



**PROPEL  
VALLEJO**



**Sonoma Boulevard  
Specific Plan**







Propel Vallejo: General Plan Update

# Sonoma Boulevard Specific Plan

Adopted by Vallejo City Council on August 29, 2017



**Prepared For:**

**City of Vallejo**  
**Economic Development Department**  
**Planning Division**  
555 Santa Clara Street  
Vallejo, CA 94590  
707.648.4326

**Prepared By:**

**Opticos Design, Inc.**  
2100 Milvia Street; Suite 125  
Berkeley, California 94704  
510.558.6957

**With Consultants:**

**BAE Urban Economics**  
1285 66th Street  
Emeryville, CA 94608  
510.547.9380

**Michael J. Berne**  
2730 Forest Ave, Suite W  
Berkeley, CA 94705  
510.356.4956

**Fehr & Peers Transportation Consultants**  
332 Pine Street, 4th Floor  
San Francisco, CA 94104-3222  
415.348.0300

**Coastland Civil Engineering**  
1400 Neotomas Avenue  
Santa Rosa, CA 95405  
707.571.8005

**Lisa Wise Consulting**  
58 Maiden Lane, 3rd Floor  
San Francisco, CA 94108  
805.595.1345

**Sonoma State University - Center for Sustainable Communities**  
1801 E. Cotati Avenue, Rachel Carson Hall 18  
Rohnert Park, CA 94928-3609  
415.816.2713

**City of Vallejo**

**City Council**

Osby Davis, Mayor (former)  
Bob Sampayan, Mayor  
Robert H. McConnell,  
Vice Mayer  
Pippin Dew-Costa,  
Councilmember  
Jesus “Jess” Malgapo,  
Councilmember  
Katy Miessner,  
Councilmember  
Hermie Sunga,  
Councilmember  
Rozzana Verder-Aliga, EdD,  
Councilmember

**Planning Commission**

Anthony Adams (former)  
Roberto Cortez  
Landis Graden, Chair  
Karimah Karah (former)  
Marvin Kinney, Vice Chair  
Diosdado “J.R.” Matulac  
Chris Platzer  
Robert Schussel  
Jim Scoggin

**Specific Plan Working Group**

Candace Holmes  
Sarah Nichols  
Pearl Jones Tranter  
Jim Scoggin  
Marian Swanson  
Brendan Riley (proxy)  
Johnny Walker (proxy)

**City Staff**

Daniel E. Keen, City  
Manager  
Craig Whittom, Assistant  
City Manager (former)  
Teri Killgore, Assistant City  
Manager  
Claudia Quintana, City  
Attorney  
Ron Millard, Finance  
Director  
Andrew Bidou, Police Chief  
David Kleinschmidt, Public  
Works Director  
Jill Mercurio, City Engineer  
Jack McArthur, Fire Chief  
Kathleen Diohep, Economic  
Development Manager  
Alea Gage, Economic  
Development Project  
Manager

**Planning Division**

Andrea Ouse, Community  
& Economic Development  
Director  
Mark Hoffheimer, Senior  
Planner/Project Manager  
Leslie Trybull, Executive  
Secretary  
Michelle Hightower, Senior  
Planner



# Table of Contents

## CHAPTER 1 Purpose

<b>1.1 Vision Summary</b>	<b>1-2</b>
1.1.1 Sonoma Boulevard Transformation	1-4
<b>1.2 Purpose of the Specific Plan</b>	<b>1-6</b>
1.2.1 Location and Overview of the Project Area	1-6
1.2.2 Role as Regional Corridor	1-6
1.2.3 Key Issues Generate the Specific Plan Goals	1-7
<b>1.3 Specific Plan Goals</b>	<b>1-10</b>
<b>1.4 Summary of Process</b>	<b>1-16</b>
1.4.1 Summary of Design Process	1-16
1.4.2 Kickoff Meeting and Site Tour	1-16
1.4.3 Specific Plan Working Group	1-16
1.4.4 Stakeholder Interviews and Community Workshops	1-17
1.4.5 Background and Economic Analysis	1-18
<b>1.5. Relationship to Other Plans and Procedures</b>	<b>1-19</b>
1.5.1 Propel Vallejo	1-19
1.5.2 Consistency between Specific Plan and General Plan	1-19
1.5.3 Corridor Design Plan	1-19
1.5.4 Historic Districts	1-19
1.5.5 Priority Development Areas	1-19
1.5.6 Vallejo Zoning Ordinance (Title 16)	1-20
1.5.7 Other Plans	1-20
1.5.8 Administration and Procedures	1-22
<b>1.6 Environmental Review</b>	<b>1-23</b>
1.6.1 Propel Vallejo Project	1-23

## CHAPTER 2 Background & Setting

<b>2.1 Historic Context</b>	<b>2-2</b>
<b>2.2 Summary of Existing Conditions</b>	<b>2-3</b>
2.2.1 Overview	2-3

2.2.2 Existing Traffic and Transit Conditions	2-4
2.2.3 Existing Walkability Conditions	2-5
2.2.4 Existing Physical Character and Land Use	2-6
2.2.5 Existing Infrastructure and Sea Level Rise	2-7

## CHAPTER 3 Vision

### 3.1 Guiding Principles for the Vision 3-2

Principal 1: Emphasize Walkability and Connectivity with Vallejo's Well-Connected Grid of Streets and Blocks	3-4
Principal 2: Organize Development around Urban Villages and Corridor Segments	3-5
Principal 3: Maximize Multimodal Accessibility Through Improved Streets and Public Realm	3-6
Principal 4: Enhance Built Environment through Incremental Improvements, Civic Spaces, and New Development	3-6

### 3.2 Plan Area Vision 3-8

3.3.1 Sub-Area I: Downtown (Curtola Pkwy. to Florida St.)	3-10
3.3.2 Sub-Area II: Central (Florida St. to Couch St.)	3-14
3.3.3 Sub-Area III: North (Couch St. to Redwood St.)	3-18

### 3.3 Streets, Multimodal Accessibility, and Streetscapes 3-22

3.3.1 Thoroughfare Types	3-22
3.3.2 Traffic Volumes and Roadway Capacity	3-27
3.3.3 New Streets	3-28
3.3.4 Bicycle and Pedestrian Facilities	3-30
3.3.5 Multimodal Transit Facilities	3-31
3.3.6 Streetscape Improvements	3-32

### 3.4 Built Environment 3-36

3.4.1 Form Based Planning Applied to Plan Area	3-36
3.4.2 Parks and Civic Spaces	3-40
3.4.3 Development by Building Type	3-42

## CHAPTER 4 Implementation & Financing

### 4.1 Introduction 4-2

4.1.1 Implementing the 2040 Vision	4-2
------------------------------------	-----



## **4.2 Phasing** **4-4**

4.2.1 Overview 4-4

4.2.2 Vision by 2025 4-4

4.2.3 Vision by 2040 4-6

4.2.4 Beyond 2040 4-8

4.2.5 Think Big, Think Small 4-10

4.2.6 Additions to Existing Structures 4-11

## **4.3 Roadmap for Implementation** **4-12**

## **4.4 Proposed Capital Infrastructure Improvements** **4-19**

4.4.1 Utility Infrastructure Systems 4-19

4.4.2 Street-Related Improvements 4-19

4.4.3 Streetscape Improvements along Sonoma Boulevard 4-19

4.4.4 Required Public Improvements 4-20

## **4.5 Potential Funding Strategies and Financing Plan** **4-22**

4.5.1 New Buildings or Reinvestment in Existing Buildings 4-22

4.5.2 Sonoma Boulevard Street Improvements 4-23

## **4.6 Implementation Strategies** **4-24**

4.6.1 Implementation Strategies 4-24

# **CHAPTER 5 Glossary**

## **5.1 Glossary** **5-2**

5.1.1 Definitions of Specialized Terms and Phrases 5-2

5.1.2 Definitions of Use Types 5-6

# **A Appendices (under separate cover)**

**A.1 Summary of Stakeholder Interviews** **A-1**

**A.2 CDP Implementation Action Status** **A-7**

**A.3 Relationship to General Plan** **A-17**

**A.4 Existing Conditions** **A-21**

**A.5 Technical Studies** **A-29**





# Purpose 1

Chapter



## Sections

1.1 Vision Summary . . . . .	1-2
1.2 Purpose of the Specific Plan . . . . .	1-6
1.3 Specific Plan Goals . . . . .	1-10
1.4 Summary of Process . . . . .	1-16
1.5 Relationship to Other Plans and Procedures . . . . .	1-19
1.6 Environmental Review . . . . .	1-23

## 1.1 Vision Summary

This Specific Plan is aimed at one overarching purpose: successful revitalization of Sonoma Boulevard. The vision for Sonoma Blvd. builds upon the 2013 Corridor Design Plan's idea for an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street that is:

- One of Vallejo's most important north-south streets
- An important gateway to Vallejo's historic core
- An amenity-rich environment of appealing and distinct places along its 1.8 mile length connected to Vallejo's many area destinations.







Figure 1.1.1: Bird's eye view showing the potential transformation along Sonoma Blvd., including community-serving urban villages at Georgia St. and Couch St. and neighborhood-serving urban villages at Curtola Pkwy., Indiana St., and Valle Vista Ave.; Sonoma Blvd. has three sub-areas, each with its own character and identity, making Sonoma Blvd. a series of appealing places connected by a unifying streetscape. Proposed buildings are shown in dark brown.



### 1.1.1 Sonoma Boulevard Transformation



Figure 1.1.2: This photo-montage at Indiana St. looking north depicts Sonoma Blvd. as the main street, with rehabilitated buildings and new construction. The urban vision for Sonoma Blvd., incorporates ground floor retail, decorative paving, seating, public art, and

The transformation of Sonoma Blvd. is most notable between Curtola Pkwy. and Nebraska St. where the current wide four-lane roadway is transformed into a beautiful pedestrian-oriented, two-lane main street. This includes the elements described below and depicted in the photomontage above:

**A Attractive frontages at sidewalk.** Ground floors of buildings feature large windows for pedestrians to easily view merchandise and for customers inside to see the beautiful streetscape outside. Outdoor dining enlivens the sidewalk and provides additional visibility for restaurants.

**B Bicycle lanes.** Five feet wide with a 2.5 feet wide buffer between the bike lane and vehicular travel lanes. Designed to create space for bicycles and be more visible to drivers.

**C Minimum vehicular travel lanes.** As practical, reduce the number of lanes from four to two to provide traffic calming and enable wider sidewalks.

**D Wide sidewalks.** Widened by one-third, sidewalks are designed for a comfortable pedestrian experience and sidewalk dining.





ona Blvd. transformed into a pedestrian and bicycle friendly, two-lane  
village at Indiana St., one of the five urban villages proposed for Sonoma  
and a transit stop.

- E Street Trees.** Selection of species that thrive in urban environments, provide shade, beauty, reduce air pollution, and provide an appealing setting for ground floor businesses.
- F Street Furniture, Lighting, and Public Art.** Decorative street lighting, benches, public art displays, and planters add comfort, appeal, character, and safety at urban villages.
- G On-Street Parking.** On-street parking is proven to help businesses with easy access spaces along the front of businesses and along side streets. Parallel parking is preferred everywhere possible.



**Subarea I: Downtown – Curtola Pkwy. to Florida St.** Downtown is extended along Sonoma Blvd. from Georgia St., creating a main street in this central area with a variety of housing types, offices, and neighborhood- and community-serving retail (see pages 3-10 to 3-13).



**Subarea II: Central – Florida St. to Couch St.** A neighborhood-serving urban village at Indiana St. takes shape with improved streetscapes; market-rate and workforce housing choices, retail, and office space (see pages 3-14 to 3-17).



**Subarea III: North - Couch St. to Redwood St.** The very wide roadway transforms into a multi-way boulevard that accommodates the high volume of traffic in this area, enables more intense retail, office and housing in a walkable urban pattern with civic space and improved streetscapes (see pages 3-18 to 3-21).

# 1.2 Purpose of the Specific Plan

## 1.2.1 Location and Overview of the Plan Area

Vallejo is located north and east of San Pablo Bay, flanked by the City of Benicia to the east and American Canyon to the north.

The Plan Area is 1.8 miles long and runs along Sonoma Blvd., from Curtola Pkwy. in the south to Redwood St. in the north. It consists of the parcels directly adjacent to the corridor with a few along side streets. As State Route 29, Sonoma Blvd. is the regional corridor that connects Vallejo to Napa in the north and Richmond and other East Bay communities to the south over the Carquinez Strait.

## 1.2.2 Role as Regional Corridor

It is important to identify Sonoma Blvd.’s role in Vallejo at the policy-level in order to understand what part it plays in how Vallejo functions as a community. Vallejo contains seven corridors—major streets that span several neighborhoods and districts—connecting key areas. Sonoma Blvd. is one of those seven corridors and is one of two that runs for the entire length of the City. Sonoma Blvd. connects Vallejo with the communities to the south and north, making Sonoma Blvd. a ‘regional corridor’. This is largely because Sonoma Blvd., State Highway 29, was the main route through this region until the 1950’s when Interstate 80 established a much faster way through the area. Sonoma Blvd. still connects points north and south of Vallejo but is used far less than Interstate 80.

Each of Vallejo’s corridors serves the community by providing mobility, business opportunities and places to work and live. Depending upon the particular corridor, Vallejo’s corridors have a varying degree of these characteristics and at different scales. Sonoma Blvd. has high amounts of these characteristics and in several kinds of places along its 1.8 mile length.

Because Sonoma Blvd. is a regional corridor, it has certain vehicular needs that other corridors do not. For example, Sonoma Blvd. carries between 12,300 average daily vehicles in the south and 27,000 in the north. That number is expected to change by 2040 to 19,500 and 33,000. This Specific Plan acknowledges Sonoma Blvd.’s regional role to carry vehicular traffic, including trucks, while balancing that with the reality that Sonoma Blvd. passes through real and different places throughout Vallejo that need to benefit from it.

Sonoma Blvd. is under the jurisdiction of the California Department of Transportation (CalTrans). All planning and actual improvements are subject to CalTrans approval. In recent years, Caltrans’ technical and design guidance has evolved to encourage designers to be more sensitive of, and respectful to, local context,

Sonoma Boulevard: Development by 2040	
Sub-Area 1: Curtola Pkwy. to Florida St.: 0.60 mile	
Residential	up to 325 units
Commercial - Retail	up to 105,000 sf
Commercial - Office	up to 70,000 sf
Sub-Area 2: Florida St. to Couch St.: 0.65 mile	
Residential	up to 90 units
Commercial - Retail	up to 50,000 sf
Commercial - Office	up to 36,000 sf
Sub-Area 2: Couch St. to Redwood St.: 0.55 mile	
Residential	up to 480 units
Commercial - Retail	up to 100,000 sf
Commercial - Office	up to 12,000 sf
Totals for Plan Area: 1.8 miles	
Residential	up to 895 units
Commercial - Retail	up to 255,000 sf
Commercial - Office	up to 118,000 sf

including specific guidance in the Highway Design Manual (2013) and informational publications such as Main Street, California: A Guide for Improving Community and Transportation Vitality (2013). This guidance promotes flexibility in design operations with particular attention to Main Street environments. In 2014, the Caltrans Design Division endorsed additional resources, including the National Association of City Transportation Officials’ (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide and the Institute of Traffic Engineers’ (ITE) Designing Walkable Urban Thoroughfares as references when making planning and design decisions on the State Highway system. They also identified a desire to analyze these resources in order to find additional areas of improvement in their standards.

The proposed design components draw from this broad set of references. While all components may not currently be compliant with applicable Caltrans standards, current Caltrans policy encourages local agencies to achieve design flexibility within the guidance provided in the Highway Design Manual; this means that Sonoma Boulevard is appropriate for the application of flexible design. If the need for design exceptions is identified, there are established processes to evaluate design concepts that deviate from standards that must be followed. Design proposals will thus require careful and ongoing coordination between the City, local stakeholders, and Caltrans representatives to achieve successful implementation.





Figure 1.2.1: Sonoma Blvd. is one of Vallejo's most important north-south streets and is a regional connector to neighboring cities. The Specific Plan area runs from Curtola Pkwy. to Redwood St.

### 1.2.3 Key Issues Generate the Specific Plan Goals

This Specific Plan implements the 2013 Corridor Design Plan and focuses the direction from that policy document on four key issues. The key issues were identified through the planning process that generated the vision and details for this Specific Plan.

These key issues, described on pages 1-8 to 1-9, need to be addressed for successful revitalization of the corridor to occur. For that reason, the Specific Plan is organized around and aimed at addressing these key issues through a set of corresponding goals, policy directions and expected outcomes.



## Key Issues to Address

1

### Low Appeal of Corridor as a Whole



Sonoma Blvd. contains appealing businesses and buildings. However, considering the corridor as a whole along its 1.8-mile length, or 18 blocks, Sonoma Blvd. reflects a level of disinvestment that reinforces its low appeal among residents and visitors. New development could easily be visually lost in such a large area. The current vacancy rate is approximately six percent and trending higher with rents among the lowest in the region. Crime, low disposable income, and an overall lack of critical mass of businesses are key factors adversely affecting Sonoma Blvd.

**Opportunity:** *Most successful mixed-use environments and retail streets are about four blocks at their longest.<sup>1</sup> Apply the Corridor Design Plan's direction to concentrate activity at several locations, making a series of urban villages that give identity to the corridor and provide retail, restaurants, services and housing choices within walking distance of adjacent neighborhoods and districts.*

<sup>1</sup> Examples exist of corridors that are a connected series of successful main streets; these typically consist of main streets that are approximately 4 blocks in total length.

2

### Physically Constrained Development Sites



There are two aspects to this issue:

**(a)** The parcels along eight of Sonoma Blvd.'s 18 blocks, nearly half of the Plan area, measure less than 75 feet in depth. This is because those parcels are actually oriented to the intersecting side streets with their long edge facing Sonoma Blvd. This presents issues of having a site along a relatively busy street but often without the depth one would expect along such a street. This also presents issues about how to orient buildings to front on Sonoma Blvd. while locating parking somewhere along the same frontage. These issues visually challenge the direction to transform Sonoma Blvd. into a pedestrian-oriented environment. The existing zoning does not recognize these realities and needs to change to support how these parcels can be developed successfully.

**(b)** Due to the of unconventional parcelization of large areas north of Mississippi St., the shapes and sizes of these parcels vary greatly presenting difficulties for intensification or new development of these areas.

**Opportunity:** **(a)** *Design buildings for these sites that present their front along Sonoma Blvd., and recognize this unique condition by tailoring the zoning standards for parking location, amount of facade along Sonoma Blvd., and rear building setbacks. (b) Provide incentives through new zoning standards that encourage owners of uniquely shaped parcels to intensify or redevelop their property.*

3

### Sonoma Boulevard not Seen as a Destination but as a Route to Other Places



In its current state, Sonoma Blvd. is regarded more as a way through Vallejo and not a way to Vallejo. This perception negatively affects efforts to orient business activity and storefronts to the sidewalk, sidewalk dining and simply walking along the sidewalk. Over the course of many blocks, this perception that Sonoma Blvd. is not a place results in a lack of critical mass of businesses and activities to attract residents or visitors. This in turn results in an emphasis to move vehicles through Vallejo more quickly, to the disadvantage of businesses and those wanting to positively transform the corridor.

**Opportunity:** *Focus on vertical streetscape improvements that are highly visible such as trees, new street lamps, street furnishings, renovated facades, attractive signage, new businesses, and ultimately new buildings. Prioritize these improvements at urban villages to emphasize their presence and help establish each urban village as a destination.*

4

### Sonoma Boulevard is One of Vallejo's Many Areas Vying for Development Attention



There are two aspects to this issue:

**(a)** According to the Association of Bay Area Governments, the projections for residential development for the year 2040 show that the entire community of Vallejo is expected to realize approximately 4,350 dwellings. It is also estimated that by 2040 Vallejo will realize up to 3.5 million square feet of office and retail development. The Plan area has the capacity to use much of this projected development. However, it is assumed that other areas of the City, such as the waterfront and downtown, will absorb much of this development potential. This Specific Plan must balance the amount of potential dwellings, office and retail with the corridor's realities and role in Vallejo as a whole.

**(b)** Vallejo's residential impact fees are relatively high when considered for development in the Specific Plan area. Given that the existing utility infrastructure can accommodate the projected development, the need to collect development impact fees in this Specific Plan area should be re-evaluated.

**Opportunity:** **(a)** *Incentivize reinvestment in existing buildings by allowing the smallest of businesses to operate with minimal expense. Incentivize new businesses to test the area through temporary or micro-enterprise operations. Encourage new construction first at urban villages and let it spread from those locations.* **(b)** *Adjust residential development impact fees to reflect the actual need, likely resulting in lower fees and a wider range of investors to Sonoma Blvd.*

## 1.3 Specific Plan Goals

In response to the key issues and opportunities described earlier, the following five goals frame this Specific Plan's purpose. The five goals outline the aim of this document and inform its vision through corresponding policies and expected outcomes. It is important that this Specific Plan's goals, policies, and expected outcomes are tangible and effective. To ensure that this occurs, a summary is provided at the end of each goal to show how the expected outcomes for that goal address the four key issues to be addressed by this Specific Plan.

The role of each policy component in this Specific Plan is as follows:

**Goals:** As identified earlier, the set of key issues and opportunities need to be addressed for success of this Specific Plan. Five goals address the key issues by stating the desired situation or condition to be reached. The goals are intentionally limited in number to keep this Specific Plan's focus sharp.

