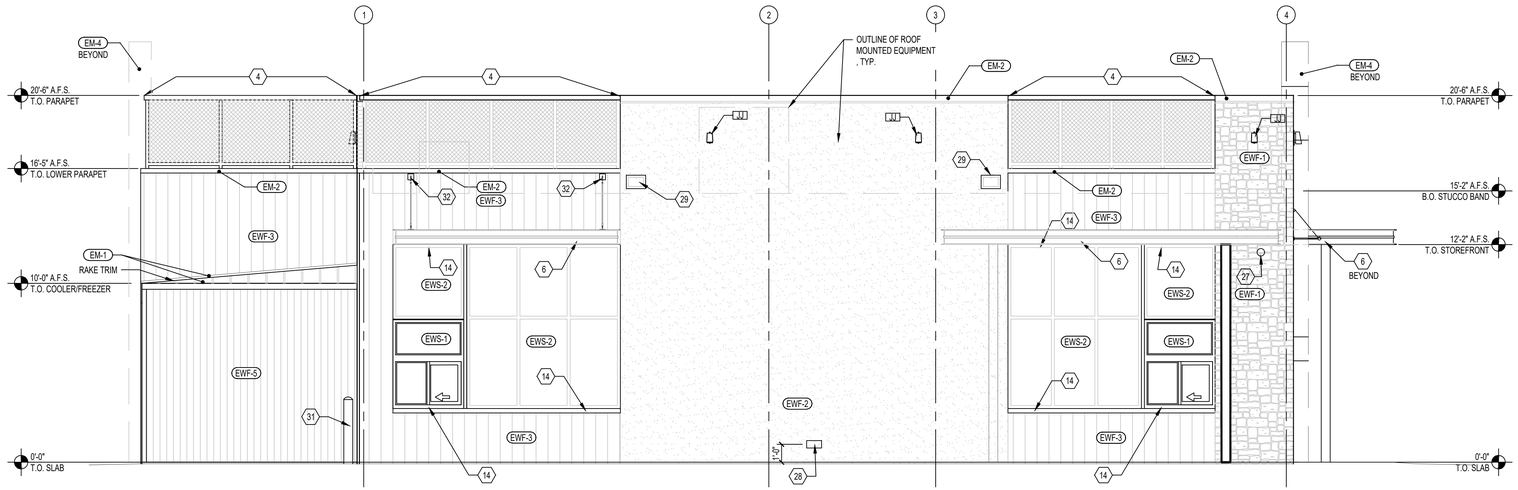
	05/31/24	ENTITLEMENT RESUBMITTAL

Sheet Title:
EXTERIOR ELEVATIONS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:
A4.10

ENT. SUBMITTAL 00-00-2023



1 | DRIVE-THRU ELEVATION
1/4" = 1'-0"

KEYNOTES

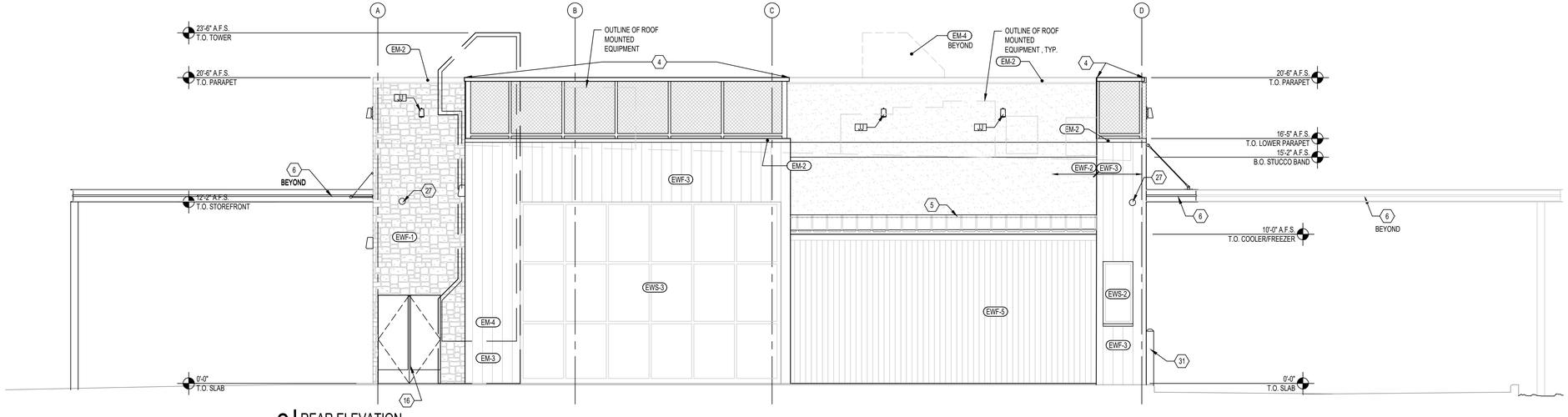
1	NOT USED
2	4" ROUND DOWNSPOUT - COORDINATE FOR SITE DRAINAGE
3	NOT USED
4	MESH PARAPET, BY OWNER. PROVIDE BLOCKING AS REQ'D
5	METAL COUNTER FLASHING WHERE SLOPED ROOF ATTACHES TO EXTERIOR FINISH
6	PRE-FABRICATED METAL CANOPY, G.C. TO PERMIT SEPARATELY
7	BACK OF PARAPET. TOP OF ROOF LINE BEYOND
8	ADDRESS NUMBERS IN 6" CHARACTERS, SIZE AND LOCATION AS REQUIRED BY AHJ
9	GUY WIRE ABOVE LIGHT FIXTURE, TYP.
10	NOT USED
12	4"x4" DOWNSPOUT - COORDINATE FOR SITE DRAINAGE
14	STAINLESS STEEL SILL
16	SWITCHGEAR CABINET
19	NOT USED
22	BRAKE METAL BETWEEN WINDOWS PRE-FINISHED TO MATCH STOREFRONT
26	BLANK PLATE INSTALL ON EXTERIOR OF GLASS TO HIDE INTERIOR SIGNAGE
27	IT PENETRATION FOR SECURITY CAMERAS
28	EXTERIOR SPEAKERS
29	SECONDARY SCUPPER
31	4" BOLLARD W/ BLACK PLASTIC SLEEVE
32	2X WOOD BLOCKING REQUIRED IN WALL CAVITY. REFER TO WALL SECTIONS.
33	DARPRO OUTLET AND SECURITY BOX.
34	ORIA 4-DIGIT KEY STORAGE BOX.
35	CO2 PORT
36	ALUMINUM LOUVERS - PAINT TO MATCH STOREFRONT EWS-2

GENERAL NOTES

1	SIGNAGE TO BE APPROVED UNDER SEPARATE FILING (DEFERRED SUBMITTAL).
2	CANOPIES AND AWNINGS ARE REQUESTED AS DEFERRED SUBMITTALS AS INDICATED ON SHEET PCS. G.C. TO PERMIT CANOPIES AND AWNINGS USING MANUFACTURER SPECIFICATIONS AND SHOP DRAWINGS.
3	CONFIRM OUTDOOR SPEAKER LOCATIONS WITH I.T.
4	VERIFY LOGO SIGNS AND PAINTED MURAL WITH SIGNAGE VENDOR.