**Policies:** Below each goal are policies to state Vallejo's position on topics that directly relate to achieving the goal. These policies refine this Specific Plan's aim so that outcomes can be identified and pursued. The policies are intentionally brief and limited in number to be as meaningful as possible and to be easy to use and implement.

**Expected Outcomes:** Below each set of policies is a list of expected outcomes that will result from applying the policies to the goal. The expected outcomes are intended as tangible results that can be observed or measured. The expected outcomes are useful for demonstrating progress. They are also useful in giving depth to the vision for the corridor as a whole and for its sub-areas. Further, the expected outcomes help to inform the implementation actions and zoning standards needed to achieve the outcomes. Without a list of expected outcomes, the policies would be implemented by actions that may not necessarily take into consideration what the policies are intended to generate.

The above intent is implemented through individual actions in Chapter 4, Implementation.

### Helpful Terms Defined

**Missing Middle Housing.** These are building types from before World War II including townhouses, duplexes, small four-unit apartment buildings, small courtyard buildings, and small mixed-use buildings. These buildings provide a range of housing choices and intensities that help support neighborhood retail and are typically found in walkable urban neighborhoods. For additional information on Missing Middle Housing, visit [www.missingmiddlehousing.com](http://www.missingmiddlehousing.com).

**Market Rate Housing.** This is housing of all product types produced by private developers, on sites acquired at fair market value, without any public assistance or public involvement beyond approval of entitlements.

**Workforce Housing.** This is housing targeted at working individuals and working families who cannot afford market rate housing due to the gap between the housing costs their wages can support and the cost of market-rate housing. Examples of these households include workers for public agencies, teachers, public safety, as well as workers in retail and service sectors. Workforce housing can include both rental and for-sale units. These projects require some level of public assistance (including federal and state funding sources) to support rents and sale prices below market rate.

**Mixed income housing.** These are development projects that include a combination of market rate and workforce housing. These projects often occur when cities seek to develop workforce housing units in addition to market-rate units, and can either include public assistance or be done by developers without public assistance beyond approval of entitlements.

**Neighborhood-serving.** This includes everyday amenities such as cafés, restaurants, offices and services aimed primarily at the needs of customers within a 5-minute walking distance. Buildings are fewer and tend to be smaller. Parking needs are less. Civic spaces are sized to fit a neighborhood context.

**Community-serving.** This includes amenities such as a transit urban village or downtown that attract people from multiple neighborhoods, and is shown within a ten minute walking radius. Buildings are more closely-spaced and tend to be larger, parking needs are more but not at suburban quantities, and civic spaces are larger.

## Goal 1: Economic Development

The corridor is transformed from an underutilized series of properties with low appeal into vibrant, highly appealing, grouping of addresses for a wide range of activities and job generating businesses. Walkable, mixed-use urban villages, accessible by foot and attractive to people in adjacent areas, receive targeted development efforts to become amenities.



### Policies

1. Punctuate the corridor at Curtola Pkwy., Georgia St., Indiana St., Couch St., and Valle Vista Ave. with urban villages that consist of a mix of retail, food services, and housing.
2. Focus on businesses at urban villages that do not depend upon customers travelling by personal vehicle.

### Expected Outcomes

#### Key Issues Addressed

Urban villages are distinct in response to location and role. The urban villages at Georgia St. and Couch St. are community-serving, aimed at drawing customers from a larger area. The urban villages at Curtola Pkwy., Indiana St. and Valle Vista Ave. are neighborhood-serving, drawing customers from adjacent neighborhoods. Each urban village concentrates businesses into areas featuring enhanced streetscapes; ground floor retail, restaurants, and services; and a variety of housing above and behind businesses and along side streets.

1 ○ 3 4

Market-rate and workforce housing provide new customers at and near each urban village.

1 2 ○ 4

### Expected Outcomes

#### Key Issues Addressed

Offices and neighborhood-serving businesses broaden each urban village's appeal as an amenity.

1 ○ 3 ○

Reinvestment is attracted through consistency in decision-making and processing of permit applications.

○ 2 ○ 4

Office/retail that attracts foot traffic is allowed by right at urban villages.

1 ○ 3 ○

Market-rate and workforce housing that meets all requirements is allowed at urban villages by right.

○ 2 ○ 4

**Key Issues:** 1 Low appeal of corridor as a whole; 2 Physically constrained development of sites; 3 Corridor not a destination but a route to others; 4 Corridor vying for share of development potential



## Goal 2: Variety of Housing

The corridor provides a variety of market-rate and workforce housing types aimed at bringing more workers to Vallejo and providing choices not found elsewhere in Vallejo such as the opportunity to live and work at home, to live at or near an urban village, or to live without a personal vehicle.



### Policies

1. Generate new customers at urban villages through several market-rate and mixed income housing types.
2. Provide different housing choices along segments from those at urban villages with market-rate and mixed income housing.
3. Accommodate business activity in the ground floor of housing at urban villages.

Expected Outcomes	Key Issues Addressed
Increased population along Sonoma Blvd. translates into increased safety and appeal of urban villages and Sonoma Blvd. as a whole.	1 3
Workforce housing provides the area with new customers and people available for local jobs.	1 3 4
Living on or near Sonoma Blvd. becomes a realistic option for market-rate buyers and renters.	1 3 4

Expected Outcomes	Key Issues Addressed
Missing Middle housing, new and rehabilitated, is allowed by-right providing many new choices for residents and developers while sensitively fitting the context.	1 2 4
New housing between Curtola Pkwy. and Capitol St. addresses Vallejo's Priority Development Area intentions of increasing housing choices within walking distance of new jobs and transit.	3 4

**Key Issues:** 1 Low appeal of corridor as a whole; 2 Physically constrained development of sites;  
3 Corridor not a destination but a route to others; 4 Corridor vying for share of development potential

### Goal 3: Business Activity

Interim businesses allow market testing of products and services and bring new customers and vitality to the corridor. Resident- and visitor- oriented services are concentrated at urban villages to generate a critical mass of amenities for adjacent neighborhoods and districts. Between urban villages, a wide range of businesses activates Sonoma Blvd.



#### Policies

1. Activate each urban village with mixed-use housing, specialty retail, service businesses and food-oriented businesses that do not include drive-thrus.
2. Activate the corridor segments between urban villages with a wider variety of businesses and housing than in urban villages.
3. Allow a wide variety of incremental investment while larger projects become feasible: Think 'Big' and Think 'Small'.

Expected Outcomes	Key Issues Addressed
Businesses locate along Sonoma Blvd. to complement businesses in downtown and adjacent districts.	1 2 3 4
Current vacancy rates drop about 75% and rents increase about 50% as Sonoma Blvd.'s appeal increases.	1 3 4
A mixture of small and large businesses with local and regional-serving products and services.	1 2 3 4
High foot-traffic businesses concentrate at urban villages.	1 3 4
Incremental improvements are facilitated.	1 2 4
Small lots are able to be easily consolidated into medium or large development sites.	1 2 4
Opportunities for and expectations of reinvestment are clear and reasonable, attracting the types of reinvestment that increasingly makes Vallejo an appealing option.	1 2 4
Clear, flexible, Form-based zoning standards enhance the character of Sonoma Blvd. through realistic choices for the varied sites.	1 2 4
Existing non-conformities do not prevent improvement of sites and buildings.	1 2 4

Expected Outcomes	Key Issues Addressed
Small businesses and temporary businesses locate, by-right, in urban villages:	1 2 4
Curtola Pkwy.: neighborhood-serving retail and services, market-rate and workforce housing;	1 3 4
Georgia St.: extension of intense variety of community-serving retail, services and entertainment for visibility of Downtown, market-rate housing;	2 3 4
Indiana St.: neighborhood-serving retail and services, market-rate and workforce housing;	1 2 3 4
Couch St.: community-serving retail and services with long term potential for transit-oriented, market-rate and workforce housing; and	1 3 4
Valle Vista Ave.: neighborhood-serving variety of auto-oriented services; long-term opportunities for transformation to walkable urban pattern of services, retail and market-rate housing.	1 3 4

**Key Issues:** 1 Low appeal of corridor as a whole; 2 Physically constrained development of sites; 3 Corridor not a destination but a route to others; 4 Corridor vying for share of development potential

## Goal 4: Mobility Choices

The streetscape is a coordinated, functional and beautiful environment accommodating all users, providing a comfortable and safe environment with the necessary amenities. Improved mobility and more choices enable residents to more easily access local jobs and provide the option of not needing to use their car.



### Policies

1. Emphasize Sonoma Blvd. as one of Vallejo's most important north-south streets, to serve as a gateway to the community and an amenity-rich destination, and to connect several of Vallejo's key areas and destinations.
2. Extend Downtown out and along Sonoma Blvd. as it passes through the 'center of town'.
3. Reconsider previous priorities such as Level of Service (LOS) and vehicular delay with the priority of making Sonoma Blvd. a series of appealing places for reinvestment.
4. Provide balanced thoroughfares for pedestrians, cyclists, transit users and motorists.

Expected Outcomes	Key Issues Addressed	Expected Outcomes	Key Issues Addressed
Sonoma Blvd. is reconfigured from a regional arterial to a main street that connects five walkable, mixed-use urban villages between Curtola Pkwy. and Valle Vista Ave.	1 ○ 3 ○	From Curtola Pkwy. to Nebraska St., Sonoma Blvd. narrows from four to two travel lanes, accommodating existing and future traffic with Curtola Pkwy., Pennsylvania St., and Maine St. while providing widened sidewalks, improved crossings, dedicated bike lanes, on-street parking, left-turn lanes at Georgia St., Florida St., Ohio St., Tennessee St., Illinois St., and Nebraska St. enhanced transit amenities.	1 ○ 3 ○
The reconfiguration of Sonoma Blvd. with changing character at urban villages generates a greater pedestrian-oriented character from Curtola Pkwy. to Nebraska St.; north of Nebraska St., the reconfiguration is to a 4-lane avenue, and at Missouri St. to a multi-lane boulevard featuring frontage streets in addition to the main roadway.	1 ○ 3 ○	Transit service is improved to provide 15-minute headways, becoming an amenity for residents and employees.	1 ○ 3 4
Between Curtola Pkwy. and Nebraska St., traffic speeds are slowed to 25 miles per hour to increase safety, the appeal of real estate along Sonoma Blvd., and to promote a sense of place at urban villages. North of Nebraska St., traffic speeds are higher with lower speeds on frontage streets north of Couch St. On-street parking and bicycle lanes bring new customers to Sonoma Blvd.	1 ○ 3 ○	Parking-needs and costs are addressed through Transportation Demand Management programs, shared parking, and other alternatives to standard parking requirements.	○ 2 ○ 4
		Recreational access is provided for residents and visitors by connecting Sonoma Blvd. to the Bay and Vine Trails.	1 ○ 3 ○
		The physical character and activity of downtown give the motorist, bicyclist and pedestrian the visual understanding that they have entered Vallejo's downtown.	1 ○ 3 4

**Key Issues:** 1 Low appeal of corridor as a whole; 2 Physically constrained development of sites; 3 Corridor not a destination but a route to others; 4 Corridor vying for share of development potential

## Goal 5: Improved Public Realm

Streetscapes are most enhanced at urban villages, incorporating the unique character of each area and promoting identity for the many different areas along Sonoma Blvd. Streetscapes along corridor segments are enhanced to visually relate to the adjacent urban village. Streetscapes and public spaces are inclusive of the whole community, reflecting Vallejo's rich culture through site furnishings, street lamps, trees, public art and improved sidewalks that make walking along and being on Sonoma Blvd. appealing again.



### Policies

1. Invite reinvestment through public realm improvements that quickly change negative perceptions. Focus on widened sidewalks, street trees, renovated facades, seating and lighting. Improvements such as bricks, special paving or other flatwork are not priorities in the near or medium term.
2. Promote environmental stewardship through the strategic integration of rain gardens along wide sidewalks, selection of street trees compatible with Vallejo's climate, and the strategic location of solar energy equipment.
3. Recognize urban civic spaces and their contributions to the daily lives of residents and visitors by considering adjusting the City's current minimum park size, in consultation with the Greater Vallejo Recreational District (GVRD), to include the range of civic spaces in this Specific Plan.

Expected Outcomes	Key Issues Addressed
Sonoma Blvd.'s physical connections are improved in all directions, especially for visitors entering from the south and north, providing a positive 'first impression';	1 <input type="radio"/> 3 <input type="radio"/>
New development and streetscape improvement projects install utilities underground, as feasible.	<input type="radio"/> 2 <input type="radio"/> 4 <input type="radio"/>
Sonoma Blvd.'s physical character—building facades and frontages, roadways, sidewalks, transit facilities and bikeways—is coordinated with each of the three sub-areas identified in the vision, generating identity and visual interest.	1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/>
Functional and locally relevant streetscape improvements and parklets establish appeal, promote safety, and environmental stewardship.	1 <input type="radio"/> 3 <input type="radio"/>

Expected Outcomes	Key Issues Addressed
Vallejo's rich culture is exposed through temporary and permanent public art coordinated with each of the three sub-areas.	1 <input type="radio"/> 3 <input type="radio"/>
Landscape planters along the sidewalk are used to address private property needs for treatment of site runoff through rain gardens designed as features.	1 <input type="radio"/> 2 <input type="radio"/>
Street trees are selected to be compatible with Vallejo's climate and maintenance realities.	1 <input type="radio"/> 3 <input type="radio"/>
Solar equipment is anticipated in the zoning standards to result in visually appealing facades.	1 <input type="radio"/> 2 <input type="radio"/>

**Key Issues:** 1 Low appeal of corridor as a whole; 2 Physically constrained development of sites;  
3 Corridor not a destination but a route to others; 4 Corridor vying for share of development potential



## 1.4 Summary of Process

### 1.4.1 Summary of Design Process

This Specific Plan is informed from a variety of perspectives: the 2013 Corridor Design Plan, recent photography and documentation of the plan area, interviews of and correspondence from the community, and milestone presentations to the community. This information guided the design process that generated the detailed community vision presented in this Specific Plan.

The design process itself consisted of two, 4-day design charrettes described later in this section. The process identified three distinct sub-areas along the 1.8-mile plan area. The design team used the information gathered in advance of the charrettes to guide the range of ideas and design solutions relevant for each sub-area.

The design team applied a Form-Based approach to documenting the blocks, streets, streetscapes, buildings, signage, and uses in the plan area because this approach would be used in generating ideas and design solutions. This approach goes beyond the conventional land-use oriented approach and filters information to understand how any given detail or component fits into the overall system of blocks, streets, streetscapes, buildings, signage, and uses. In this way, the analysis that begins the process is directly relevant and useful during the design process.

### 1.4.2 Kickoff Meeting and Site Tour

This Specific Plan was prepared through a public process that involved the community and a Specific Plan Working Group at key milestones. The first event was a kickoff meeting on October 17, 2013, of the entire consultant team and City staff to meet one another and to confirm the expectations and schedule for the project. The second half of the day was spent on a site tour of key sites along Sonoma Blvd. and throughout Vallejo.



*City staff and the consultant team during the site tour*

### 1.4.3 Specific Plan Working Group

The General Plan Working Group (GPWG), consists of 15 Vallejo residents appointed by the City Council and City Commissions to focus on the General Plan Update. The GPWG created an ad hoc committee of five of its members to serve as the Sonoma Boulevard Specific Plan Working Group (SPWG). This group's charge was to be a link between the GPWG and the Specific Plan effort, assist in community outreach, and encourage business owners, property owners, and the community at-large to participate in the process of envisioning and developing the plan for Sonoma Blvd. The SPWG members are listed below:

- Candace Holmes
- Sarah Nichols
- Pearl Jones Tranter
- Brendan Riley (proxy)
- Jim Scoggin
- Marian Swanson
- Johnny Walker (proxy)

There were a total of six SPWG meetings as described below:

- Meeting #1: April 17, 2014 – Project Overview and Initial Observations;
- Meeting #2: May 14, 2014 – Ideas for Implementing the Corridor Design Plan;
- Meeting #3: June 27, 2014 – Summary of Design Charrette #1;
- Meeting #4: July 25, 2014 – Summary of Design Charrette #2;
- Meeting #5: Nov 19, 2014 – Progress Review of Key Specific Plan content; and
- Meeting #6: TBD – Review of Public Review Draft Specific Plan.



*Members of the SPWG provide input at the first community charrette.*

### 1.4.4 Stakeholder Interviews and Community Workshops

#### Stakeholder Interviews

In order to gain further insight on Sonoma Blvd.'s issues and opportunities, on April 16 and 17, 2014, Opticos Design and Lisa Wise Consulting interviewed 21 persons identified by City staff. These interviews provided the consultant team and City Staff with specific comments and suggestions ranging from the types of retail that are needed and the need for more market-rate housing to ideas about how to improve the permit and approval process. After reviewing all of the comments and input, the following themes emerged:

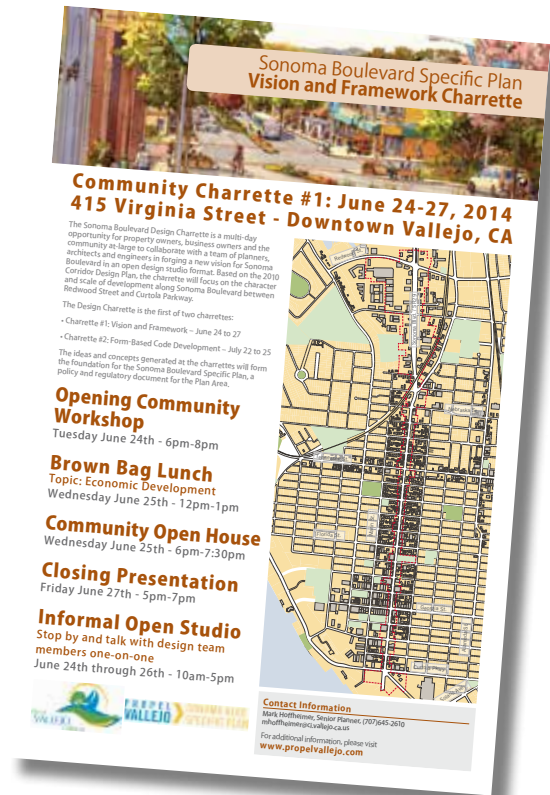
- Slow down the traffic;
- Increase foot traffic;
- Allow flexible use of vacant land and buildings;
- Promote existing historic buildings and their positive character;
- Use art as an economic engine;
- Improve sidewalks—add trees and lighting;
- Streamline administrative processes;
- Increase market-rate residential;
- Place a gateway at Curtola Pkwy. and possibly at Florida St.;
- Design the sub-areas with their own identity and physical character;
- Address security issues especially between Maine St. and Georgia St.;
- Improve vehicular access through median improvements and slower traffic;
- Increase community pride and property appeal;
- Address liquor prohibition: 1,000 foot separation invites few new restaurants (Note: the separation only applies to bars and alcohol-serving establishments; restaurants with at least 66 percent food sales are not affected);
- Make White Slough appealing to families;
- Provide flexibility in the development standards; and
- Address if Sonoma Blvd. is still serving as a regional connector.

For further information from the stakeholder interviews, see Appendix 1.1.

#### Community Workshop 1: Vision and Framework Charrette

During the week of June 24-27th, 2014 the community participated in a workshop that had two objectives:

1. To listen and better understand the concerns and desires of the community for the Plan area; and
2. To brainstorm initial framework concepts and develop those concepts into an illustrative plan for an improved Sonoma Blvd.



The workshop included a table map exercise for community members to identify the assets, constraints, and opportunities along Sonoma Blvd. There was also a focus group discussion among business owners along the corridor. During the week, the public stopped by in the open studio setting, and at progress ('pin-up') reviews for frequent feedback loops with the community. At the end of the workshop, the design team presented their initial ideas for the corridor to the public and SPWG to understand how the emerging vision captured the community's aspirations for the future of Sonoma Blvd. The resulting feedback and direction were very positive and supportive of the emerging vision.



Community members work together during the table map exercise

Community Workshop 2: Form-Based Code Development Charrette

As a continuation of the progress made at the first community workshop, the design team worked further at a second workshop during the week of July 22–25th, 2014. The focus was on refining the vision established at the first workshop. This was done by meeting with the public throughout the week to refine the initial framework concepts. The design team then worked at a more detailed, architectural scale, developing individual building prototypes for small, medium, and large development sites, testing the feasibility of the vision established in June. The detailed analysis established through design scenarios held a three-fold purpose: to test the feasibility of the designed vision; to begin to develop the maximum compatible development potential and program thresholds along Sonoma Blvd.; and to begin to work out and test the Form-Based Code that will contain the tailored zoning regulations to generate the community’s desired outcomes.

1.4.5 Background and Economic Analysis

Existing Conditions Analysis

Technical research and analysis of existing conditions within the Plan area supported the community process. Analysis included the following: sea level rise, street connectivity and block structure, existing transit routes, existing zoning, and utility infrastructure.

The findings are summarized and synthesized in Chapter 2, with more detailed analysis maps available for reference in Appendix 4.



Business Focus Group meeting during the first workshop

Demographics

Demographic analysis is important for understanding the types of housing, retail, and other uses that can best meet the needs of current and future Vallejo residents, and are therefore most likely to be successfully developed. Demographics describe the population and household characteristics within a defined area. The Plan area falls within a larger area known as the ‘trade area’. The trade area is the area that contains the Plan area’s most likely customers. The trade area is compared below with Vallejo overall, which shows that the Plan Area contains 21 percent of Vallejo’s population, however it is challenged by lower household incomes, with a median annual household income that is approximately two-thirds that of the City, which creates a challenge for attracting new retailers.