SCHEDULE OF EXTERIOR MATERIALS

KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR / FINISH	DESCRIPTION
EM-1	RIBBED METAL PANEL ROOF	BERRIDGE	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-2	METAL CAP FLASHING	REFER TO SPEC	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
EM-3	POWDER COATED ALUMINUM	SIGNAGE SUPPLIER		CHARCOAL	POWDER COATED ALUMINUM. MATTE BLACK FINISH 0.063 GA
EM-4	METAL ACCENT PANELS	SIGNAGE SUPPLIER		DISTRESSED/SALVAGED RED	METAL PANELS TO BE APPLIED OVER METAL PANEL WALL EWF-1
EWF-1	STONE VENEER	EL DORADO	CYPRESS RIDGE	ORCHARD	CENTER MATCH
EWF-2	CEMENT PLASTER	SHERWIN WILLIAMS	PAINT	SW7067 "CITYSCAPE"	CENTER MATCH
EWF-3	ARCHITECTURAL PANELS	CHARLESTON RANCH	RECLAIMED WOOD	CEDAR	VERTICAL INSTALLATION - CENTER MATCH
EWF-5	METAL PANEL	BERRIDGE		CITYSCAPE	CENTER MATCH
EWS-1	DRIVE-THRU WINDOW	QUIKSERV	SCT-4860>>SC4030 IP	ANODIZED ALUM. BRONZE FRAME	
EWS-2	ALUMINUM STOREFRONT	REFER TO SPEC.	REFER TO WINDOW SCHED.	ANODIZED ALUM. BLACK FRAME & RED FOR FRONT AND SIDE ENTRY DOORS	
EWS-3	ALUMINUM STOREFRONT	REFER TO SPEC.	REFER TO WINDOW SCHED.	ANODIZED ALUM. BLACK FRAME	WITH SPANDREL GLASS
P-10	EXTERIOR PAINT	BENJAMIN MOORE	SUPER SPEC (P23)	BLACK - LOW LUSTER	TWO COATS REQUIRED



2 | REAR ELEVATION
1/4" = 1'-0"

Raising Cane's CHICKEN FINGERS
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	05/31/24	ENTITLEMENT RESUBMITTAL

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EXTERIOR ELEVATIONS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:
A4.20

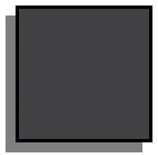
ENT. SUBMITTAL 00-00-2023

1 | FRONT ELEVATION

2 | SIDE ENTRY ELEVATION

3 | REAR ELEVATION

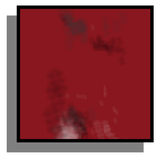
4 | DRIVE-THRU ELEVATION



EM-1
STANDING SEAM ROOF
BERRIDGE
KYNAR 500 MATTE BLACK

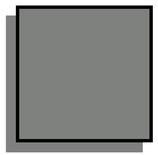
EM-2
METAL CAP FLASHING
KYNAR 500 MATTE BLACK

EM-3
HOT ROLLED STEEL
CARBON GRADE FINISH



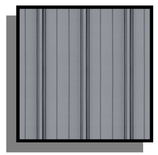
EM-4
METAL PANEL
VINTAGE CAR HOOD
DISTRESSED/SALVAGED RED

EWF-1
STONE VENEER
EL DORADO
CYPRESS RIDGE
ORCHARD



EWF-2
CEMENT PLASTER
SHERWIN WILLIAMS
SW 7067 CITYSCAPE

EWF-3
RECLAIMED SIDING
RECLAIMED WOOD SOURCE
"CHARLESTON" RECLAIMED
GREY BARN WOOD SIDING

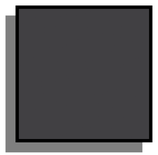


EWF-5
METAL PANEL TYPE R
BERRIDGE
CITYSCAPE

EWS-1
DRIVE-THRU WINDOW
QUIKSERV
ANODIZED ALUMINUM
BRONZE FRAME

EWS-2
ALUMINUM STOREFRONT
ANODIZED ALUMINIM
BLACK FRAME

RED FRAME FOR STOREFRONT
MAIN ENTRY AND SIDE ENTRY DOORS



P-10
EXTERIOR PAINT
BENJAMIN MOORE
SUPER SPEC (P23)
BLACK-LOW LUSTER

Raising Cane's CHICKEN FINGERS
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Sheet Title:
COLORED EXTERIOR ELEVATIONS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:
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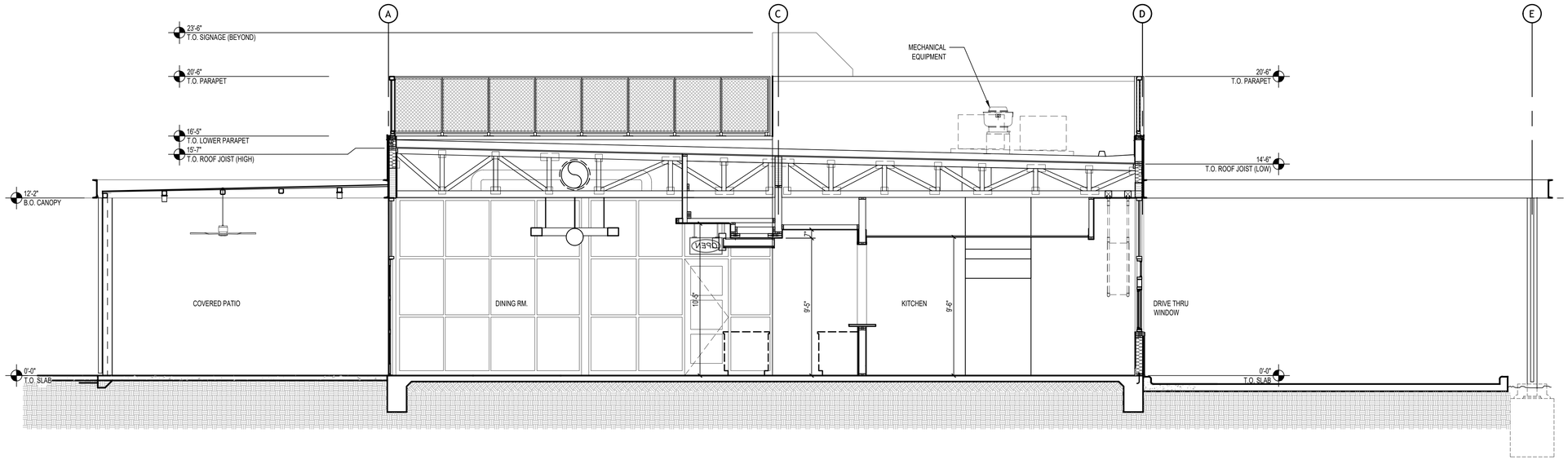
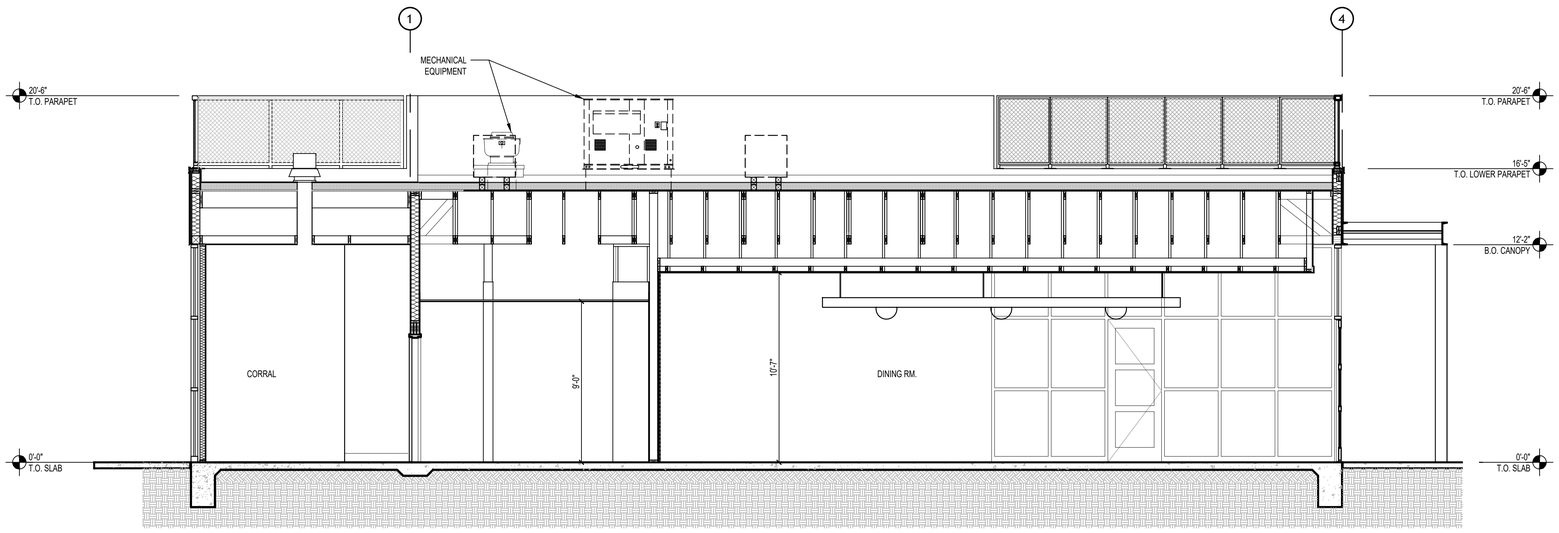


1 | LONGITUDINAL SECTION
1/4" = 1'-0"



2 | TRANSVERSE SECTION
1/4" = 1'-0"

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Restaurant #C0577
Turner Pkwy & Admiral Callaghan Ln
VALLEJO, CA 94591
P6-AV ERD-A

Professional of Record: JEFF LIEDERMAN
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

Prototype :	P6-AV
Prototype Issue Date:	Version :
Kitchen Issue Date:	00/00/00
Design Bulletin Updates:	-