	Trade Area	Vallejo
Median Household Income	\$37,000	\$57,000
Median Home Value	\$215,000	\$273,000
Population	25,145	118,075
College Educated	19%	24%
Creative Class Jobs	28%	33%

Source: Nielsen-Claritas, MJB Consulting, 2014

Economic Analysis

This Specific Plan is informed by economic analyses that preceded this effort and by detailed analysis of the development types that are realistic for Sonoma Blvd. The latter were first generated at Workshop 2 and refined through the process of preparing this Specific Plan. Generally, the corridor is expected to attract little development in the initial years. Ultimately, the potential is for up to 885 dwellings and 373,000 square feet of office and retail space by 2040. To review the analysis, see Appendix 5.3.



The leader of the design team talks with community members to receive feedback during a studio ‘pin-up’ or progress-review.



## 1.5 Relationship to Other Plans and Procedures

### 1.5.1 Propel Vallejo

Propel Vallejo is a series of long-range planning initiatives undertaken from 2014 to 2017. These initiatives consist of the City's General Plan Update, Zoning Code Update, the Sonoma Boulevard Specific Plan, and Environmental Review.

A goal of the Propel Vallejo Initiative is to improve and streamline policy direction and development regulations throughout Vallejo. Over the years, the City has adopted several specific plans, neighborhood plans, design guidelines, and planned development districts to administer development for various sites and areas. This Specific Plan along with another Propel Vallejo component, the comprehensive update of the Zoning Code Update, enabled the integration of various planning documents, capturing their intent and streamlining the approval process for applicants and City staff.

### 1.5.2 Consistency between the Specific Plan and the General Plan

Government Code Section 65454 requires that a specific plan be substantively consistent with the General Plan and that it contain a statement regarding its relationship to the General Plan. The Vallejo General Plan Update is a central component of the comprehensive Propel Vallejo Initiative and has been developed concurrently with the Sonoma Boulevard Specific Plan. Consequently, the policies, programs, and vision of the General Plan have been created in concert with this Specific Plan, ensuring consistency and effectiveness in implementation. A comprehensive policy-level review of the General Plan is presented in Appendix 3 to document how the Specific Plan is consistent with and implements the General Plan.

### 1.5.3 Corridor Design Plan

The 2013 Corridor Design Plan represents the community's general expectations, direction and range of ideas for revitalizing the corridor to be implemented over time. In order to move those ideas forward, one of the key actions from that plan was to prepare a Specific Plan that would refine the ideas, result in a tangible vision for the 1.8-mile corridor and then make the vision possible through detailed implementation programs and new zoning standards. This Specific Plan implements the 2013 Corridor Design Plan by carrying forwards its direction and ideas and through generating a specific set of policies, expected outcomes, actions, and standards to execute the vision.

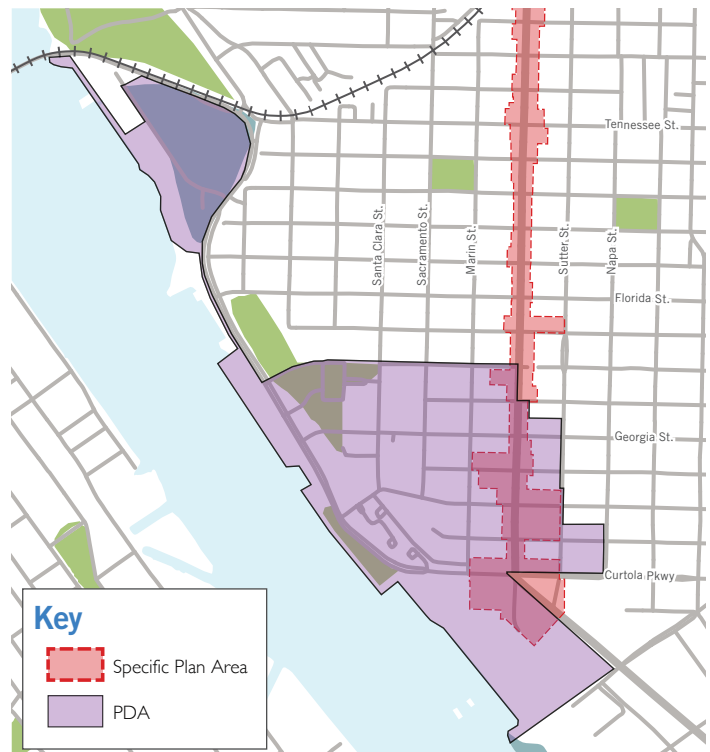
### 1.5.4 Historic Districts

The Plan area includes portions of three historic districts: Vallejo Heritage District, Vallejo Old City District, and St. Vincent's Hill Historic District (see page 2-3 for map). Each of these historic districts has been integrated into the planning process for this Specific Plan.

### 1.5.5 Priority Development Areas

Priority Development Areas (PDAs) are areas where new development is designed to support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. While PDA's were originally established to address housing needs in infill communities, they have been broadened to advance focused employment growth. Local jurisdictions have defined the character of their PDAs according to existing conditions and future expectations as regional centers, city centers, suburban centers, or transit centers, among other place types.

Vallejo contains one PDA and it is located along the waterfront from Georgia St. to Solano Ave. and extends inland at Capitol St. across Sonoma Blvd. The entire PDA anticipates 2,300 new jobs, 950 new dwellings and 2,060 new people. Approximately 5.3 acres of the Sonoma Boulevard Specific Plan area are within the PDA. Proportionally, this means about 300 new jobs, 120 new dwellings,



Based on Plan Bay Area 2013



and 270 new people are expected within the Specific Plan parcels in the PDA. This Specific Plan integrates those expectations into its development projections but at a finer level of detail. These development projections are based on the development prototypes illustrated in Chapter 3, Section 3.4.3, which were designed to meet the constrained physical site conditions of the parcels. The PDA provides Vallejo with potential transportation infrastructure funding under the One Bay Area Grant. Vallejo has already applied for and received \$2.4 million for the Georgia St. and Maine St. phases of the downtown streetscape project. In June of 2015, the City applied for PDA designation for the entire Specific Plan area.

### 1.5.6 Vallejo Zoning Ordinance (Title 16)

Unless specified otherwise, property and rights-of-way within the Specific Plan boundaries shall follow the requirements and procedures of the Vallejo Municipal Code. All applications shall be prepared and submitted to the City per the applicable requirements of the Zoning Code.

### 1.5.7 Other Plans

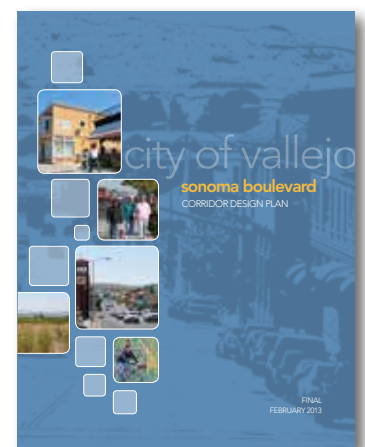
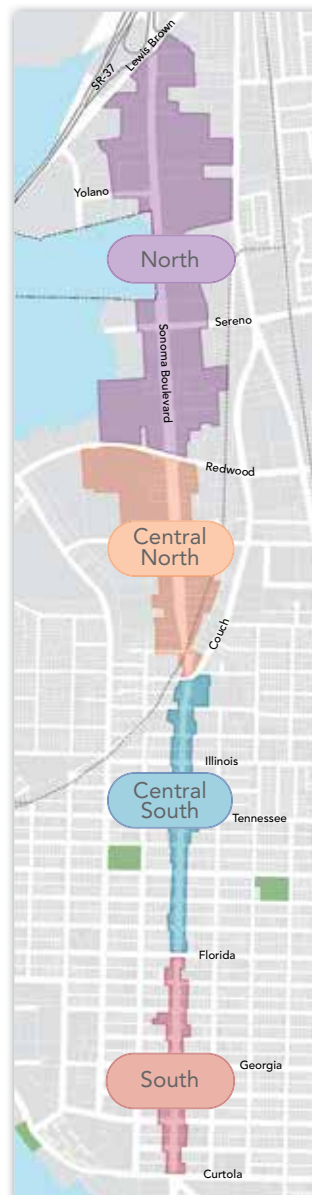
Some existing plans overlap with the boundaries of this Specific Plan. These plans include goals, policies, and programs identified by the community through comprehensive planning processes. This Specific Plan, in conjunction with the Zoning Code update, incorporates the relevant information from each plan while creating a streamlined administrative process for City staff. The following plans overlap with the boundaries of this Specific Plan and are summarized on the following pages:

- Sonoma Boulevard Corridor Design Plan (Corridor Design Plan);
- Downtown Vallejo Specific Plan & Design Guidelines (Downtown Specific Plan);
- White Slough Specific Plan; and
- Waterfront Master Plan & Design Guidelines.

### Sonoma Boulevard Corridor Design Plan

The impetus for the Sonoma Boulevard Specific Plan was derived from the 2013 Corridor Design Plan. The Corridor Design Plan divided the length of Sonoma Blvd. into four “focus” sub-areas: North, Central North, Central South, and South. The three southernmost focus areas are included in this Specific Plan area: from Redwood St. to Curtola Pkwy.

The implementation strategies and actions identified for each focus area have been incorporated into this Specific Plan. A description of those implementation strategies and actions and how each item has been advanced by the Specific Plan is presented in Appendix 2.

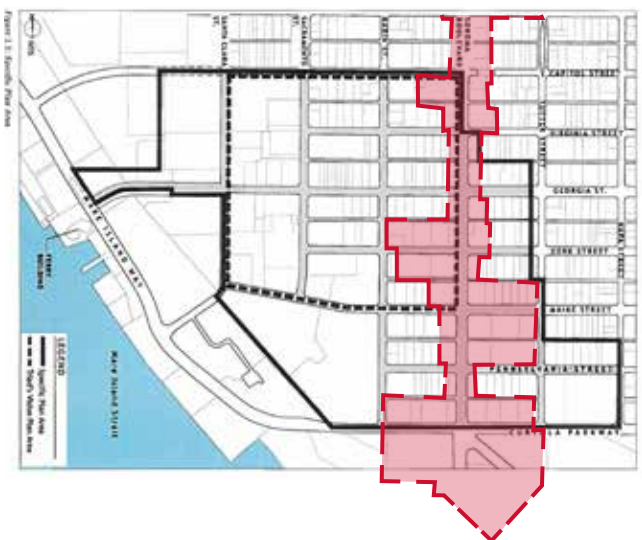


### Downtown Vallejo Specific Plan and Design Guidelines

The 2005 Downtown Vallejo Specific Plan and Design Guidelines were intended to create a vision for the Downtown core. That vision is being implemented to provide additional housing, mixed-use development, flexible development regulations, infill development and overall reinvestment. The Downtown Specific Plan boundary overlaps with the Sonoma Boulevard Specific Plan boundary on the east and west, from the northern part of the Curtola Pkwy. intersection (Curtola Gateway) to Capitol St.

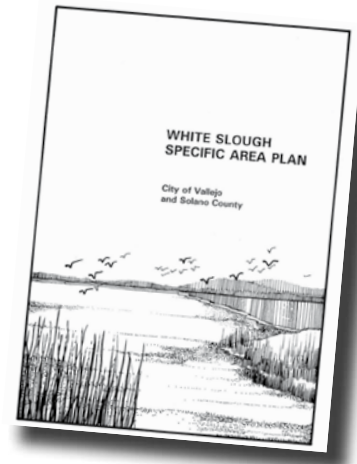
Similar to most specific plans previously adopted in Vallejo, the Downtown Specific Plan was created under a Mixed Use Planned Development Permit. The Downtown Specific Plan includes various residential and commercial land use types with special provisions for specific uses or conditions. The Downtown Specific Plan also includes requirements for development intensity, building height, retail frontage streets, build-to-lines, building setbacks, parking standards, and landscaping. In addition to regular processing by City staff, projects within the Downtown Specific Plan are reviewed by the Beautification and Design Review Board.

The Sonoma Boulevard Specific Plan, as codified in the Zoning Code, supersedes the Downtown Specific Plan for all properties within the Sonoma Boulevard Specific Plan boundaries. In the future, the City may retire the Downtown Specific Plan and Design Guidelines entirely and rely on the Zoning Code. The updated Zoning Code incorporates the goals, design intent, and remaining development potential of the Downtown Specific Plan, and addresses the role of the current Beautification and Design Review Board on development projects downtown. See Chapter 4 Implementation for further information.



### White Slough Specific Plan

The 1995 White Slough Specific Plan was adopted by the City to comply with California Government Code Section 66670-6682 after a mandate by the San Francisco Bay Conservation and Development Commission (BCDC). The mandate in the legislative act required that the City of Vallejo and Solano County adopt a coordinated plan to conserve and manage the White Slough, to include land under both jurisdictions, and that the plan be implemented by adoption into relevant regulating land use ordinances, including general and specific plans. The Specific Plan is the primary basis of review for State and local projects affecting White Slough.



Per the Government Code, the White Slough Specific Plan was required to include: "...the permanent protection and enhancement of at least 336 acres of tidal wetlands within White Slough and 132 acres of tidally influenced areas in south White Slough, provide for the minimum amount of fill, not to exceed 13 acres, necessary to widen State Highway Route 37 to a four-lane highway and to construct interchanges between State Highway Route 37 and State Highway Route 29 and Sacramento St., provide flood protection for upland areas, provide for suitable water quality, and provide for wetlands enhancement for all tidally influenced areas of south White Slough, including a program for the acquisition, enhancement, and permanent preservation of those areas."

The White Slough Specific Plan area boundary overlaps minimally with the Sonoma Boulevard Specific Plan at parcels on the northwest corner of the Sonoma Blvd.'s intersection with Redwood St. Those parcels are included in the Sonoma Boulevard Specific Plan for continuity purposes at this important intersection. Per the 1995 Plan, the Vallejo General Plan was amended to designate the area south of the South Lagoon wetlands and adjacent Redwood St. as "Waterfront Commercial". This designation requires that development orient its design towards the water. The White Slough Specific Plan designated the zoning for this area as a Mixed Use Planned Development, for which the White Slough Specific Plan served as the requisite Master Plan.

State Highway 37 has since been widened to four lanes, and the remaining elements of the plan, including flood control and habitat enhancement, have been substantially completed. Consequently, the City may seek to amend the White Slough Specific Plan, or replace it with other development regulations in the Municipal Code. However as written, an amendment to State law may be required to eliminate the Plan, and a new or updated plan must be created jointly with the County and any changes approved by BCDC. It appears that the 1995 Plan addresses the wetland resource and development oriented toward its edges. However, the 1995 Plan is less informative about those same developments and how they should relate to or shape Redwood St. or Sonoma Blvd. For that reason and for the continuity mentioned earlier, the Sonoma Boulevard Specific Plan includes those parcels at the northwest and northeast corners of Redwood St. and Sonoma Blvd.

### Waterfront Master Plan and Design Guidelines

The City and its former Redevelopment Agency adopted a Planned Development Master Plan (PDMP) for the waterfront area in 2005. This Plan was combined with Design Guidelines in 2007 to become the Waterfront Master Plan and Design Guidelines. The document was created to provide planning and design criteria for a master

developer and as part of the Vallejo Station and Waterfront projects. The 2007 document includes zoning and design criteria for a large portion of Vallejo's downtown waterfront.

The Waterfront Master Plan boundary overlaps with the Sonoma Boulevard Specific Plan boundary at its southernmost boundary. Specifically, parcels on the waterfront side of the intersection of Curtola Pkwy. and Sonoma Blvd. (Curtola Gateway). While the overlap is minimal, the Waterfront PDMP contains goals, policies and urban design intentions that have informed the vision for the Curtola Gateway in the Sonoma Boulevard Specific Plan.

The zones and standards set forth in the Sonoma Boulevard Specific Plan, as codified in the Zoning Code, supersede the Waterfront Master Plan and Design Guidelines for all properties within the Specific Plan area.

With the adoption of the Sonoma Boulevard Specific Plan and Citywide Zoning Code update, the necessary direction and standards from the Waterfront Master Plan and Design Guidelines have been incorporated into the Zoning Code Update. With incorporation of these standards and guidelines, the Waterfront Master Plan and Design Guidelines will be located entirely within the Zoning Code.

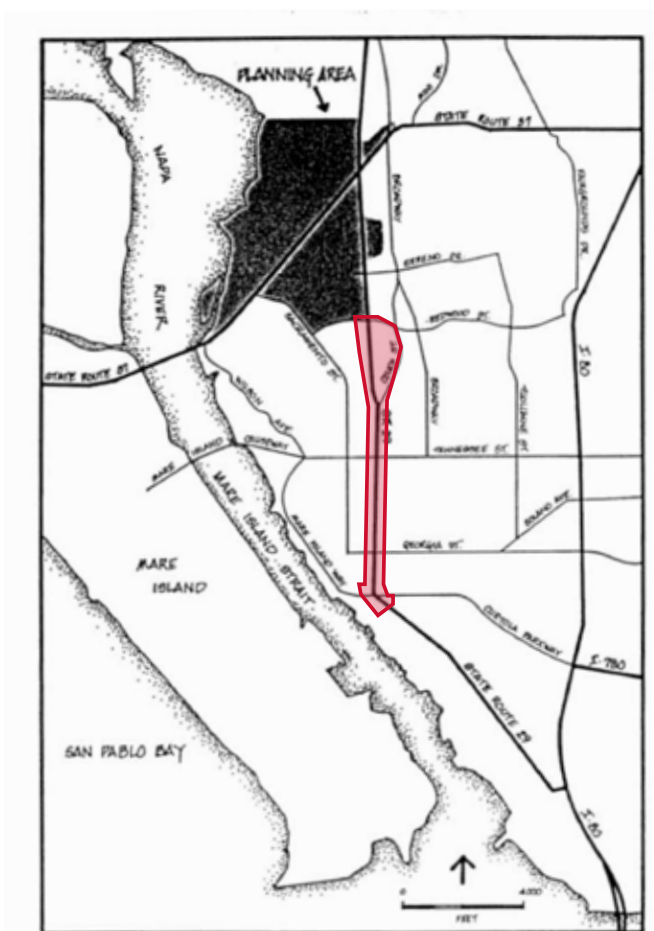
### 1.5.8 Administration and Procedures

This Specific Plan is implemented through the procedures and standards of the Vallejo Municipal Code, Title 16. Title 16 has been updated to reflect the benefits and needs of this Specific Plan. Namely, this Specific Plan provides expedited project review and approval for projects that fully comply with the Specific Plan and zone standards and for projects that propose reductions in vehicular needs and traffic impacts. In addition, the updated procedures identify what types of decisions or projects are 'by right' and can be processed administratively and which particular projects or decisions require discretionary design review.

#### Amendments to this Specific Plan

This Specific Plan may be amended per the procedures in Title 16 to accommodate needs or opportunities not known before the adoption of this Specific Plan. In addition to satisfying the required procedures, the following shall be required of any proposed amendments:

- Relevant goals and policies of the Specific Plan; and
- Vision and direction for the particular area.



## 1.6 Environmental Review

### 1.6.1 Propel Vallejo Project (i.e. General Plan 2040 and Sonoma Boulevard Specific Plan)

The Environmental Impact Report (EIR) that supports the 2040 buildout projections of this Specific Plan was certified by the Vallejo City Council on August 29, 2017 and is available at City Hall.

#### Environmental Impact Mitigation

The California Environmental Quality Act (CEQA) requires the analysis of a project's environmental impacts and the identification of measures to reduce or eliminate these impacts. The potential environmental impacts that could result from implementation of the Sonoma Boulevard Specific Plan (the Specific Plan) was assessed in the Environmental Impact Report (EIR) prepared for the Propel Vallejo Project (i.e. General Plan 2040 and the Specific Plan). New development and redevelopment under the Specific Plan are subject to the mitigation measures specified in the EIR, to the extent applicable. Because General Plan 2040 and the Specific Plan are high-level, conceptual policy documents, the Propel Vallejo EIR only models and estimates projected impacts. With the adoption of General Plan 2040 and the Specific Plan on August 29, 2017, there may be specific projects with impacts that were not contemplated under the Plans. These additional impacts will have to be mitigated and the project analyzed as required by CEQA. Any mitigation required as a direct consequence of a proposed project, including off-site traffic mitigation as defined by CEQA, may not be considered community benefits as defined in this Specific Plan.





# Background and Setting

## 2

Chapter



### Sections

2.1 Historic Context . . . . .	2-2
2.2 Summary of Existing Conditions . . . . .	2-3



## 2.1 Historic Context



Figure 2.1.1: Map circa 1851, the current City of Vallejo was built primarily on three hills, the small southwest hill being where the State Capital sat, and was later graded out of existence.

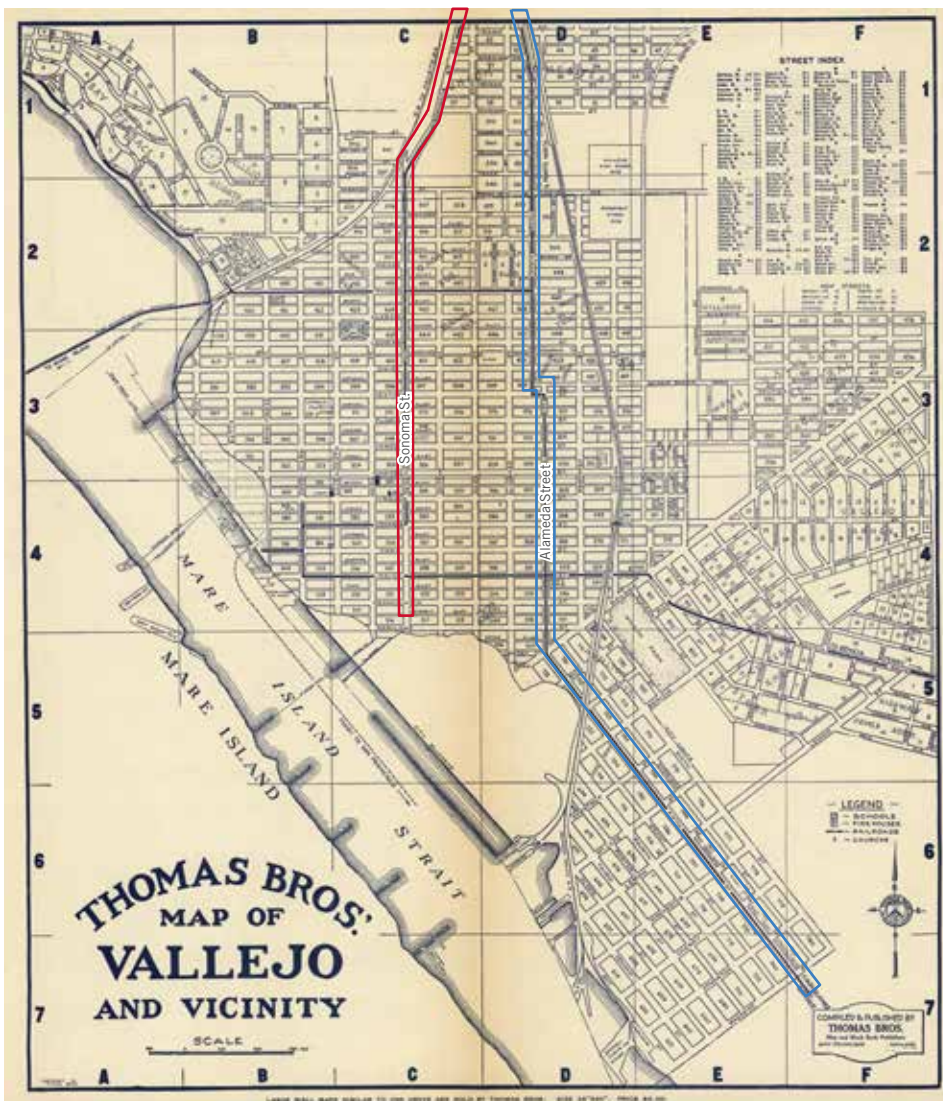


Figure 2.1.2: Historically, Alameda St. was the major regional connector through Vallejo, as the Bay reached Maryland St. Transit ran along Maine St., Georgia St. and Sonoma Blvd. up through what is now Couch St.

After California was annexed, and gained statehood in 1850, General Mariano Guadalupe Vallejo donated 156 acres of land to the United States government to build a new state capital; the City was named in his honor.

Historically, the shore of Mare Island Strait reached as far inland as Maryland St. and Fifth St. to the east. Alameda St. was the major regional corridor through Vallejo, enabling Sonoma Blvd. to develop as a community-serving main street. When Vallejo was extended with bay mud infill, the major connecting street shifted to Sonoma Blvd. (State Route 29) connecting Vallejo to Napa in the north and Crockett, Richmond, and Berkeley in the south. Sonoma Blvd. served this role until the 1950s, when Interstate-80 was built. The Mare Island Naval Shipyards began in 1853 and employed thousands while providing for a strong local economy and culture. The shipyards closed in 1996 and Vallejo's economy has since suffered as seen along Sonoma Blvd.

Although Sonoma Blvd.'s strong physical character has been diluted, enough exists on which to maintain and strengthen Sonoma Blvd.'s sense of place. For example, three historic districts are potentially within the Specific Plan boundary (see Figure 2.1.3). The presence of these three districts comprises about half of the blocks along Sonoma and are concentrated between Tennessee St. and York St.

## Sonoma Boulevard: Then and Now



Figure 2.1.3

## 2.2 Summary of Existing Conditions

### 2.2.1 Overview

The following spread is a summary of the existing conditions analyzed along Sonoma Blvd. and the surrounding areas. The existing conditions greatly informed the direction of the vision, including identifying what to build on, what needs improvement, and how much transformation is realistic based on existing infrastructure and market capacity.

The Plan area's existing conditions are summarized on the following pages and color-coded by topic. See Appendix 2 and 3, for additional information and diagrams of:

- Steep slopes and sea level rise;
- Pedestrian and bicycle access, transit routes, and traffic;
- Zoning, block size and lot orientation; and
- Commercial space, dwellings, demographics, and
- Utility infrastructure.



## 2.2.2 Existing Traffic and Transit Conditions

### Traffic Volume and Streets

See Appendix 5.1

- 27,000 Average Daily Trips (ADT) in north; 12,300 in south.
- Tennessee St. and Florida St. have large ADT counts, negatively affecting traffic along Sonoma Blvd. south of Couch St.
- The street width of the current ROW is wide enough—140 ft. ROW north of Couch St.; 80 ft. ROW from Couch St. to Curtola Pkwy.—to be reconfigured and leave room for bike lanes, wide sidewalks, and preserve on-street parallel parking.
- The current speed limit varies along the corridor:
  - from Curtola Pkwy. to Illinois St.: 30 mph;
  - from Illinois to Couch St.: 35mph; and
  - from Couch St. to Redwood St.: 40mph.

### Multimodal Transit



See Appendix 4.6

#### Bus Service

Currently the number and frequency of buses provided along Sonoma Blvd. is very low and over half of Sonoma Blvd. is without bus service. Express buses use Sonoma Blvd. to connect Napa County communities to El Cerrito BART every weekday.

**SolTrans Route 2**

30-min\* headways

**SolTrans Route 7**

30-min\* headways

**Other Routes**

30-60 min\* headways

■ Soltrans Routes

\*More frequent from 6am to 8am

#### Ferry Service

Ferries and express buses depart daily for San Francisco. The ferry currently serves approximately 1,700 riders per day with a projected 35% growth by 2035<sup>1</sup> and costs \$13 per ride (price based on one-way adult ticket).

<sup>1</sup>Based on Year 2035 scenario using ABAG 2009 Projections data

### Key

■ Bus Routes

**3.4 k** Traffic Counts  
Average Daily Trips (ADT)



Ferry Terminal



Transit Terminal

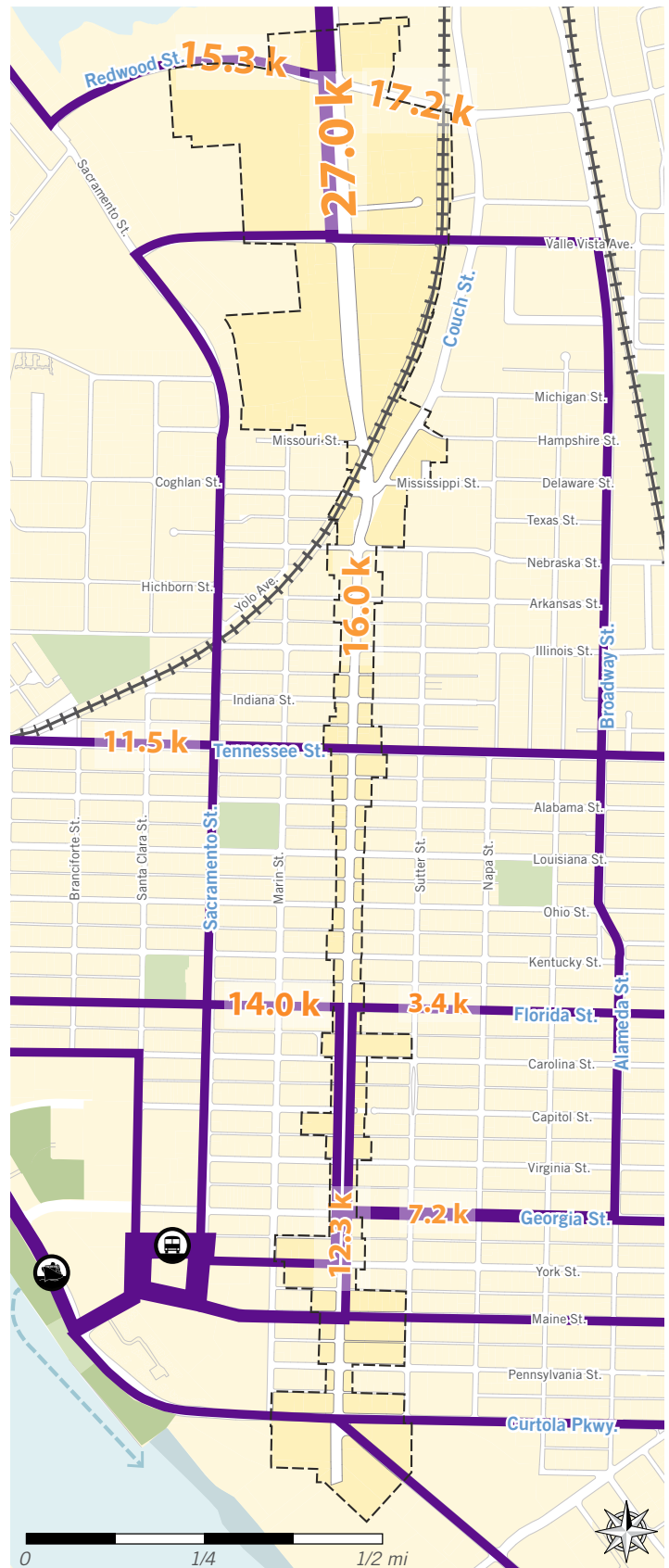


Figure 2.2.2 Existing traffic and multimodal transit conditions

### 2.2.3 Existing Walkability Conditions

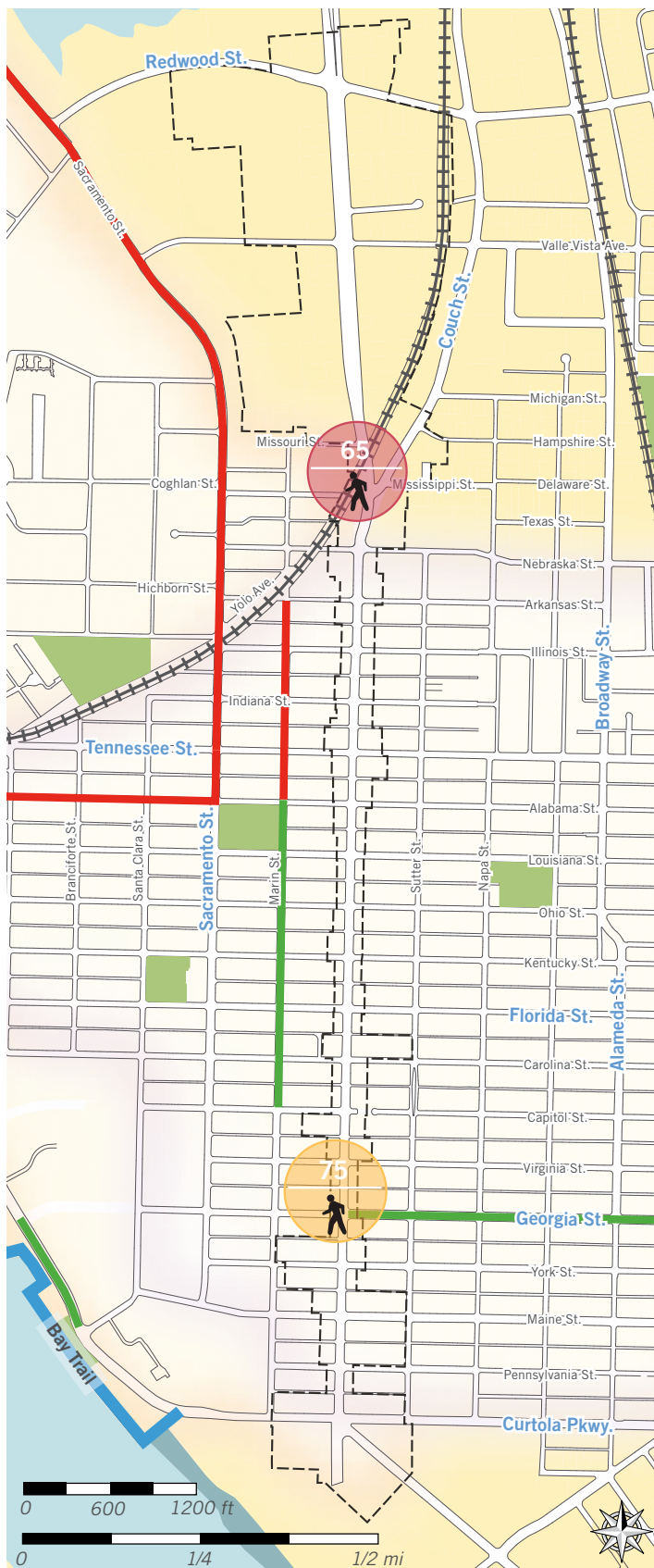


Figure 2.2.3 Existing bike/pedestrian facilities and walkability

#### Bike and Pedestrian Facilities

See Appendix 5.1



A Walk Score is a number measuring the walkability of environment, ranging from 0, 'car dependent' to 100, a 'walker's paradise' where daily errands do not require a car. Walk Scores in the 70s and 80s are considered 'very walkable,' where most daily activities can be accomplished on foot. Walk Scores in the 50s and 60s are considered 'somewhat walkable.'<sup>1</sup> According to a 2009 CEOs for Cities report, a one-point increase in a community's Walk Score could increase home values by \$700 to \$3,000.<sup>2</sup>

#### Pedestrian Experience

- Pedestrian amenities become less apparent moving from the Downtown area to the North.
- Most people cross at Georgia St. and Virginia St. Problematic and few places to cross north of Couch St. Sidewalks range from 7 to 10 feet wide.

#### Bike Facilities

No current bicycle facilities on Sonoma Blvd. Nearest bike facility is the Class II bicycle lane on 6 blocks of Marin St. Limited connections to regional Bay-Vine Trail.



<sup>1</sup>walkscore.com <sup>2</sup>Walking the Walk, CEOs for Cities, 2009

#### Walkable vs. Auto-Oriented

See Appendix 4

Identification of areas in the three categories is one of several planning tools used to understand an area and its walkable features, or lack thereof. Walkability is a product of several factors including not only the presence but the quality and extent of bike/pedestrian facilities and proximity to everyday amenities.

- **"Walkable Urban"** refers to areas pedestrian-oriented in nature and that contain services, retail, or restaurants within a short walking distance, i.e. historic neighborhoods, Downtown.
- **"Transitional"** This pattern has many of the characteristics of the Walkable Urban pattern but lacks key characteristics such as retail or services within a short walking distance. These areas can be transformed into Walkable Urban by adding these key characteristics or they can transform to Auto-Oriented Suburban.
- **"Auto-Oriented Suburban"** refers to areas more auto-dependent in nature and layout where automobiles are usually required for day-to-day functions. Walking and cycling do occur in these areas, but is generally for recreational rather than destination purposes.

#### Key

	Walkable Urban		Class I Bike Trail
	Transitional		Class II Bike Lane
	Auto-Oriented Suburban		Class III Bike Facility

## 2.2.4 Existing Physical Character and Land Use

### Physical Character & Land Use

See Appendix 4.5

#### Along Corridor:

##### **A South Boundary to Maine St.:**

Primarily automotive repair, sales, and light industrial

##### **B Maine St. to Carolina St.:**

Downtown, mixed-use, restaurants, entertainment

##### **C Carolina St. to Tennessee St.:**

Combination of vacant lots, civic buildings, strip retail

##### **D Tennessee St. to Couch St.:**

Low intensity strip commercial, small parking areas, residential

##### **E Couch St. to Redwood St.:**

Suburban retail, restaurants, large parking areas, buildings set back from street.

#### Surrounding Corridor:

##### **To East and West:**

Low to medium intensity residential, historic districts

##### **To North:**

Primarily suburban commercial with large parking areas

##### **To South:**

Light to heavy industrial along Southern waterfront

*\*Note: The primary block configuration of lots with long-grain end facing Sonoma Blvd. results in shallow lot depths, measuring less than 75 feet, and a longer, Sonoma Blvd. facing frontage. This configuration can be difficult in site planning, thus dissuading potential developers.*

### Market Conditions

See Appendix 5.3



Based on the large supply of vacant or underutilized land, demand and feasibility for new development is very low.

Customers in the trade area represent 3,070 with college degrees, 2,725 working in creative class jobs, and 1,305 households earning over \$100,000.

<sup>1</sup>American Community Survey, 2013

<sup>2</sup>Average price at \$0.85 to \$1.04 per sq ft

<sup>3</sup>Association of Bay Area of Governments (ABAG) 2040 projections

#### Key

- Historic Districts
- Neighborhood General Locations

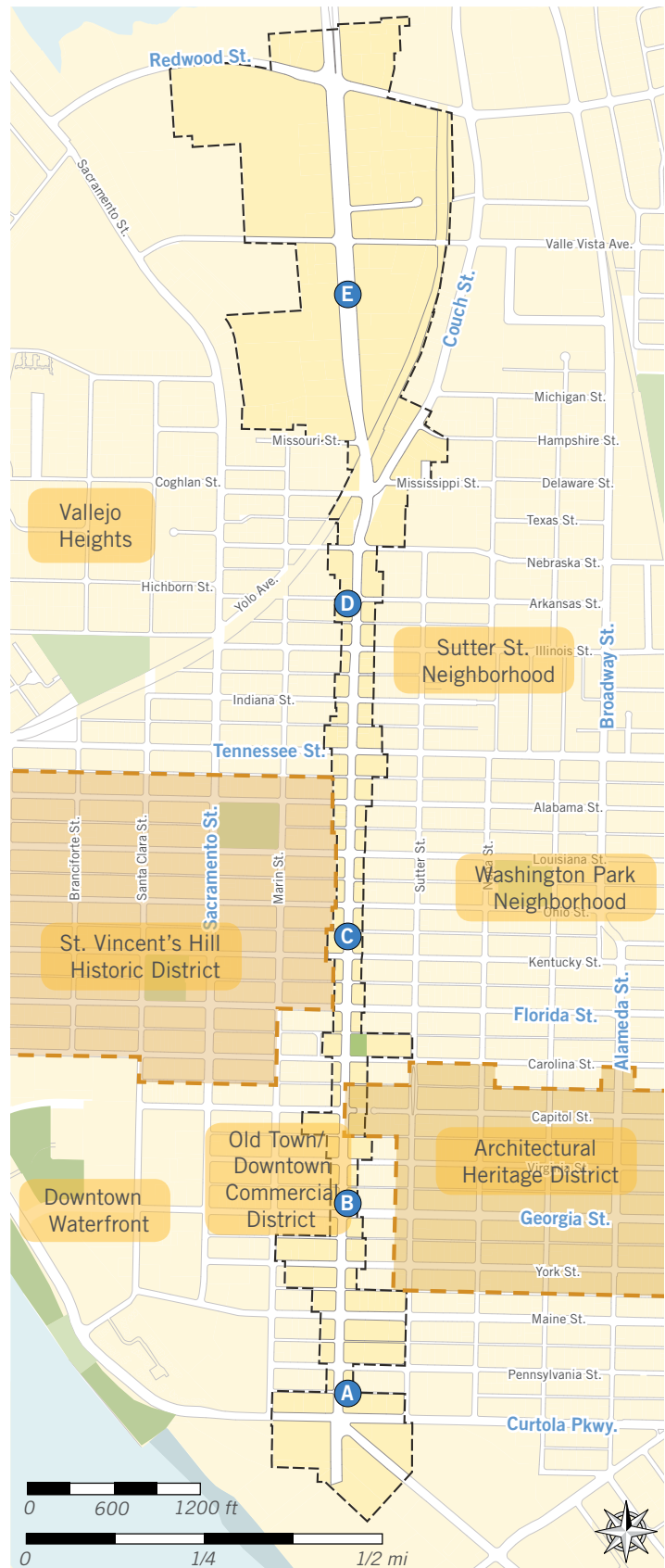


Figure 2.2.4 Existing Land use and market conditions



### 2.2.5 Existing Infrastructure and Sea Level Rise

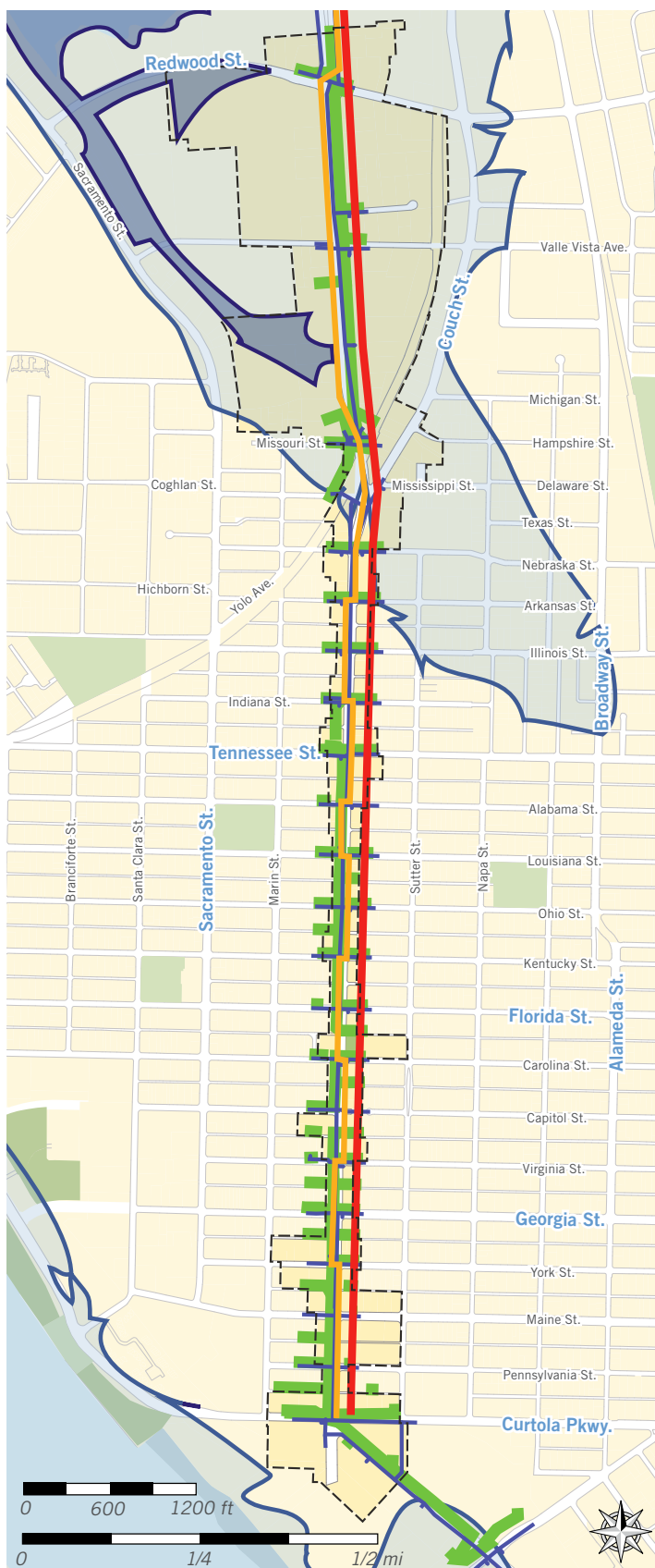


Figure 2.2.5 Existing Infrastructure conditions and potential risks

#### Infrastructure

See Appendix 5.2

Electric/Gas



Electric is mostly above ground. 2-4" high pressure natural gas pipelines run below grade along Sonoma Blvd.