Date Issued:	Bulletin Number:
-	-

CONCEPTUAL DESIGN

ISSUED

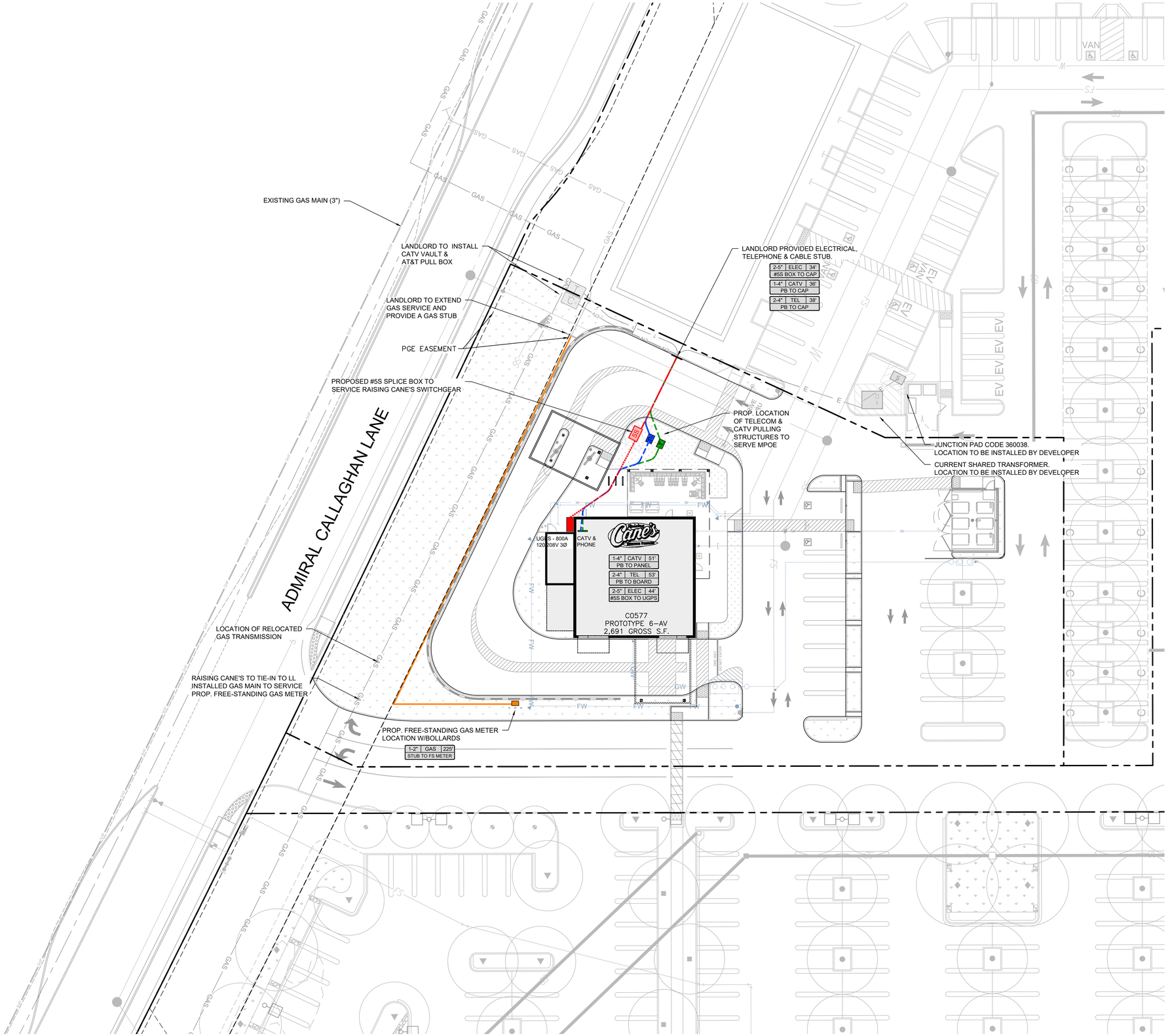
	DATE	DESCRIPTION
	02/29/24	ENTITLEMENT SUBMITTAL
	05/31/24	ENTITLEMENT RESUBMITTAL

Sheet Title:
BUILDING SECTIONS

Date:	08.11.2023
Project Number:	RAC23039.0
Drawn By: BL	Checked By: CR

Sheet Number:
A6.10

ENT. SUBMITTAL 00-00-2023



* NOTE TO CONTRACTOR:
CAP FOR UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS OF THE EXISTING UTILITY TRENCH, VERIFY EXACT LOCATION PRIOR TO BIDDING

LEGEND

- PG&E #5S 3'x5'2.5' SECONDARY ENCLOSURE
- PG&E PRIMARY ELECTRIC TRENCH
- PG&E SERVICE ELECTRIC TRENCH
- PG&E GAS TRENCH
- AT&T TELEPHONE TRENCH
- AT&T TELEPHONE PULL BOX (2'x3')
- COMCAST CATV TRENCH
- COMCAST CATV PULL BOX (2'x3')

N

0 20 40
SCALE: 1:20

E4 utility design
1211 Puerta Del Sol, Ste. 270
San Clemente, CA 92673
Phone: 949.582.2755

RAISING CANE'S - STORE #C0577

ADMIRAL CALLAGHAN & TURNER - VALLEJO, CA 94591

Conceptual Utility Exhibit

REVISIONS

No.	Date	Description

FOR DESIGN STUDY ONLY
NOT FOR CONSTRUCTION

These drawings are the sole property of E4 Utility Design. Downloading, copying, use, and/or sale of these documents without the permission of E4 Utility Design is prohibited.

DRAWN BY:	E4 DESIGN - O.B
PROJECT NUMBER:	RC0577
DATE:	05-24-2024
PROJECT MANAGER:	NICOLE CAPLAN
SHEET:	DU-1

CONDITIONS OF APPROVAL

Major Use Permit (MJP24-0001)
Development Review (DVR24-0007)
Design Review (DR24-0004)
Landscape Review (LR23-0007)
Zoning Compliance (ZC24-0021)
APN # 0069-480-020

PERMIT DESCRIPTION: The project consists of a 2,691 square-foot restaurant with an attached 708 square-foot covered patio area, a 735 square-foot drive-through canopy for double drive-through lanes, and a 525 square-foot trash enclosure, totaling 4,659 square feet in new structures. In addition, the project also includes site improvements for a new surface parking lot with 21 off-street parking spaces and 1,465 square feet of new landscaping. The restaurant is proposing to operate seven days a week from 9 a.m. to 3:30 a.m.

A. **PLANNING DIVISION**
Staff contact: Cesar Orozco, Planning Manager
Cesar.orozco@cityofvallejo.net | 707.648.5436

Pre-Building Permit

1. Prior to building permit issuance, submit a numbered list to the Planning Division with a written response on how each condition of approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate continued development of the project. The approved list of conditions shall be included in the permit set. after the cover sheet.

2. Prior to building permit issuance, obtain a Temporary Use Permit from the Planning Division for any temporary office or construction trailer as may be needed.

3. Prior to building permit issuance, the Planning Division shall confirm that the building permit drawings and subsequent construction substantially conform with the approved Planning application drawings included in this report.

4. Prior to the issuance of a building permit, the Director may require the applicant to submit such information, as proposed machinery, processes, products, or environmental impacts, as may be necessary to demonstrate the ability of the proposed uses to comply with applicable performance standards. Such required information may include reports by expert consultants. Whenever an environmental impact report has been submitted and determined to be adequate under state and city guidelines, no further information shall be required. (VMC Section 16.505.02 (B))

During Construction

5. Construction activities shall be managed in compliance with the following requirements:

    a. Site Watering. During the construction of a project, all portions of the site shall be watered as necessary to reduce emissions of dust and other particulate matter, and all stockpiles shall be covered.
    b. Maintenance. Streets and sidewalks shall be made dirt free at the completion of construction.
    c. Noise. All construction and transport equipment shall be muffled in accordance with state and federal laws.

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d. Emissions. Construction and transport equipment shall be operated so as to minimize exhaust emissions. During construction, trucks and equipment should be running only when necessary.
e. Hours of Operation. Grading and pile driving operations within ¼ mile of residential units shall be limited to between 8:00 am and 5:00 p.m. on weekdays to ensure compliance with the requirements for construction activity in Subsection 16.502.12.D.1., Maximum Noise Level for Temporary Construction Activity, or as otherwise restricted as part of an approval.
f. Water Run-off. All water run-off from construction sites shall be controlled. During construction, trucks and equipment should be running only when necessary, and shall comply with Chapter 12.41 of the Vallejo Municipal Code.