Sewer



6-10" sewer mains and 15-30" transmission mains run under Sonoma Blvd and 36-54" trunks run perpendicular to Sonoma Blvd.

Water



Water main size is 10-12" along most of Sonoma Blvd. except from Alabama St. to Missouri St. where it is 20-24".

Comm.



AT&T & Comcast telecomm, cable and internet infrastructure located above and below ground. Current and future lines primarily aerial facilities.

Utilities along Sonoma Blvd. have adequate capacity to accommodate the 2040 vision. Possible improvements are needed to mitigate sea level rise effects on below-grade utilities.

#### Sea Level Rise

See Appendix 5.2

The Bay Conservation and Development Commission (BCDC) anticipates a sea level rise of 36 inches by 2050 and 55 inches by 2100 due to climate change.

The areas projected to be affected by sea level rise may require mitigations to account for the rise in groundwater which poses a risk to sewer and storm water management and the ground floor use of new buildings. North of Nebraska St., new buildings may need to incorporate raised ground floors to accommodate future floodwater levels.

Vallejo Sanitation & Flood Control District (VSFCD) is currently incorporating sea level rise projection ranges into project design and planning and using them in the permitting process of developments. For future civil improvements, integrating a long term strategy for the planning, permitting, development, and maintenance of infrastructure will be necessary for all areas surrounding the San Francisco Bay.

#### Key

— Electric (above ground)

— Sewer

— Water

— Comm. (above ground)

500-yr Flood Zone

100-yr Flood Zone





# Vision 3

Chapter



## Sections

3.1 Guiding Principles for Vision . . . . .	3-2
3.2 Plan Area Vision . . . . .	3-8
3.3 Streets, Multimodal Accessibility, and Streetscapes . . . . .	3-22
3.4 Built Environment . . . . .	3-36



## 3.1 Guiding Principles for the Vision

Shaped and directed by the community's five goals and aspirations, the Vision for Sonoma Boulevard is guided by four design principles.

The principles aim to create a beautiful, multimodal, mixed-use corridor that integrates a series of walkable urban villages with a variety of character.

The Vision responds to Sonoma Blvd.'s topography, varying rights-of-way, sidewalks, and its 1.8-mile length through a balance of streetscape improvements for pedestrians and cyclists, transit improvements, expansion and renovation of existing buildings, proposed new buildings, and civic space improvements.

### Principle 1: Emphasize Walkability and Connectivity with Vallejo's Well-Connected Grid of Streets and Blocks

Sonoma Boulevard passes through the core of Vallejo's historic street grid which includes Downtown Vallejo and the most walkable neighborhoods in the City. Sonoma Boulevard should leverage this walkability as an asset and seek to expand the current street and block network into the northern and southern ends of Plan area.

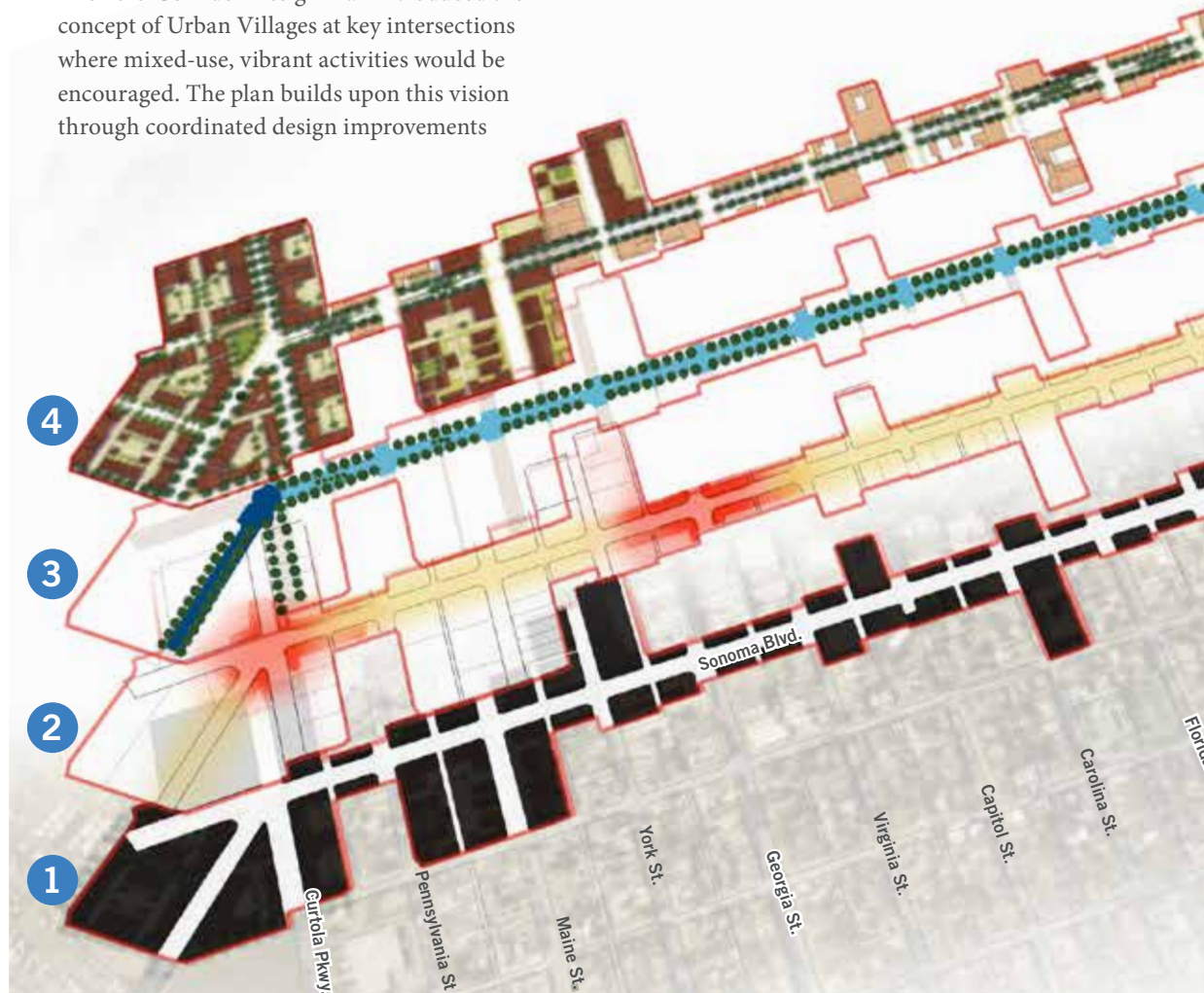
### Principle 2: Organize Development around Urban Villages and Corridor Segments

The 2013 Corridor Design Plan introduced the concept of Urban Villages at key intersections where mixed-use, vibrant activities would be encouraged. The plan builds upon this vision through coordinated design improvements

that concentrate pedestrian amenities and development standards that encourage active ground floor uses at these locations. Flexibility is promoted between urban villages to allow for a range of uses and building types.

### Principle 3: Maximize Multimodal Accessibility Through Improved Streets and Public Realm

Sonoma Blvd. should be reconfigured to increase multimodal access and enhance the streetscape for pedestrians, automobiles, and bikes alike. An appealing and safe pedestrian experience should be created through streetscape improvements and sidewalk widening that promotes a retail-friendly environment, especially at urban villages.



#### Principle 4: Enhance the Built Environment through Incremental Improvements, Civic Spaces, and New Development

Improve the quality of the built and natural environment to better serve the needs of residents and businesses in and around the Plan area. Capitalize on existing building stock and encourage new development of all scales, including simple improvements, major additions, and new buildings. Utilize a variety of civic spaces to provide community- and neighborhood-scaled amenities and improve the public realm.

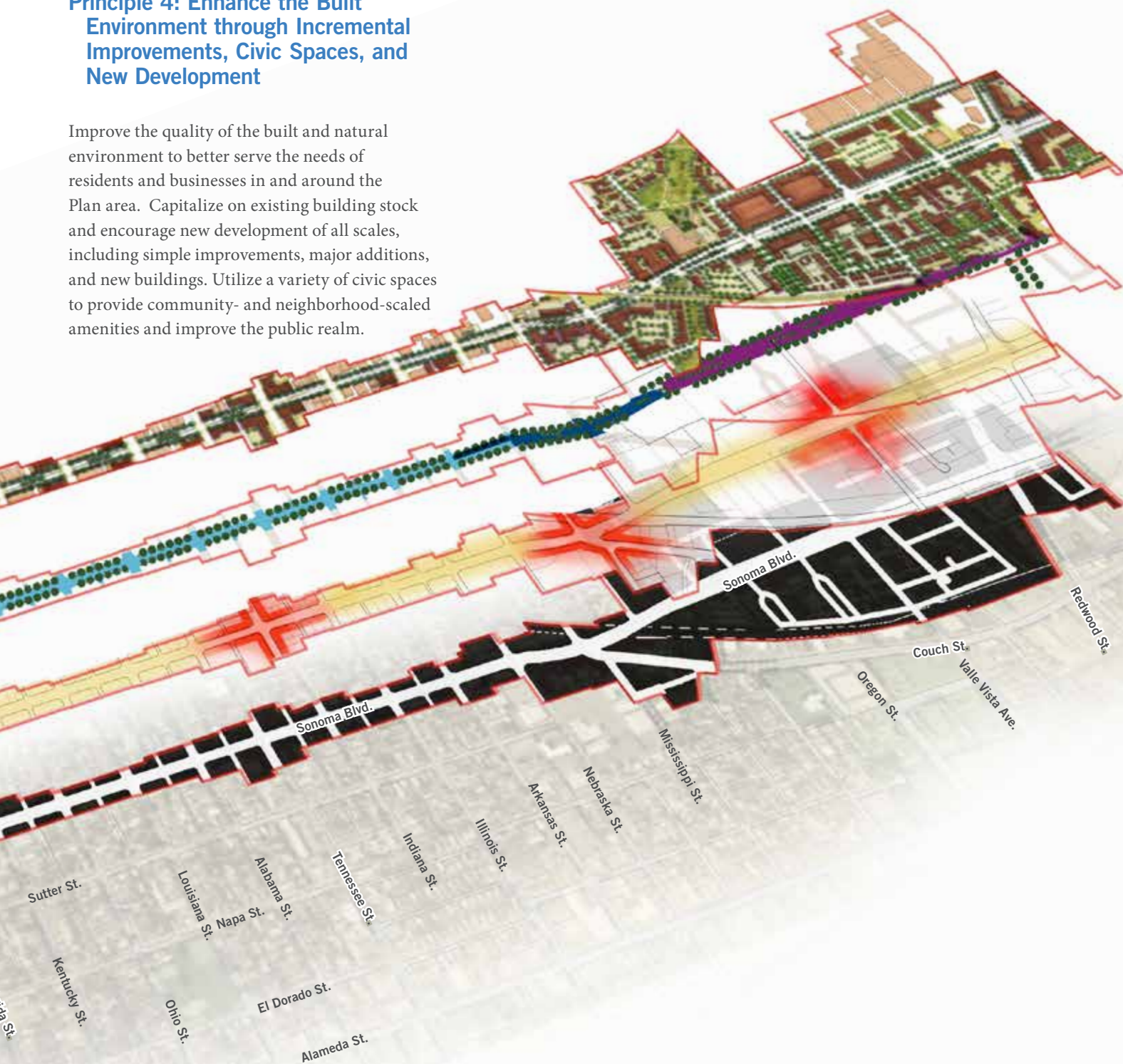


Figure 3.1.1: Aerial diagram illustrating the guiding principles that, when combined, create the corridor's form and character. Each principle is described in further detail in the following pages and referenced throughout the Vision.



### Principle 1: Emphasize Walkability and Connectivity with Vallejo's Well-Connected Grid of Streets and Blocks

Founded in 1850, Vallejo was designed on a grid of relatively small, 300 by 400 foot, blocks divided horizontally by named alleys. As was the case historically, the alleys still serve the useful purpose of service-access and locating trash at the back of a lot, while promoting pedestrian activity along the street frontage, with few curb cuts. Because of Vallejo's small block grid, high connectivity exists within the Plan area. This connectivity naturally lends itself to creating walkable neighborhoods.

This historic precedent should be maintained and extended as large regeneration/catalyst sites redevelop north of Couch St. and south of Curtola Pkwy. The extension of this grid will help disperse traffic, lead to a more coherent sense of place throughout the Plan area and help to offer views of the water from certain infill sites and new blocks.

#### How is the size of a Pedestrian Shed defined?

A 'ped shed' is an approximate area that ideally contains a mix of housing choices that are within a short walking distance of retail and services. This mix varies by location and the physical character of each place. The size of a ped shed is based on the distance the average person can comfortably walk from the urban village or area that contains the retail and services to its edge in about five minutes. For urban villages that draw customers from a wider area, for community-serving retail and services, the size of the ped shed increases to about a 10-minute walk. Most ped sheds are oriented on neighborhood-serving retail and services. This approximate quarter-mile area can encompass a complete neighborhood, incorporating most to all aspects needed for daily life.

See Figure 3.1.2 for reference

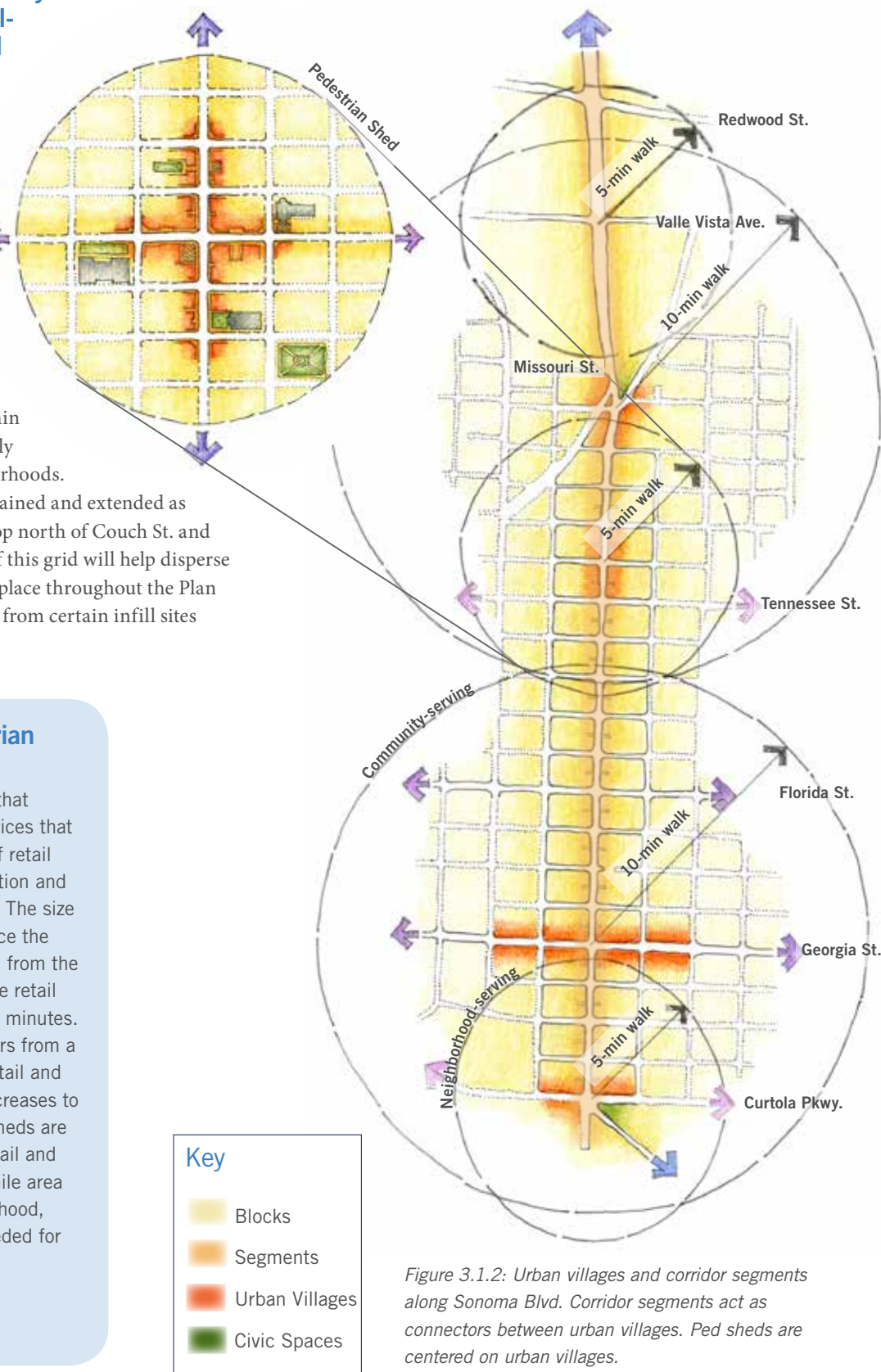


Figure 3.1.2: Urban villages and corridor segments along Sonoma Blvd. Corridor segments act as connectors between urban villages. Ped sheds are centered on urban villages.



Principle 2: Organize Development around Urban Villages and Corridor Segments

Urban Villages

Underlying the vision is the organization of Sonoma Blvd. as a series of urban villages centered at key intersections. Urban villages are concentrations of ground-floor retail, restaurants, and services, with additional offices and housing located above, within a larger area called a pedestrian shed. Urban villages can concentrate and prioritize pedestrian amenities as well, such as special landscape planting, street furniture (e.g. seating and trash receptacles), and pedestrian-scaled lighting.

Each urban village responds to its location and the context of its 'ped shed' to serve Sonoma Blvd. and the adjacent neighborhoods or districts. Urban villages are initially focused on an intersection and a block or two in either direction. Over time as demand grows, urban villages can expand within the ped shed. Sonoma Blvd. uses two types of urban villages:

- **Neighborhood-serving.** Includes everyday amenities such as cafes, restaurants, offices and services aimed primarily at the needs of customers within about a 5-minute walking distance. Buildings are closely spaced and tend to be smaller, and civic spaces are sized to fit a neighborhood context.
- **Community-serving.** Includes amenities such as a transit urban village or downtown that attract people from multiple neighborhoods and is shown within a 10-minute walking radius. Buildings are more closely- spaced and tend to be larger, and civic spaces are larger.

Along with helping to make a complete neighborhood, urban villages punctuate Sonoma Blvd., enriching the corridor by avoiding a single monotonous experience, and instead establishing hubs of energy and appeal. The 2013 Corridor Design Plan called for different areas of Sonoma Blvd. to be developed as distinct places of varying character and identified the following:

- Further investment and revitalization of Downtown as a community-serving urban village;
- A neighborhood-serving urban village at Indiana St.; and
- A transit-oriented, community serving urban village at Couch St.

This Specific Plan carries forward the above direction for three urban villages between Redwood St. and Curtola Pkwy. and introduces a fourth at Curtola Pkwy. and a fifth at Valle Vista Ave. Each urban village is described within its sub-area in Section 3.2.