6. No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any excessive noise, annoying noise, amplified sound or vibrations that are physically annoying to reasonable persons of normal sensitivity or that are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons of normal sensitivity located at the lot line of the property from which these noises emanate or that interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or that may detrimentally or adversely affect such residences or places of business. (VMC Section 16.502.09 (C))

7. Construction, demolition, and related loading/unloading activities that may generate noise shall be limited to the following: 7 a.m. and 6 p.m. in Monday- Friday, Saturday 9 am- 6 pm and Sundays and holidays not allowed. (VMC Section 16.502.09 (D))

8. The fencing for construction sites shall not be installed until a building permit or grading permit has been ~~issued, and~~issued and said fencing shall be removed prior to final inspection. In the event that the building permits expire before the construction is completed, the Planning and Development Services Director may issue a temporary use permit pursuant to VMC Chapter 16.339, Temporary Uses, to allow the fencing to remain for a longer period of time. (VMC Section 16.505.08 (B))

Pre-Operation

9. Prior to operation/final building inspection, the landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC Section 16.504.09 - Water Efficient Landscape Requirements. The documentation shall include the following:
    a. Certificate of Completion (VMC Section 16.504.09 (G.9))
    b. Irrigation Scheduling (VMC Section 16.504.09 (G.9.c))
    c. Schedule of Landscape and Irrigation Maintenance (VMC Section 16.504.09 (G.9.d))
    d. Landscape Irrigation Audit Report (VMC 16.504.09 (G.9.e))
    e. Soil Analysis Report (VMC Section 16.504.09 (G.9.f))

10. 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.

11. Prior to operation/final building inspection, all American Disabilities Act (ADA) improvements shall be installed in compliance with the approved building plans, subject to the final review and approval of the Chief Building ~~Offical~~Official.

Operation

12. In the event that the drive-through queue spills outside the designated drive-through lanes, the operator shall do the following, as needed to alleviate the situation:
    a. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This shall be a mobile order-taking point using a table or mobile device.
    b. Direct drive-through customers to designated parking slots when there is a need to have additional time at the pick-up window.
    c. Enhance general drive-though car line management and pedestrian circulation by utilizing designated restaurant crew to ensure proper circulation around the site.

13. The hours of operation shall include a required closing no later than 1:00 a.m., Sunday to Thursday, and 1:30 a.m. on Fridays and Saturdays.

14. The site shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 100 feet of the premises. One permanent, non-flammable trash receptacle shall be installed near the entrance/exits of the building and near each of the drive-through lanes. (VMC Section 16.316.02 (F))

Landscaping Maintenance

15. All landscaping shall be permanently maintained in a healthy, thriving and weed-free condition at all times, in compliance with the approved landscape plan. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the original approved design or upgraded to reflect current best practices for water efficiency. Regular maintenance shall include:
    a. Adjusting, checking, and repairing irrigation equipment; resetting automatic controllers; aerating and de-thatching turf areas; adding/replenishing fertilizer, mulch, soil amendments; insect control; the replacement of dead or diseased plants; pruning; watering; and weeding all landscaped areas.
    b. The trimming of vegetation as necessary to maintain the effective functioning of solar energy facilities and passive solar design features installed both on site and on adjacent properties.
    c. The trimming of vegetation as necessary to keep pedestrian and bicycle paths clear. (VMC Section 16.504.08 (A))

16. Litter shall be removed from all landscaped areas in a timely fashion. (VMC Section 16.504.08 (B))

17. Turf areas shall be mowed on a regular basis and be kept green. Accumulation of leaves, twigs, bark, and other similar materials shall be removed on a regular basis. Planting areas shall be kept free of weeds at all times. (VMC Section 16.504.08 (C))

18. Landscaping maintenance shall include:
    d. Pruning, cultivating, weeding, fertilizing, replacement of plants, and watering on a regular basis.
    e. Pruning or removal of overgrown vegetation, cultivated or uncultivated, that may harbor rats, vermin, or other nuisances, or otherwise be detrimental to neighboring properties.
    f. The removal of dead, decayed, diseased, or hazardous trees, weeds and debris that create an unsightly appearance and may be dangerous to public safety and welfare or detrimental

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to neighboring properties or property values. Compliance shall be by removal, replacement, or maintenance.

g. Landscaping (trees, shrubs, ground cover, turf, etc.) which, due to accident, damage, disease, lack of maintenance, or other cause, fails to show a healthy appearance and growth, shall be replaced. Replacement plants shall conform to all standards that govern the original planting installation, approved landscaping plan, or as approved by the Director. (VMC Section 16.504.08 (D))

Fencing, Walls, and Screening

19. Fencing and walls shall be continuously maintained with no sign of rust or disrepair. Graffiti shall be removed within forty-eight hours. (VMC Section 16.505.02 (B)).

20. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry section, back-up and emergency generators, and similar utility devices.
    a. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure.
    b. Equipment shall be screened on all sides, and screening materials shall be opaque.
    c. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed so that, at the time of building occupancy, such plants effectively screen their respective equipment.
    d. The use of wood expanded metal lath, and chain link for the purpose of screening is prohibited. (VMC Section 16.505.10)

Lighting

21. Lighting shall be designed, located, and installed to be directed downward or toward structures, be shielded or fully shielded, and shall be well-maintained in order to prevent glare, light trespass (unwanted light on adjacent lots and public rights-of-way), and light pollution to the maximum extent feasible. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Director. (VMC Section 16.506.04 (B))

22. All outdoor lighting in non-residential zoning districts shall be turned off during daylight hours and during any hours when the building is not in use and the lighting is not required for security. Time clocks or photo-sensor systems may be required as a condition of approval of a discretionary permit. (VMC Section 16.506.04 (D))

Parking

23. At least three percent of parking spaces provided shall be electric vehicle (EV) charging stations.
    a. Size. Electric vehicle charging stations shall be the same size as other spaces, and electric vehicle charging equipment shall not reduce the size of the space.
    b. Signage. Each electrical vehicle charging station shall be clearly marked with a sign reading "Electrical Vehicle Charging Station" and the associated California Vehicle Code restrictions, and only a vehicle that is connected for electric charging shall be allowed to park in the stalls or spaces so designated.

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c. Equipment. Electrical vehicle charging stations shall be equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment, as necessary for public use. (VMC Section 16.508.09)

Signs

24. No permanent signs shall be installed or applied for until the Master Sign program for the shopping center has been reviewed and approved.

25. No permanent signs shall be installed until the applicant receives Zoning Compliance Review in conformance with the Master Sign Program subject to approval by City of Vallejo Planning Division.

26. Temporary signs are allowed without a sign permit for a maximum of sixty days after the opening of a new business, provided that the area of the temporary signs shall not exceed fifty percent of the total sign area allowed on the site, as defined by VMC Section 16.509.04, General Requirements for All Signs. (VMC Section 16.509.03 (P)).

27. No moving, rotating, flashing, or changing of color intensity or signs with electronic/digitally created content (i.e., electronic reader board signs) shall be permitted at the site. No windblown signs, such as posters, pennants, streamers, or strings of light bulbs, balloons, or other inflated objects are permitted at the site. The only exceptions to these requirements are time and temperature devices and signs installed by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare. (VMC Section 16.509.07 (C))

28. Portable "A" frame signs, or other signs attached to a device used to allow the sign to be rolled or moved around, are prohibited at the site. Included in this category are signs larger than three square feet affixed to a vehicle intended for the purpose of business identification, directional to a business, or advertisement of a business. (VMC Section 16.509.07 (D))

General Requirements

29. A final decision on an application for any discretionary approval subject to appeal shall become effective after the expiration of ten calendar days following the date of action unless an appeal is filed. No building permit or business license shall be issued until the 11th day following the date of the action. If a different termination date is fixed at the time of granting, or if actual construction or alteration has begun under valid building permits, the ten-day, period may be waived. (VMC Section 16.602.11)

30. This approval shall automatically expire within two years of the effective date of this resolution (September 4, 2026) (VMC Section 16.602.12 (A)), unless exercised or extended. Issuance of a building permit shall constitute exercise of rights; provided, however, that, unless otherwise specified as a condition of project approval, the permit shall expire if:
    i. The Building Permit expires.
    ii. Final inspection is not completed, or certificate of occupancy issued within the time specified as a condition of project approval.
    iii. The rights granted under the permit are not exercised within one year following the earliest to occur of the following: issuance of a certificate of occupancy; or if no certificate of occupancy is required, the last required final inspection for the new construction. (VMC Section 16.602.11 (B))

31. The Planning and Development Services Director may approve a one-year extension of any permit or approval granted for a residential or non-residential project under the Zoning Code upon receipt of a written application and fees received fifteen calendar days before the expiration date with the required fee prior to expiration of the permit. (VMC Section 16.602.11 (C.1))

32. No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in the Zoning Code. For the purpose of this chapter, the modification of a permit may include minor modification of a development review approval that is in substantial compliance as determined by the Planning and Development Services Director. (VMC Section 16.602.11 (D))

33. Applications for changes to an approved permit must be filed and processed in compliance with the requirements in Section 16.602.02, Application Forms and Fees, and shall be subject to a fee established by the Master Fee Schedule.
    b. Minor Modifications. The Planning and Development Services Director may approve minor changes to approved plans that are consistent with the original findings and conditions approved by the hearing body and would not intensify any potentially detrimental effects of the project.
    c. Major Modifications. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan that would affect the findings adopted as a basis for project approval shall be treated as a new application. (VMC Section 16.602.11 (E))

34. A request for major changes to an approved site plan or building plan that will not affect the findings adopted as a basis for project approval, but are still considered substantial, shall be forwarded to the original review authority for the discretionary permit for review and approval. Any changes to the proposed colors shall require approval by the Planning and Development Services Director. (VMC Section 16.602.11 (F))

35. For new developments, utilities including, but not limited to, all electrical, telephone, cable television, fiber-optic cable, gas, water, sewer, irrigation/recycled water, and similar distribution lines providing direct service to a project shall be installed underground within the site. This requirement may be waived by the Planning and Development Services Director upon determining that underground installation is infeasible, or the electrical line is otherwise exempt from an under-grounding requirement. (VMC Section 16.501.10)

36. Within five business days after project approval, the applicant/operator shall pay the CEQA 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 CEQA legal challenges.

37. Applicant shall obtain an inspection from the Planning Division prior to occupancy/final building inspection. All ~~Building~~ inspections require a minimum 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finaled in accordance with the approved plans and required conditions of approval or a bond in a form approved by the City Attorney has been posted to cover all costs of any unfinished work if~~as~~ agreed to by the Planning and Development Services Director in their sole discretion.

38. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers and affiliates and each of them from any and all claims, demands, causes of action, damages, costs, expenses, actual attorney's fees, applicant's fees, expert fees, losses or liability, in law or in equity, of every kind and nature whatsoever arising out of or in connection with Applicant's operations, or any subcontractor's operations, to be performed under this agreement for Applicant's or subcontractor's tort negligence including active or passive, or strict negligence, including but not limited to personal injury including, but not limited to bodily injury,

emotional injury, sickness or disease, or death to persons and/or damage to property of anyone, including loss of use thereof, caused or alleged to be caused by any act or omission of Applicant, or any subcontractor, or anyone directly or indirectly employed by any of them or anyone for the full period of time allowed by the law, regardless to any limitation by insurance, with the exception of the sole negligence or willful misconduct of the City. No modification of the project, any application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's indemnity obligation.

B. BUILDING DIVISION

Staff Contact: Sergio Caldera, Building Inspection Manager
sergio.caldera@cityofvallejo.net | 707.567.7935

1. Plans and permits are required for Building, mechanical, plumbing, and electrical work per California Code of Regulations, Title 24, and applicable City Ordinance in effect at the time of completed Building Permit application date, and required fees shall be paid at time of application.

2. A soils report shall be provided for foundation design plan review.

3. 2022 California Code of Regulations applies if permit application(s) are received before the end of 2025. After 12-31-2025 the 2025 California Code of Regulations will apply.

4. Accessibility compliance is required per the California Building Code 11B and 2010 ADA.

C. PUBLIC WORKS

Staff Contact: Laetitia Galeazzi
laetitia.gleazzi@cityofvallejo.net | 707.649.7713

Adherence to City of Vallejo Design Standards:

1. All public improvements shall be designed and constructed to current City of Vallejo Design Standards.

2. Existing public facilities damaged during the course of construction shall be repaired by the developer, at his sole expense, to the satisfaction of the City Engineer.