Corridor Segments

Corridor segments are the areas along Sonoma Blvd. between urban villages. Corridor segments provide places for businesses

and housing that are not dependent on being located in an urban village and provide greater flexibility with regards to building siting and ground floor uses. Corridor segments are independent of urban villages but work best when their organization supports and complements the adjacent urban village. Some corridor segments may feature more housing while others may be a mix of retail, office and housing. Each corridor segment has its own character and, over time, some of their area may be incorporated into expanding urban villages.



Table 3.1.A: Public Realm Features of Segments vs. Nodes		
	Corridor Segment	Urban village
Streetscape Improvements (see p 3-32)		
Widened Sidewalks	●	●
Curb Extension	●	●
Accent Paving		●
Streetlamps	●	●*
Banners	●	●
Street Trees	●	●*
Tree Grates - Special		●
Planter - Storm Water Management	●	●*
Benches/Seating		●
Parklets		●
Bike Racks	●	●
Trash Receptacles	●	●
Public Art		●
Wayfinding Markers		●
General Building Character (see p 3-37)		
Ground Floor Use	Flexible	Commercial only
Setbacks	close to or at ROW	at ROW
Ground Floor height	Flush or elevated	Flush w/sidewalk

\*Denotes special types of streetscape improvements (i.e. palm trees, historic streetlamps)

Table 3.1.A: The table above begins to articulate how the hierarchy of development between corridor segments and activity nodes is characterized in streetscape features and general building character. For further descriptions see pages listed above.

### Principle 3: Maximize Multimodal Accessibility Through Improved Streets and Public Realm

Through the 'complete streets' approach (see page 3-23), the 1.8 mile stretch of Sonoma Blvd.'s roadway is reconfigured into three different types of complete streets to balance the needs of personal vehicles, trucks, and buses with those of pedestrians and cyclists. Each of these three complete streets is identified below in Figure 3.1.3 and described beginning on page 3-24.

#### Proposed Street Section Improvements



*Two-lane main street (see p 3-24 for details)*



*Multi-way boulevard (see p 3-25 for details)*



*Four-lane avenue (see p 3-26 for details)*

*Figure 3.1.3: Reconfigured street sections for Sonoma Blvd.  
(See Figure 3.3.4 for the Street typology framework map)*

### Principle 4: Enhance the Built Environment through Incremental Improvements, Civic Spaces, and New Development

#### A Form-Based Planning Approach

A form-based planning approach creates a hierarchy of places to give a community physical structure. This approach views communities as creative assemblies of four basic places: Centers or 'Urban Villages', Corridors or 'Segments', and Neighborhoods. A fourth place, 'Districts,' accounts for places such as industrial areas, airports, college or university campuses and other activities not compatible with any of the other three places. Through a hierarchy, each of these places is understandable in terms of its role in and expectations from the community. Each of these places is needed in the community but for different reasons. Each has its unique needs, physical character and qualities according to its role and expectations. As distinct as these places are, each supports the other and when assembled and connected compatibly, each adds value to the others. Form-based planning considers these places as basic components of a community with some of them repeating in similar or different forms as directed by the community's vision.

Sonoma Blvd. is a corridor punctuated by five Urban villages of different character and intensity, with corridor segments in between providing a more flexible built environment. While previous zoning regulations largely promoted a one-size-fits-all, monotonous built environment, the Plan establishes a useful hierarchy of interesting places for appealing housing, businesses, and recreation

Form-based zoning regulations provide the physical parameters that create these places, including the role and scale of each to inform the size and location of buildings, types of streetscapes, how the buildings relate to the sidewalk, the types of streets that shape each block, and the range of allowed uses. This information is coordinated with the rural to urban transect for implementation (see page 3-7).

## The Natural-to-Urban Transect: The Framework for Form-Based Planning and Coding

The Natural-to-Urban Transect is an organizing principle used in Form-based planning and coding that establishes a hierarchy of places/contexts from the most natural to the most urban. The designation of each transect along this hierarchy is determined first by the character and form, intensity of development, and type of place and secondly by the mix of uses within the area. This hierarchy of places becomes the framework or organizing principle for the entire plan and code, replacing use as the organizing principle as is used in conventional or Euclidean zoning. Transect zones are used to reinforce existing or to create new walkable mixed-use urban environments.

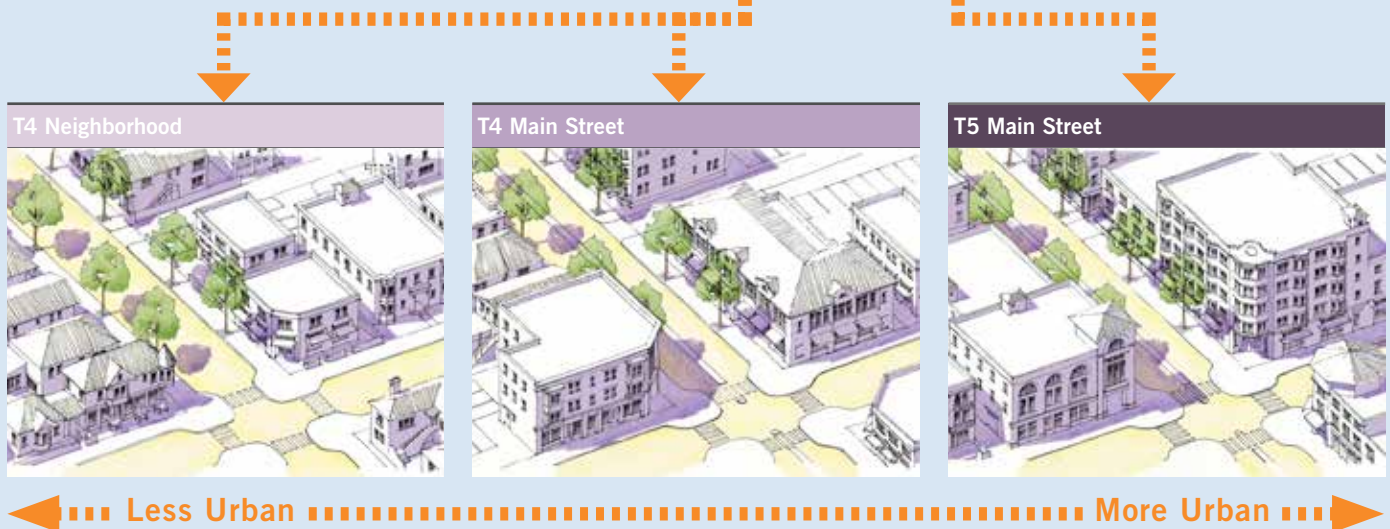
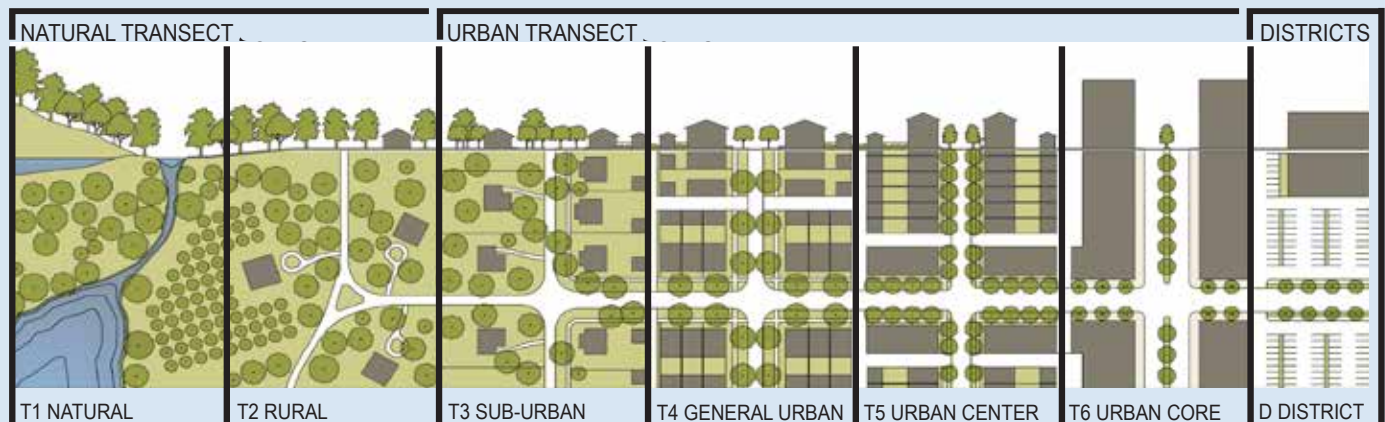
*“The Natural-to-Urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between*

*the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone.”*

~ Form-Based Codes Institute

The model transect for American towns is divided into six transects: Natural (T1), Rural (T2), Sub-Urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6), together with a District (D), often referred to as a Special District, designation for areas with specialized purposes (e.g., heavy industrial, transportation, entertainment, or university districts, among other possibilities). Each transect is given a number. Higher numbers designate progressively more urban environments, and lower numbers designate more rural environments. For additional information visit the Form-Based Codes Institute website at [www.formbasedcodes.org](http://www.formbasedcodes.org)

NATURAL ||||| TRANSECT ||||| URBAN



Sonoma Blvd. uses two of the four urban transects to implement this Specific Plan's policy direction for physical form, character, and land use activity (see Section 3.4 for additional information). Form-based planning applied elsewhere in Vallejo would result in other transects currently not used on Sonoma Blvd.



## 3.2 Plan Area Vision

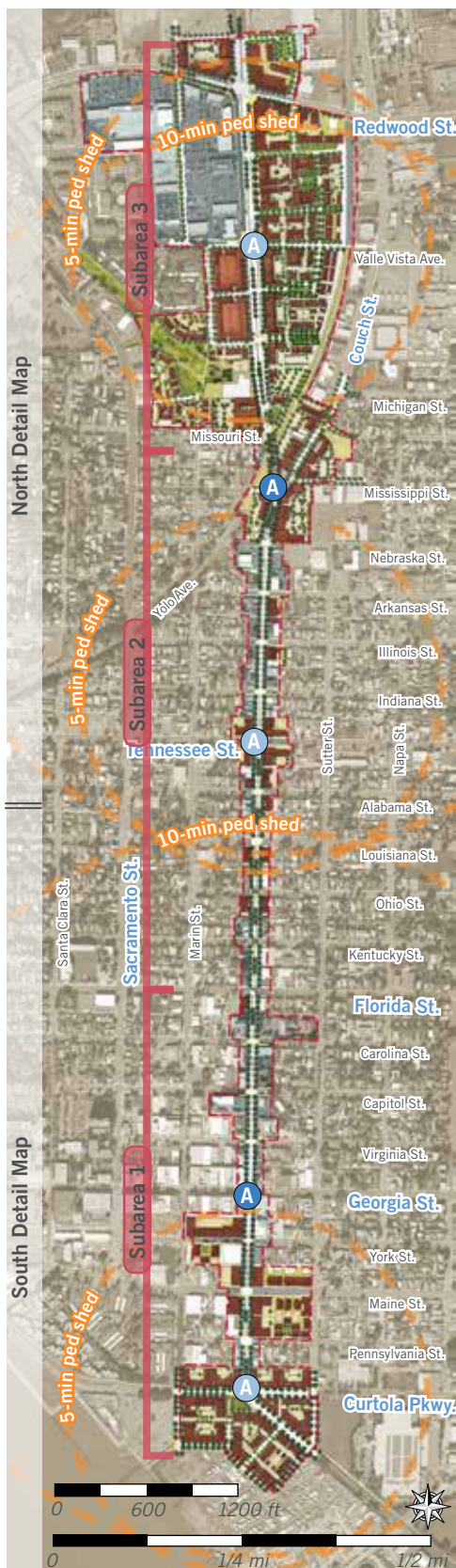


Figure 3.2.1: Illustrative Plan of the Vision

Sonoma Blvd. becomes a series of distinct, appealing and memorable places for residents and visitors that connects revitalized neighborhoods and districts on both sides of the corridor with new amenities. Among the many improvements and changes along the corridor, the following are key features of the vision:

- A** **Five urban villages organize the 1.8 miles of Sonoma Blvd.** Community-serving urban villages at Georgia St. and Couch St. and neighborhood-serving urban villages at Curtola Pkwy., Indiana St., and Valle Vista Ave. are created:
- B** **Neighborhood-serving urban village at Curtola Pkwy.** The five-point intersection of Curtola Pkwy. and Sonoma Blvd. is improved to a four-point intersection to accommodate regional and local traffic while making a memorable place anchored by neighborhood-serving retail, restaurants, office and housing around a new civic space.
- C** **Downtown extends out along Sonoma Blvd.** The Downtown address extends out to Sonoma Blvd. by extending Downtown's pedestrian-oriented character, with retail, restaurants and lively sidewalk activity out along Sonoma Blvd.
- D** **Neighborhood-serving urban village at Indiana St.** This intersection and the immediate blocks north and south are transformed into an appealing set of renovated and new buildings and civic spaces with active ground floor uses, becoming an amenity within walking distance of adjacent neighborhoods.
- E** **Community-serving urban village at Couch St.** A variety of housing choices served by transit, providing the option to not always need a car; concentrated retail, restaurants and services appeal to residents within a short walking distance.
- F** **Transformation of large parking lots into neighborhood-serving urban village at Valle Vista Ave.** In the long-term, code improvements incentivize owners and tenants of existing retail, restaurants and office to become part of new residential neighborhoods that provide customers for nearby businesses and walkable services for residents.
- G** **Slowed vehicular traffic makes the street appealing for outdoor dining, pedestrians and cyclists.** From Curtola Pkwy. to Nebraska St., the 4-lane street is reconfigured to a 2-lane main street with widened sidewalks, street trees, and bike lanes, significantly improving this stretch of Sonoma Blvd., making it a desirable business address.

### Pedestrian Sheds & Urban Villages

A 'ped shed' is based on the distance the average person can comfortably walk from the **urban village**, an area of retail and services, to its edge in about 5 minutes. **Community serving (A)** and **Neighborhood serving (A)** urban villages and ped sheds are noted on map to left. See Figure 3.1.2 and pages 3-4 and 3-5 for full explanation.

### Vision by Sub-Area

The following section illustrates and describes the vision for the Plan area. The Plan area is divided into three sub-areas – Downtown, Central, and North – based on physical character and location.



Plan Area Detail – South



Figure 3.2.2: South Plan area detail map

Plan Area Detail – North



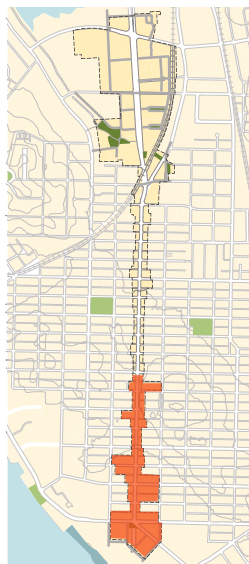
Figure 3.2.3: North Plan area detail map



## Sub-Area I: Downtown



Figure 3.2.4 Bird's eye view of improved Curtola Pkwy. 4-point intersection with new buildings organized on a new plaza with high visibility for its businesses. An urban village located at the improved Curtola Pkwy. intersection and plaza serves as a dramatic gateway into Downtown Vallejo. High-intensity, mixed-use block-scale buildings reinforce the urban character of Downtown and provide space for small and large-format retail, offices, and residences within walking distance of local and regional transit hubs.



### 3.2.1 Sub-Area I: Downtown (Curtola Pkwy. to Florida St.)

Sonoma Blvd. from Curtola Pkwy. to Florida St. preserves rich pedestrian-oriented character already established in the built form, along with enhancing the Downtown and surrounding blocks through appropriately scaled infill, facade renovations, and improved streetscapes and civic space improvements. In the process, the visually appealing gateway generates two new and memorable views in Vallejo: southbound motorists will see the buildings framing the plaza and northbound motorists will see the buildings at the northwest corner because this view is terminated with new buildings and streetscape improvements that welcome people into Downtown.



Examples of Intended Character



Visibility is high for the buildings at the reconfigured Curtola Pkwy. intersection.



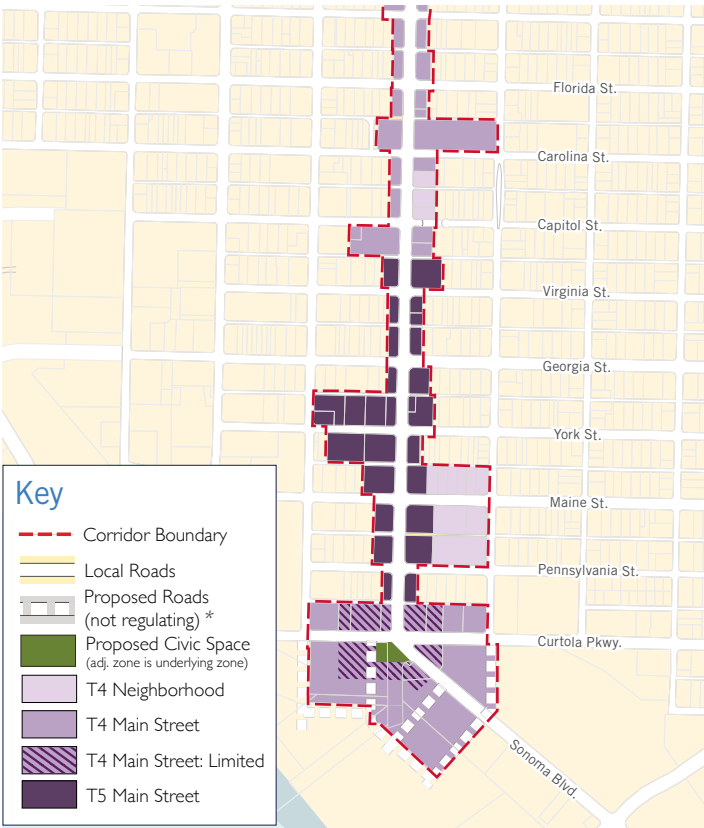
Capitalizing on the change in topography along the east side of Sonoma Blvd. creates a rich pedestrian experience and streetscape.



A mixed-use building with a grocery store at street level and apartments above. Garage parking is underground.

*\*Note: The location of proposed roads recommends but does not require the actual alignment and location. The Zoning Code will provide the standards and procedures*

The Transect Translated



Sub-Area I	
Development Program	
Residential	up to 325 units
Commercial - Retail	up to 105,000 sf
Commercial - Office	up to 70,000 sf
Intended Building Form	
Attached and detached; block scale and house scale buildings	
Buildings at sidewalk; Up to 6 stories	
Intended Streetscape	
Two-lane Main Street, primarily; Four-lane Avenue at south boundary	
Mix of commercial frontages	
Signage is pedestrian-oriented with larger signs on buildings that terminate views along Sonoma Blvd.	
Signage Characteristics	
Building signs: Awning, Directory, Marquee, Projecting, Wall, Wall Mural, Window	
Ground Signs: Landscape Wall, Sandwich Board	
General Use	
T5MS and T4MS(L):Non-residential ground floor, residential ground floor allowed on side streets or behind an allowed use on Sonoma Blvd; T4MS: primarily ground floor non-residential; T4N: ground floor residential	

## Illustrative Plan Detail – Sub-Area I: Downtown

- A Reconfigure Sonoma Blvd.** From Curtola Pkwy. to Florida St., Sonoma Blvd. is reconfigured with one lane of travel in each direction, widened sidewalks with lighting, seating and street trees, on-street parallel parking, Class II bike lanes, and left-hand turn lanes at intersections. South of Curtola Pkwy., Sonoma Blvd. maintains four lanes and a planted median provides a left turn lane at said intersections.
- B Renovate Existing Buildings.** Buildings with high potential already populate Sonoma Blvd. Simple renovations can start by improving building frontage, where the building meets the sidewalk.
- C Large Opportunity Site.** At York St. and Sonoma Blvd., a current city parking lot is an opportunity to enliven the Downtown. A large commercial ground floor could attract a grocery store or pharmacy with residential above; topography would allow for a two-level parking garage without any excavation for a subterranean garage.
- D Green Alleys.** Alleys provide more than just utility by being transformed into unique pedestrian mews; green infrastructure captures stormwater runoff.
- E Bicycle Connectivity.** Sacramento St. is a planned Class III bike route. Stretching from the San Francisco Bay Trail and the White Slough in the north to the San Francisco Bay Trail in the south, Sacramento St. offers an alternate route to Sonoma Blvd. increasing bicycle ridership in Vallejo.
- F Midblock Shared Parking.** Parking is provided in the interior of blocks, behind buildings that are oriented to the streets. In the short-term, parking will be provided in temporary surface lots. In the future, these surface lots could be replaced by structured parking to allow for more intense development.
- G Gateway into Downtown.** An improved 4-point intersection at Curtola Pkwy. serves as a gateway into Vallejo and offers a highly visible civic space for activities and art installations. A roundabout was explored at Curtola, consistent with the Corridor Design Plan; however, this option was deemed impractical because a minimum of two lanes in each direction required significant land adjacent to roundabout to function properly.
- H Terminate Axis.** Prominent buildings with vertical elements align with Sonoma Blvd. and terminate Sonoma Blvd. in two locations: the southern terminus fronted by a plaza and at the northwest terminus of Sonoma Blvd. and Curtola Pkwy. Seen from Downtown and beyond, thanks to the City's diverse topography, these prominent buildings and the civic space make an important visual statement and generate a memorable identity for those entering or leaving the Downtown.