Utility Plan:

3. A utility plan shall be prepared by the developer's Civil Engineer and approved by the City Engineer. The Utility Plan shall include the following:

    - Proposed on-site layout for water, fire, sewer, and storm drain systems
    - Points of connection to the existing water, sewer and storm drain systems
    - Proposed fire system elements including fire hydrants, fire sprinkler risers to serve the building, fire department connections and backflow prevention devices

Stormwater Quality:

4. The project shall comply with the requirements of the most current National Pollutant Discharge Elimination System (NPDES) permit issued to the City of Vallejo, which incorporates Low Impact Development (LID) Best Management Practices in the overall design to address the issue of

ongoing post-construction stormwater quality for the project site. Examples of LID treatment measures ~~include:~~include bio-retention, harvesting and reuse, infiltration, and evapo-transpiration.

5. The developer shall prepare a Storm Water Control Plan and Report for the project, consistent with the City of Vallejo requirements. Please refer to the Stormwater C.3 Guidebook prepared by the Contra Costa Clean Water Program.

6. All stormwater treatment measures shall be adequately operated and maintained. To ensure operation and maintenance of stormwater treatment measures, the property owner shall enter into a Stormwater Treatment Measures Maintenance Agreement with the City. This agreement shall be signed by the property owner and submitted to the Department of Public Works prior to the issuance of the building permit. It is included in the document entitled "Storm Water Requirements for Development Projects- Packet for Project Applicants."

Grading:

7. A grading plan shall be prepared by the developer's Civil Engineer and approved by the City Engineer. The following information shall be shown on the Grading Plan:

    - Existing contours, landscaping, fences, buildings, or other improvements
    - Furnish all necessary details to clearly convey recommendations outlined in the project geotechnical investigation
    - Cut/Fill interfaces and limits of grading
    - Limits of existing geologic hazards as identified by the Geotech. Engineer
    - Lot boundaries and road rights-of-way
    - Proposed pad elevations, finished contours and lot grading details
    - Top of curb elevations
    - Perimeter cross-sections along all sides of the project to show the proposed project's interface with abutting properties and streets
    - Plan view of proposed drainage facilities including storm drains, catch basins, manholes and underdrains
    - Parking lot surface drainage, pavement grades, ridge lines, etc.

8. The Project Engineer shall coordinate grading design closely with the project Geotechnical Engineer. Specifically, the Geotechnical Engineer shall be consulted to evaluate and address issues related to:

    - Geologic Hazards
    - Parking Lot Pavement Sections

9. Grading and drainage shall be designed so that surplus drainage (above and beyond that of the 15-year storm) not collected in site catch basins, is directed overland so as not to jeopardize existing or proposed buildings with flooding.

10. Slope grading shall comply with the Geotechnical Report. Slopes steeper than 3H:1V shall not be allowed in the public right-of-way. Slopes steeper than 2H:1V shall not be allowed on-site.

11. Retaining walls over 18 inches tall shall be concrete or masonry. Retaining walls over 4 feet tall shall be designed by a Civil or Structural Engineer.

Geotechnical Investigation:

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12. The developer shall retain a registered Geotechnical Engineer to conduct a Geotechnical Investigation of the project area. Two copies of the project Geotechnical Report shall be submitted to the Public Works Department prior to submittal of Construction Plans. The Geotechnical Report shall include details and recommendations regarding the following:

    - Geologic Hazards
    - Grading Limitations and Requirements
    - Foundation Design
    - Settlement

Erosion and Sediment Control:

13. An erosion and sedimentation control plan shall be included and prepared by the developer's Civil Engineer. The erosion control plan shall include protection measures such as: sedimentation basins, check dams, straw wattles and hydroseeding details.

14. The applicant shall be responsible for developing and implementing a Storm Water Pollution Prevention Plan which shall be reviewed and approved by the City of Vallejo.

15. The applicant shall obtain all necessary permits for storm water discharges, including but not limited to the State Water Resources Control Board Construction General Permit. Applicants whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, shall obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (State Water Resources Control Board Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

Trash Enclosure and Recycling:

16. The final location of trash enclosures shall be shown on the improvement plans. Drive aisle pavement sections between driveways and trash enclosures shall be designed to accommodate garbage truck traffic. There shall be a concrete slab that extends 10 feet from the front of the ~~enclosure, and~~enclosure and shall be a minimum of 6" of reinforced concrete over 6" of Class II aggregate base compacted to 95%.

Landscaping:

17. The project architect and engineer shall coordinate design closely with the project landscape designer. Specifically, they shall consult the landscape designer to evaluate and address issues related to:
    - Fencing/wall layout and details
    - Locations and sizes for irrigation services
    - Sight distance constraints for fencing and landscaping
    - Depth of cover and tree setbacks over water, sewer and storm drain lines in landscape areas

18. Landscaping plans shall be prepared by a registered Landscape Architect and City-maintained landscaping shall be designed per City standards. Landscaping and irrigation plans shall be designed to comply with the City's Water Efficient Landscaping Ordinance. Use of turf and other water intensive landscaping shall be minimized.

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Public Works Permit:

19. The applicant shall obtain a permit from Public Works prior to any work/improvements within the public right-of-way. The developer or his contractor shall furnish the necessary insurance, bonds and pay all fees associated with the permit. Contact Public Works for additional information.

Reciprocal Access/Parking/Utility Easement:

20. A permanent reciprocal access/parking/utility easement shall be required across common areas shared by parcels. This easement shall be created on a separate instrument and recorded prior to issuance of the building permit. Submit a draft copy of the document for the approval by the Public Works and Community Development Departments.

D. WATER DIVISION

Staff Contact: John Peña, Assistant Engineer
john.pena@cityofvallejo.net | 707.645.2610

1. Provide site plans showing the entire building structure and all existing and proposed utilities such as water (domestic, irrigation, and fire), sewer, and storm from the mains in the public right of way to the fixtures on private property, which shall include their size, distance from each other, and the location of the nearest fire hydrant.

2. Conduct an in-field ~~A~~ water flow test~~Water Flow Test shall be conducted to determine~~ ensure adequate fire flow.

3. A Fixture Calculation shall be required to determine meter size. Please include the quick service restaurant and any other commercial buildings that will be supplied water by this connection.

4. With the outcome of the in-field water flow test, produce a~~A~~ site specific water master plan ~~will need to be provided~~ to determine the required fire flow hydraulics and water demand for the proposed ~~units~~ use on the site.~~is parcel. It is recommended that each unit have their own water meter.~~

5. If the project site becomes its own ~~parcel~~parcel, then it will need its own separate domestic, fire and irrigation services per the VMC Section 11.16.090 & 11.04.110.