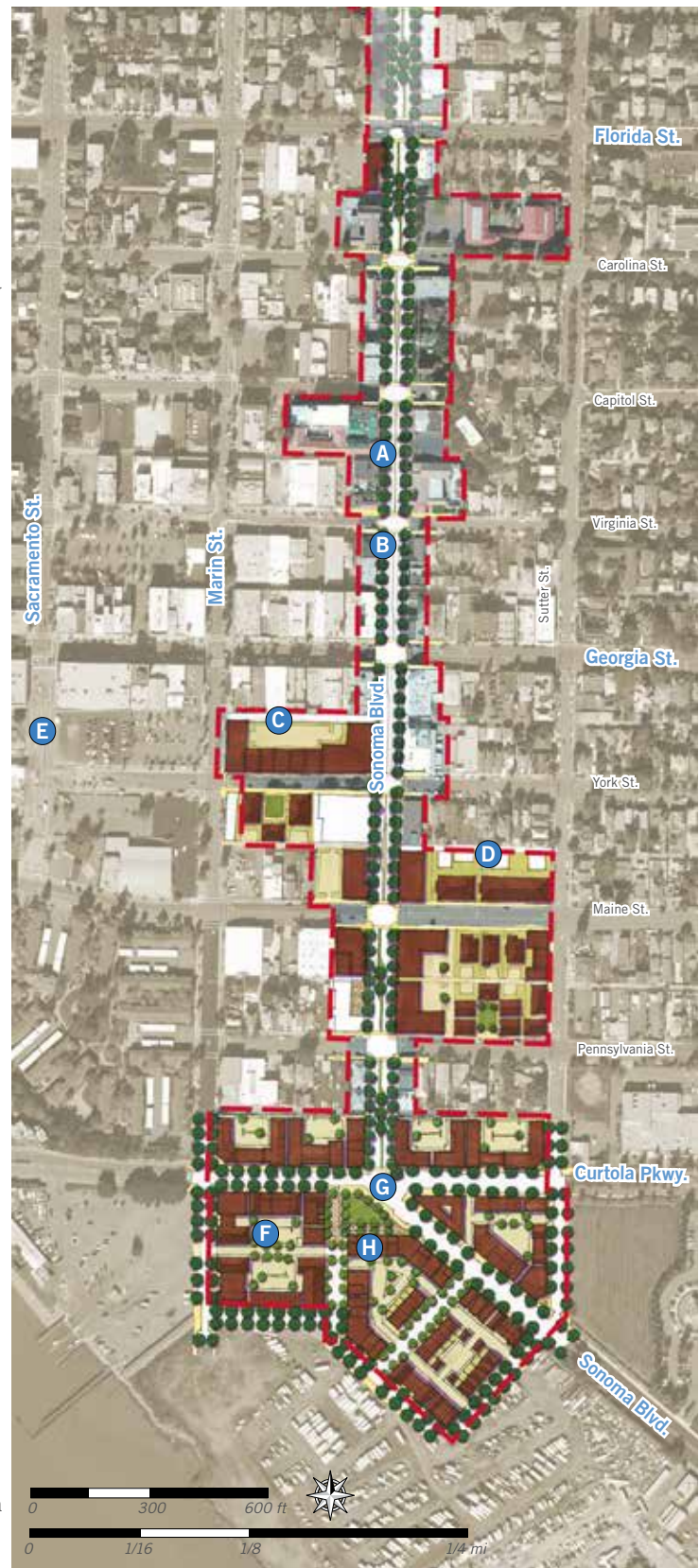


Figure 3.2.5: Downtown is extended along Sonoma Blvd.; the waterfront begins to develop as a neighborhood south of Curtola Pkwy.



## Examples of Reinvestment in Existing Buildings



Transformation can occur through a variety of improvements to existing buildings. At left, the entrance is made more visible; windows are ordered and receive awnings. The faux-tile roof is replaced with a lower maintenance parapet; the steep asphalt hill is replaced with an ADA-accessible ramp with integral landscaping. Topography becomes an opportunity to inspire design solutions instead of something to work against.



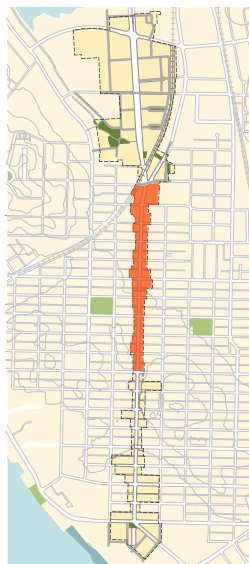
Vallejo has a great framework of alleyways. Alleys can be enhanced in the Downtown area especially by being transformed into pedestrian-friendly mews; carriage houses or studios along the alley can add safety by placing eyes on the alley. Additionally, green infrastructure, such as permeable pavement or rain gardens broaden the system that collects stormwater, and parklets add to the public realm where opportunities arise.



## Sub-Area II: Central



Figure 3.2.6: Bird's eye view showing a neighborhood-serving urban village at Indiana St. which activates this important intersection with higher-intensity house-scale buildings and a mix of retail and office with housing above. The Tennessee St. intersection receives infill development through block-form and house-form buildings. Along the corridor, infill and redevelopment of existing building stock animate the streetscape while providing incubation space for micro-enterprises, other small business start-ups, and work space for Vallejo's vibrant creative community as well as a variety of housing types.



### 3.2.2 Sub-Area II: Central (Florida St. to Couch St.)

Sonoma Blvd. from Florida St. to Couch St. evolves into a vibrant neighborhood-serving main street with the urban village centered at Indiana St. Likewise, historic assets keep the neighborhood-scale of the area through renovation and infilling with new construction where appropriate.

The intended character is centered on flexible design: initial change may take shape through incremental improvements to existing buildings, creative short-term infill such as container re-use, or new small mixed-use buildings that range in use from commercial to artists' work/live units based on market demand.



Examples of Intended Character



House-Scale buildings with ground floor retail and residential above can accommodate live/work arrangements.



Streetscape investments focus on trees, lighting and seating.



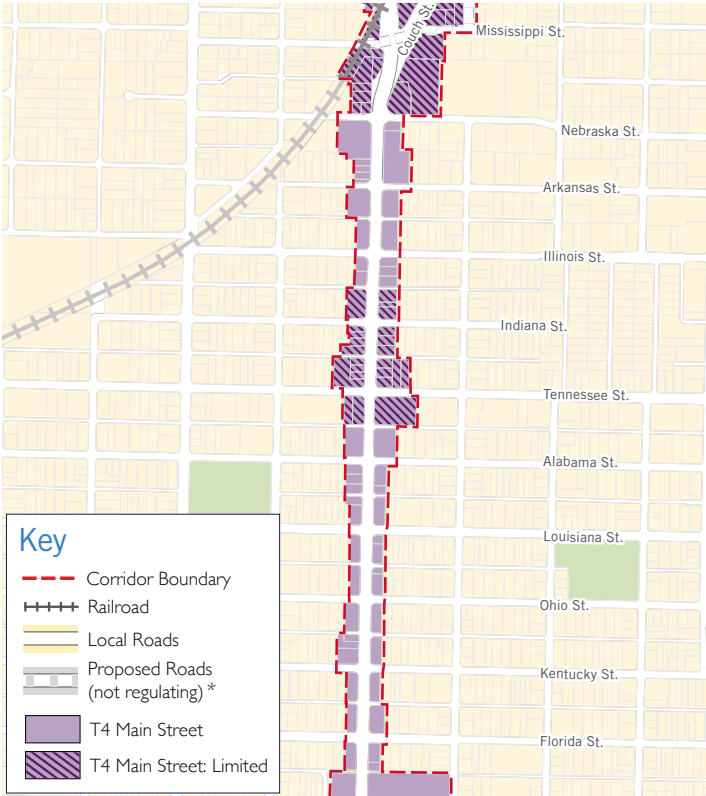
Live/work units provide choices for those wanting to combine their shop and home.



Streetscapes are in support of business activity and aimed at making walking along Sonoma Blvd. appealing again.

*\*Note: The location of proposed roads recommends but does not require the actual alignment and location. The Zoning Code will provide the standards and procedures*

The Transect Translated



Sub-Area II	
Development Program	
Residential	up to 90 units
Commercial - Retail	up to 50,000 sf
Commercial - Office	up to 36,000 sf
Intended Building Form	
Attached and detached; block scale and house scale buildings	
Buildings at or near sidewalk; Up to 4½ stories	
Intended Streetscape	
Two-lane Main Street	
Mix of commercial frontages	
Signage is pedestrian-oriented	
Signage Characteristics	
Buildings Signs: Directory, Wall, Projecting, Awning, Window	
Ground Signs: Landscape Wall	
General Use	
T4MS (L): Non-residential ground floor; T4MS: Primarily non-residential ground floor	



## Illustrative Plan Detail – Sub-Area II: Central

- A Buildings Shape the Street Edge.** Buildings are oriented to the street to create identity, enhance the pedestrian experience and help reduce traffic speed. Simultaneously, this emphasizes high visibility for shopfronts by locating parking and service yards behind buildings.
- B Infill Vacant Sites.** Empty parcels are infilled with building types flexible to meet changing market demand. Large infill parcels incorporate public/semi-public open space to enhance the pedestrian experience along the corridor.
- C Neighborhood-Serving Urban Village.** An urban village at Indiana St. provides daily amenities for the residents in surrounding neighborhoods and encourages walking and bicycling. At the urban village, each corner of the intersection is extended with ‘bulb-outs’ to create the experience of passing through a unique and interesting area. Existing buildings are renovated with ground floor retail and office or residential units above.
- D Renovate Existing Building Stock.** High-quality buildings exist along Sonoma Blvd. However, many are underutilized. The successful revitalization of Sonoma Blvd. is dependent upon these buildings being enhanced structurally and aesthetically.
- E Revitalize Important Intersection.** Tennessee St. is one of the most important east-west corridors in Vallejo. Therefore, the intersection with Sonoma Blvd. should have a distinct identity that makes this place memorable. Over time, this intersection transitions to mixed-use infill.
- F Reconfigure Sonoma Blvd.** From Florida St. to Nebraska St., Sonoma Blvd. is reconfigured to one lane of travel in each direction, widened sidewalks with lighting, seating and street trees, on-street parallel parking, Class II bike lanes, and left-hand turn lanes at key intersections. North of Nebraska St., Sonoma Blvd. maintains four lanes and uses a planted median to provide a left turn lane at intersections.
- G Green Alleys.** Alleys provide more than just utility by being transformed into unique pedestrian mews; green infrastructure captures stormwater runoff.

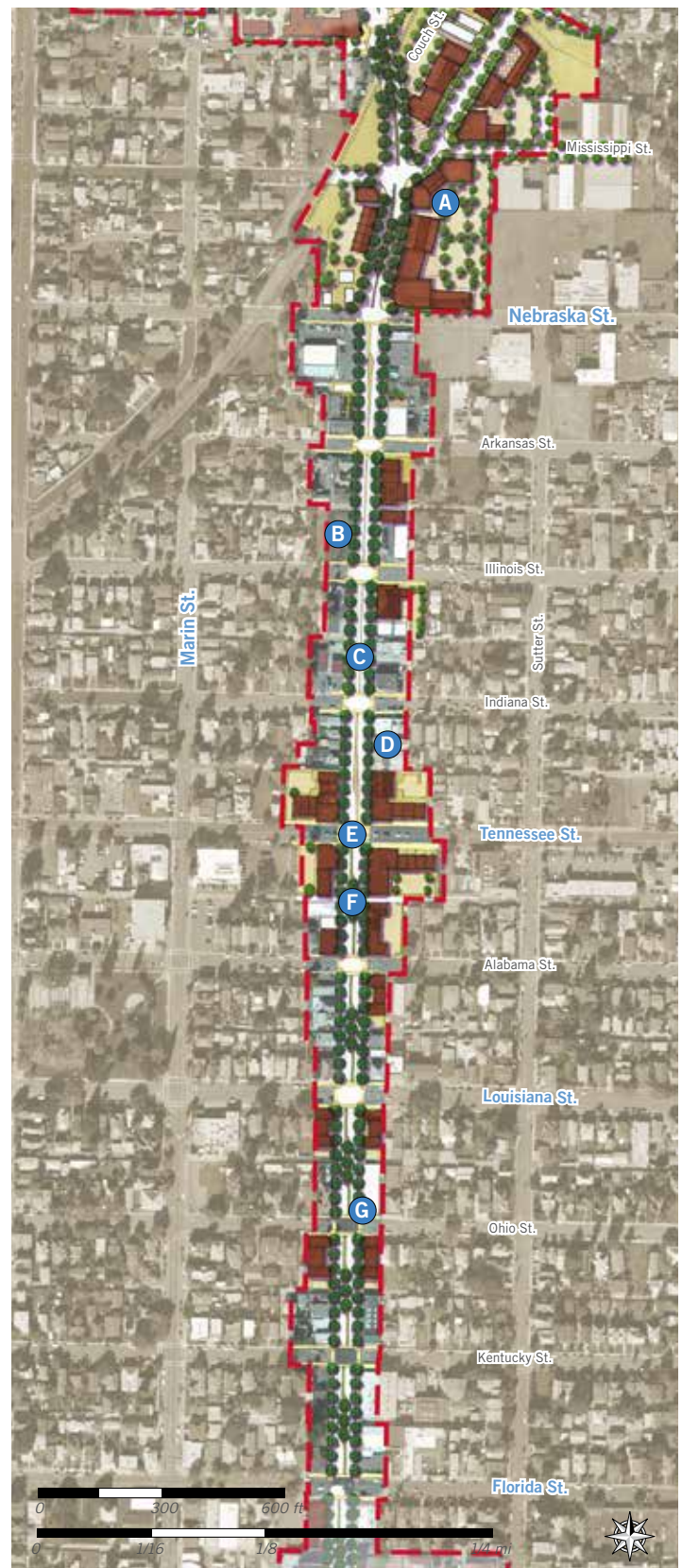


Figure 3.2.7: The central sub-area will revitalize through a combination of renovating existing buildings and new infill.

### Examples of Reinvestment in Existing Buildings

C



*Indiana St. at Sonoma Blvd. becomes an urban village by transforming existing buildings, adding storefronts, and public realm improvements including street trees, lighting, seating and sidewalk bulb-outs.*

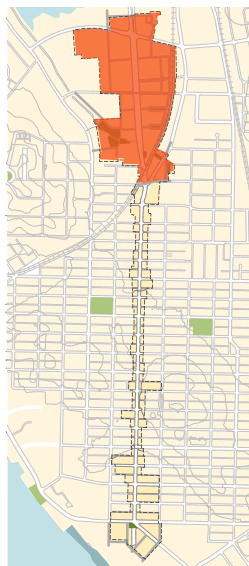
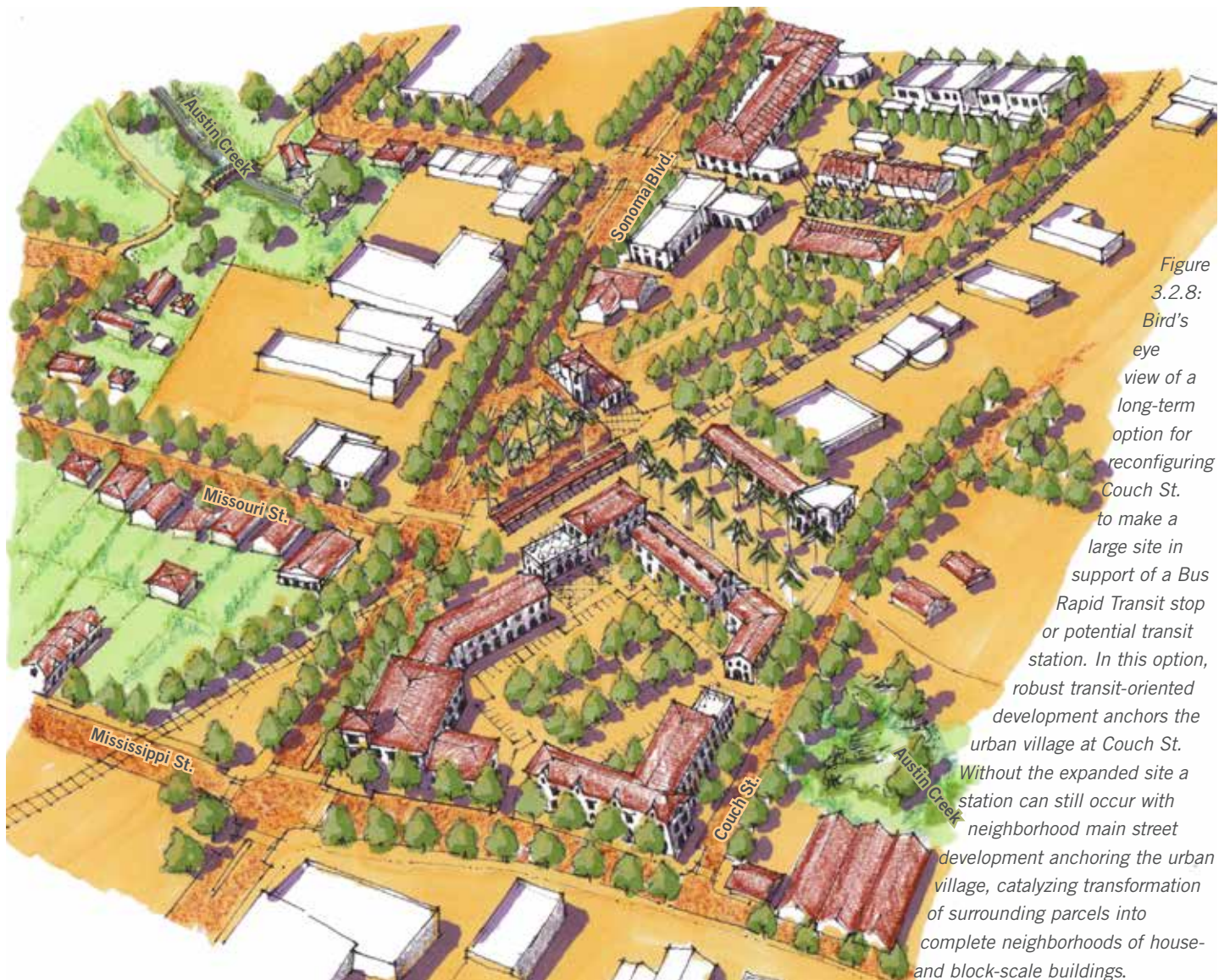
F



*Good building stock exists and needs targeted renovation. For example, existing windows are unboarded, awnings are added, fresh paint, and existing setbacks along sidewalks become outdoor seating to transform current uses, like an auto-repair shop, into a lively restaurant.*



## Sub-Area III: North



### 3.2.3 Sub-Area III: North (Couch St. to Redwood St.)

Sonoma Blvd. from Couch St. to Redwood St. is transformed around two urban villages, one at Couch with a BRT or small transit station and one at Valle Vista with conversion of the surrounding land into complete neighborhoods, providing a mix of uses and housing choices. As an option, Couch Street is realigned to create a larger site supporting a BRT stop or potential transit station and more intense transit-oriented development. Further north, large parcels permit larger-format infill that promotes an urban, pedestrian-friendly environment by extending the existing street grid, placing parking at the center of blocks, and improving and adding sidewalks and pedestrian facilities. The intended character is enhanced with a potential open space linking these neighborhoods to Austin Creek and to the White Slough further north.



Examples of Intended Character



Transit-oriented development incorporates a civic space, providing neighborhood-serving amenities at a mixed use urban village.



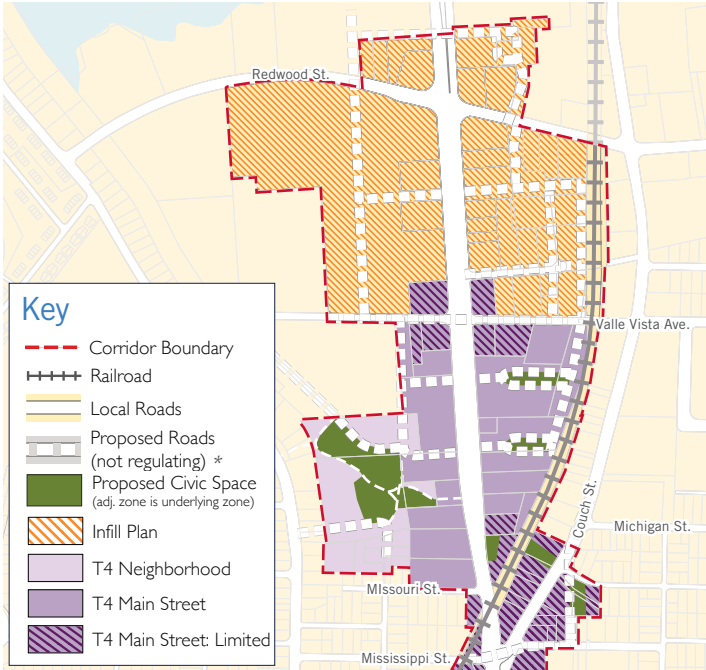
Multi-way boulevard with center lanes for through traffic and frontage streets for slower, local traffic.



Block-form buildings with stoop, dooryard, and shopfront frontages at the sidewalk help to frame and define civic spaces and streets.