Commented [KP1]: Water master plan? Also, this condition feels like it overlaps with COA 2 - Please confirm the difference between the requirements

Commented [CO2R1]: I have reached out to Water. Waiting to hear back, but I think it would be safe to delete #2

Commented [CO3R1]: See proposed changes with response from John Pena.

E. FIRE PREVENTION

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

1. Access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing 70,000 lbs. with an all-weather driving surface.

2. Access roads shall have an unobstructed width of not less than 20' (16' 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.

3. All access roads shall be installed and maintained serviceable prior to and during combustible construction.

4. Access roads that are fire lanes shall either be posted with permanent all-weather signs constructed and installed in accordance with the Fire Department Fire Lane Marking Standards or shall all have curbs painted red and a sign posted at each entrance. Contact the Fire Prevention Bureau for

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further information and design templates. Location of such area's shall be determined prior to final inspection.

5. 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.

6. Prior to final Inspection, in accordance with the 2019 California Fire Code rooms or areas containing controls for HVAC systems, electrical panels, automatic fire extinguishing systems, fire alarm equipment or other detection, suppression or control elements shall be identified with appropriate signs.

7. 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) 658-4565 or visit www.knoxbox.com

8. Keys for the Knox Box entry system required by the Fire Department shall be attached to durable tags with permanent marking identifying the door(s) or lock(s) that the key functions with. i.e. “MASTER” or "MECHANICAL ROOM”.

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

10. Prior to final inspection, the minimum fire-extinguisher requirement shall be one 2A-10BC rated portable unit in such locations so that maximum floor-travel distance does not exceed 75' to the nearest extinguisher from any portion of the building with a maximum of 3,000 square feet of floor area surveyed. Plan submittal shall include the proposed location of extinguishers. Final location shall be approved in the field by the Fire Department.

11. All fire extinguishers shall be mounted in a conspicuous and readily accessible location either on a bracket or within an approved storage cabinet. Fire extinguishers shall be mounted so the top of the unit is 3 feet to 5 feet off the finished floor. If the extinguisher is not readily visible, a sign shall be located directly above the extinguisher. The sign shall be legible and of a contrasting color with its background. Final installation measures and identification signage shall be approved in the field by the Fire Department prior to final inspection.

12. 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 2 sets of plans for review and approval. Design and system calculations shall be prepared by a licensed C-16 Contractor.

13. Used cooking (grease trap) oil storage shall be in accordance with the Fire Code Section 607.

14. All compressed gas cylinders shall be adequately secured to prevent falling or being knocked over. Fasteners used to secure cylandiers shall be of non-combustiable material. This requirement shall be reviewed and approved by the Fire Prevention Division prior to final inspection sign-off.

15. Carbon dioxide enrichment system that exceed 100 pounds require a separate permit from the Fire Department. CFC5307.4

16. 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.

17. An underground fire service main is required for this building. Please submit 2 sets of plans for the underground fire service main for review and permitting requirements. (Private Fire Hydrants).

18. Fire hydrants must be installed and approved by the fire department prior to combustible construction. Fire hydrants shall be spaced a maximum of 300 feet apart. Please indicate on the plans the location of all existing and proposed Fire hydrants.

19. This project shall comply with the 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.

20. Approved impact protection shall be installed as necessary to protect fire hydrants from vehicular impact.

21. The building owner shall be responsible for painting of private hydrants, verifying street valves are fully open and the placement of blue reflective dots prior to requesting a final inspection. Maintenance, inspection and testing of private hydrants are the responsibility of the property owner. Private hydrants shall be painted yellow.

22. Means of egress illumination shall be provided and maintained at any time the building is occupied. The means of egress shall be illuminated of not less than 1 foot candle power and shall be approved by the Fire Prevention Division prior to sign-off of the final inspection.

23. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal. Final exit lighting shall be approved by the Fire Marshal prior to sign-off of the final inspection.

24. In accordance with the 2022 California Fire Code Chapter 10, all emergency lighting and exit signs lights shall have two separate sources of power.

25. All buildings shall comply with the 2022 California Building Code, Chapter 10 Means of Egress requirements. Including but not limited to; exit signs, exit doors, exit hardware and exit illumination.

26. Provide a California Building Code approved illumination exit sign over all required exits.

27. Locking devices on exit doors shall conform to the 2022 California Fire Code Chapter 10. Only one lock or latch requiring one motion/operatioon to open/unl;ock is required. No double keyed dead-bolts are permitted on exit doors.

28. All interior curtains, canopies and decorations shall be Flame Retadant treated in accordance with the Califonia Code of Regulations Title 19 Article 8 and the 2022 California Fire Code.

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29. All roof material shall be rated class “A" or better.

30. A final inspection from the Fire Prevention Division is required.

F. VALLEJO FLOOD AND WASTEWATER DISTRICT (VFWD)
Staff Contact: Alan Mitchell, P.E.
alan.mitchell@ponticelloinc.com | 530.681.0553

1. Applicant shall comply with all applicable conditions of approval from the original Tentative Map for the site.

2. Applicant shall coordinate sewer lateral with separate sewer relocation plans, and other improvements along Admiral Callaghan.

3. Applicant shall indicate who will be maintaining the proposed Silva Cell Treatment System per mfg. recommendations.

4. Applicant shall coordinate any trash screening requirements with VFWD and provide details for installation.

5. Prior to the issuance of a building permit, the applicant shall submit a complete District Pre-Treatment Questionnaire (PTQ), describing the nature of the proposed food service. The questionnaire form is available at the following location: https://www.vallejowastewater.org/Site_PDFs/Pretreatment_Questionaire_2017.pdf. , but a 50 ga. Grease Interceptor is shown on these plans and the size and model need to be verified.

6. The Applicant shall comply with all aspects of the latest VFWD Engineering Standards and Details.

7. VFWD does not require trash enclosures to include drains that connect to the sewer. No sewer connections are allowed without VFWD approval. Drains shall not connect to the storm drain but shall extend into sewer through a GI.

8. Prior to occupancy/final building inspection, provide a standard VFWD cleanout on the new 4” SS lateral, at the right-of-way/easement line, per VFWD standards, as well as a two-way cleanout at the building per the U.P.C.

9. Prior to building permit issuance, a VFWD Connection Permit is required. Pay all applicable review, inspection, admin., and connection fees.

10. VFWD may use a consultant to provide plan review for new development. Applicant shall be responsible for all costs associated with consultant’s review.

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