*\*Note: The location of proposed roads recommends but does not require the actual alignment and location. The Zoning Code will provide the standards and procedures*

The Transect Translated



Sub-Area III	
Development Program	
Residential	up to 470 units
Commercial - Retail	up to 100,000 sf
Commercial - Office	up to 12,500 sf
Intended Building Form	
Attached and detached; block scale and house scale buildings	
Buildings at or near sidewalk; Up to 4 ½ stories south of Valle Vista Ave.; up to 5 stories north of Valle Vista Ave.	
Intended Streetscape	
Multi-way boulevard, primarily; Four-lane Avenue, at south	
Mix of commercial frontages; residential frontages on side streets	
Signage is pedestrian-oriented with larger signs on buildings nearest Sonoma Blvd.	
Signage Characteristics	
Building Signs: Directory, Wall, Projecting, Awning	
Ground Signs: Landscape Wall	
General Use	
T4MS(L) (and T5MS if applied): Non-residential ground floor on Sonoma and portions of side streets; residential on side streets and upper floors of Sonoma Blvd; T4MS: primarily non-residential ground floor; T4N: primarily residential ground floor;	
Infill Plan: retains current zoning. Current development pattern is primarily auto-oriented suburban commercial and residential. This area has potential to transform into a mix of transect designations if future market demands allow.	



## Illustrative Plan Detail – Sub-Area III: North



*Note: The development pattern shown at left is illustrative and suggests a development pattern that could exist if and when the neighborhood is developed into a walkable, mixed-use neighborhood.*

Figure 3.2.9: A BRT/tranist stop at Couch St. and Sonoma Blvd. would sit as a hinge between two activity segments: a neighborhood- serving Couch St. and a regional- serving multiway boulevard along Sonoma Blvd.



Figure 3.2.10: In the long-term, Couch St. could be realigned to create a larger transit-oriented development site. However, the Specific Plan accommodates and supports retaining Couch St. in its existing alignment.



Figure 3.2.11: Beyond 2040: Over time, the northern portion of the project area can become full, urban neighborhoods.

- A Boulevard Street Section.** The 140-foot ROW is reconfigured into a multiway boulevard: local traffic on flanking frontage streets at slow speeds near pedestrians and a wide tree-lined median between center lanes for higher speed through-traffic.
- B Midblock Parking.** Parking is provided in the interior of the block, behind buildings. In the short-term, parking is provided in surface lots. In the future, these surface lots could be replaced by structured parking to allow for more intense development.
- C Mixed-Uses along Sonoma Blvd.** Mixed-use building types create complete, walkable neighborhoods. Commercial ground floors with upper story residential activates Sonoma Blvd., while Missing Middle house-form types line side streets.
- D Variety of Commercial Space.** Large footprint, block-scale buildings provide ground-floor commercial spaces for existing large-footprint uses such as car dealerships.
- E Community Greens.** Neighborhoods are organized around pedestrian-oriented greens with housing along their perimeter.
- F Enhanced Austin Creek Park.** Austin Creek has the potential to be a great open space asset providing a bicycle and pedestrian connection along Austin Creek north to White Slough and the Bay Trail. This concept requires agreement and collaboration with the Vallejo Sanitation and Flood Control District (VSFCD), the property owner, including agreement on financing of capital, maintenance, and operation costs. A further option to expand the park is to daylight the creek to Couch St. for further trail and recreation access.
- G Trailhead Connection at Sonoma Blvd.** A trailhead or small plaza here or at the end of a new street to the north connects Sonoma Blvd with the open space amenity/trail at Austin Creek.
- H Midblock Crossings.** In addition to constructing new streets to break down the large existing blocks, the plan encourages mid-block crossings, using medians as pedestrian refuges.
- I Variety of Housing Options.** A variety of housing types that appeal to market-rate and workforce residents, including frequently overlooked types such as fourplexes, cottage courts, and courtyard apartments, provide creative, affordable housing options.
- J Transit Station.** The 2013 Corridor Design Plan envisioned a station at the intersection of Sonoma Blvd. and Couch St.; Whether a BRT or rail station, this location is important to a potential transit corridor in western Vallejo.
- K Realign Couch St. Option.** As a long-term option, Couch St. could shift east to create a new block framework for a transit-oriented neighborhood (see Figure 3.2.10).
- L New Neighborhoods.** The development pattern north of Valle Vista suggests a development pattern that could exist if and when the area is redeveloped as a walkable neighborhood.
- M Urban Villages.** Two mixed-use, urban villages include shops and services supporting the daily needs of residents and serve as neighborhood focal points.



## 3.3 Streets, Multimodal Accessibility, and Streetscapes

### 3.3.1 Thoroughfare Types

The approach to Sonoma Blvd. is to reconfigure the entire right-of-way to be compatible with the expected buildings and activity through context-sensitive street design. Combined with the complete street approach. This will provide streets that function well, help generate appeal, and value for Sonoma Blvd. Three different types of complete streets are used to accommodate vehicles, trucks, pedestrians and cyclists with the projected physical character of the corridor. Each of these complete streets is identified below and described beginning on page 3-24.



Figure 3.3.1: Two-lane main street (see p 3-24 for details)



Figure 3.3.2: Multi-way boulevard (see p 3-25 for details)



Figure 3.3.3: Four-lane avenue (see p 3-26 for details)

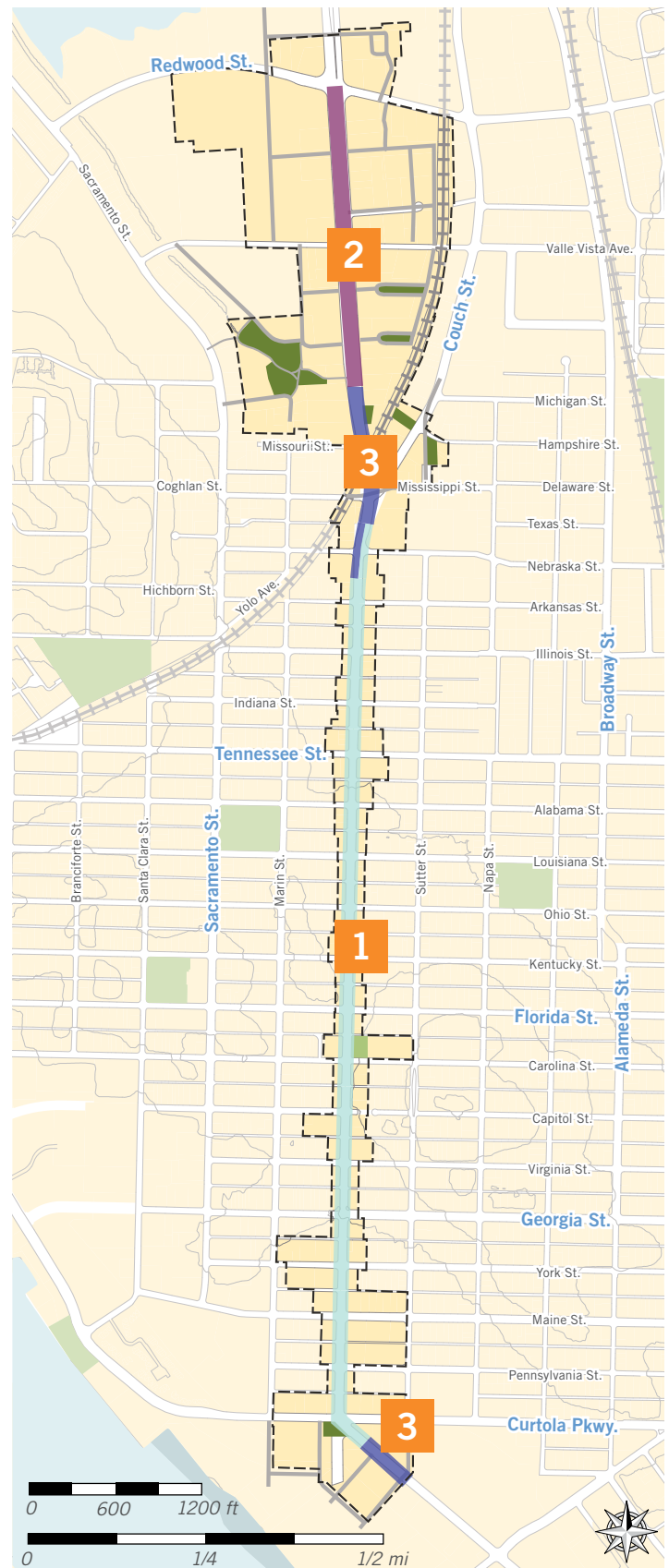


Figure 3.3.4: Street typology framework

## Incorporating Complete Streets Features



Figure 3.3.5: Example of a street with complete street features that creates an appealing, context sensitive, multimodal corridor.

- A Transit prioritization at intersections.** Design intersections to help buses run on time. Crosswalks are designed to make the pedestrian experience safer and easier.
- B Intelligent traffic signals.** Designed to control traffic flow, transit, and pedestrian crossing efficiently.
- C Bicycle lanes.** Design bicycle lanes to create space for bicycles and be more visible to drivers.
- D Minimum vehicular travel lanes.** As practical, reduce the number of lanes to provide traffic calming and enable wider sidewalks.
- E Wide sidewalks.** Design sidewalks for a comfortable pedestrian experience and sidewalk dining with the widest at urban villages.
- F Street Trees.** Select species that thrive in urban environments, provide shade and beauty, and reduce air pollution.
- G Smart Meters.** Over time, as parking becomes more valuable, electronic stations manage the parking spaces, make paying for parking easy by basing price on what you use.
- H Rain Gardens.** Strategic placement adds visual interest while directing stormwater directly to the soil.
- I Ease of maintenance.** Reduce the cost of maintenance for streets through selection of durable materials and by enhanced service through improvement districts.

### ‘Complete Streets’ in Vallejo

In 2012, the City of Vallejo adopted a policy supporting the planning and installation of complete streets. Key features of the City’s approach to complete streets are:

- **Multi-Modal.** Each complete street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. This is done in different ways depending upon the situation and ultimately will provide many options for moving throughout Vallejo.
- **Context Sensitive.** Each street is designed to accommodate the different users while working within the existing or intended physical context of the area to enhance the appeal of adjacent real estate.
- **Integral to Vallejo’s Approach to Streets.** The City includes complete streets as part of its planning and review processes. Over time, each street is evaluated for the improvements it needs to become a complete street. As opportunities arise and funding is available, the improvements are systematically installed.

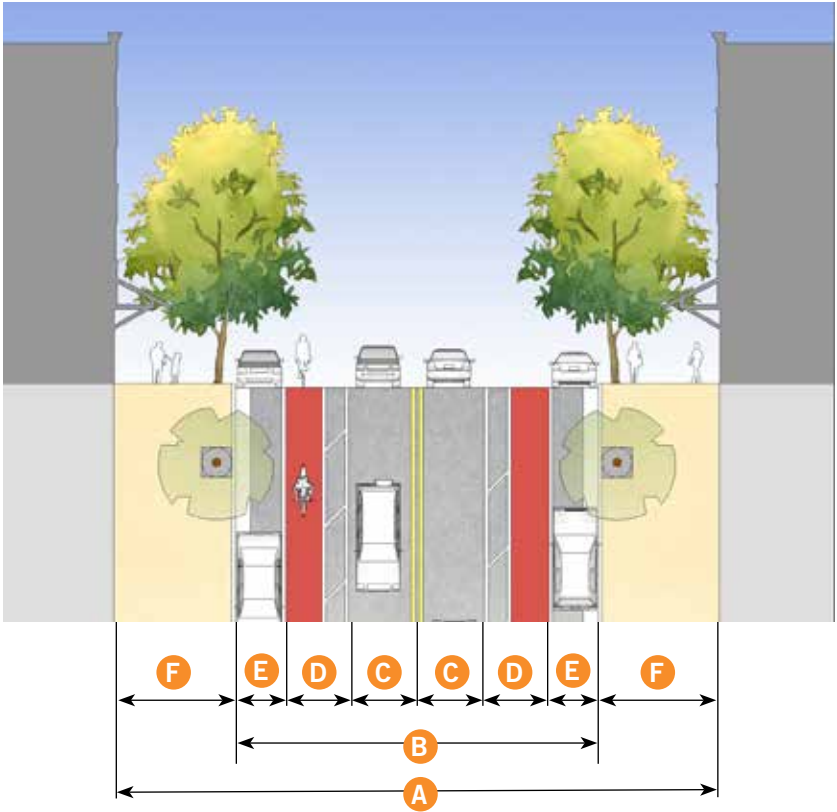
For additional information on Complete Streets, visit [www.smartgrowthamerica.org/complete-streets](http://www.smartgrowthamerica.org/complete-streets)



1

Thoroughfare Type: Two-lane Main Street

Curtola Pkwy. to Nebraska St. Widened sidewalks, on-street parking, left-turn lane at key intersections, bike lanes



The design provides 11-foot travel lanes, buffered bike lanes and widened sidewalks. This design includes left-turn lanes at eight intersections between Curtola Pkwy. and Couch St. (Curtola Pkwy., Pennsylvania St., Maine St., Georgia St., Florida St., Ohio St., Tennessee St, and Illinois St.) by transitioning the travel lanes outward and ending the parking lane in advance of the intersection. Because of the road diet, most cross-streets would benefit from left-turn pocket lanes enhancing capacity and reducing queues. (Some cross-streets already have left turn pockets.)

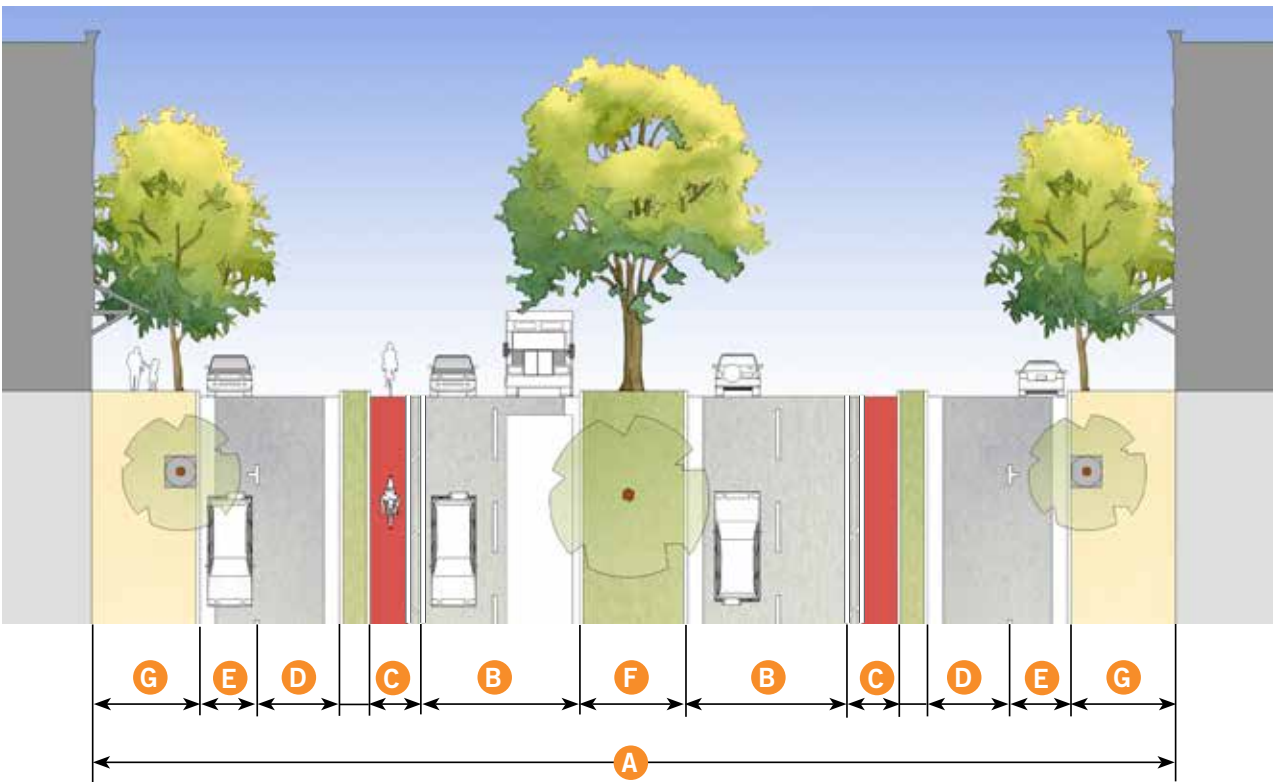


Application		
Design Speed	25 mph	
Overall Widths		
Right-of-Way <sup>1</sup>	80' typ.	A
Pavement	53' typ.	B
<sup>1</sup> Variations in width may occur		
Lane Assembly		
Traffic Lanes	2@11'	C
Bicycle Lanes	2@5' w/ 3' buffer	D
Parking Lanes	2@7'	E
Central Median/Turn Pocket	–	
Public Frontage Assembly		
Planter Type	Planters in sidewalk	
Landscape Type	Trees @ 30' o.c. avg.	
Walkway Type	13.5' sidewalk	F

2

Thoroughfare Type: Multiway Boulevard

3200 block of Sonoma Blvd. to North Boundary. Center lanes for faster through-traffic, frontage streets for slower local traffic, bike lane



This design provides for four 11-foot travel lanes, a 14-foot median, bike lanes adjacent to a 2-foot buffer, one-way access shared bike lane adjacent to on-street parking, and 12-foot sidewalks. This configuration serves through traffic, local access traffic, bicyclists, and pedestrians and transit riders well, with designated space for all modes and trip types. At Redwood St., the double left-turn lanes on northbound and southbound Sonoma Blvd. can be reduced to single left-turn lanes, without significant deterioration in LOS.



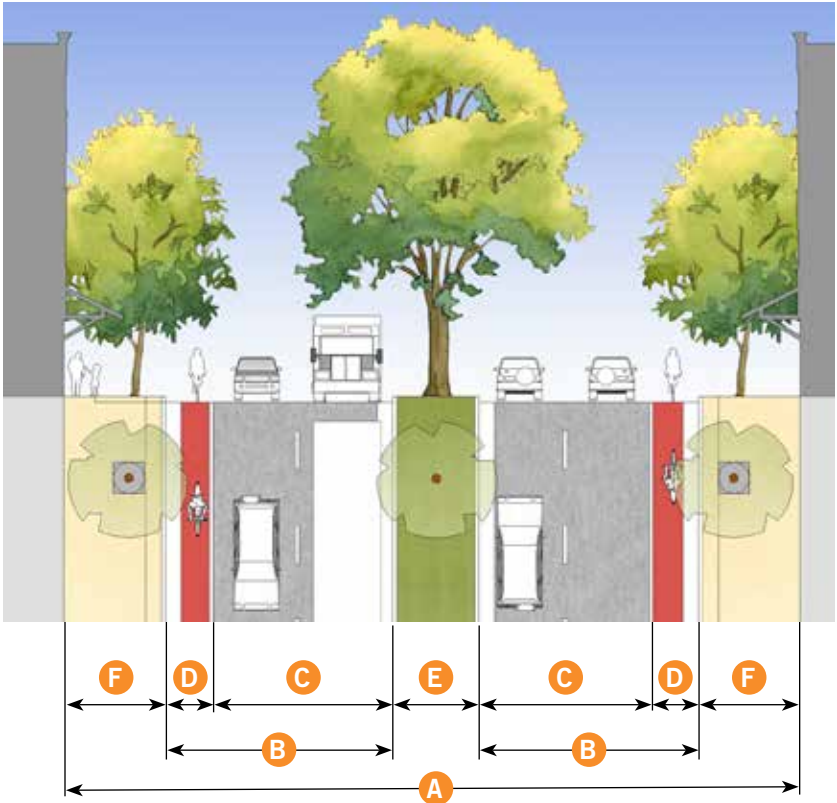
Application		
Design Speed	Ctr lanes: 35mph; Access lanes: 25mph	
Overall Widths		
Right-of-Way <sup>1</sup>	140' typ.	A
<sup>1</sup> Variations in width may occur		
Lane Assembly		
Traffic Lanes	4@11'	B
Bicycle Lanes	2@6' w/ 2' buffer	C
Access Lanes	2@11'	D
Parking Lanes	2@7'	E
Ctr Median/Turn Pocket	14'	F
Public Frontage Assembly		
Planter Type	Planters in sidewalk	
Landscape Type	Trees @ 30' o.c. avg.	
Walkway Type	12' sidewalk	G



3

Thoroughfare Type: Four-lane Avenue

Nebraska St. to 3200 Block of Sonoma Blvd. & Curtola Pkwy. to South Boundary. Transitional segment from larger roadways to the two-lane main street.



This design provides for four 11-foot travel lanes, a planted median, bike lanes adjacent to the curb, and 13.5-foot sidewalks. This design serves as the transition between the road segments south of Curtola Pkwy. and north of Nebraska St.



Application		
Design Speed	35 mph	
Overall Widths		
Right-of-Way <sup>1</sup>	90'-110'	A
Pavement	2@28'	B
<sup>1</sup> Variations in width may occur		
Lane Assembly		
Traffic Lanes	4@11'	C
Bicycle Lanes	2@6'	D
Parking Lanes	Potential depending on ROW dimension	
Central Median/Turn Pocket	Varies	E
Public Frontage Assembly		
Planter Type	Planters in sidewalk	
Landscape Type	Trees @ 30' o.c. avg.	
Walkway Type	13.5' sidewalk	F

### 3.3.2 Traffic Volumes and Roadway Capacity

Sonoma Blvd. varies in width from 80 feet wide at Curtola Pkwy. to 140 feet wide north of Couch St. Daily traffic volumes also increase from south to north, from about 12,500 daily vehicles at Curtola Pkwy. to about 18,000 daily vehicles at Redwood St. The varied right-of-way (ROW) width and traffic volumes present challenges to comprehensive corridor planning but also add to the potential change in character along the 1.8 mile long Plan area. The corridor naturally lends itself to be developed in ‘segments’, each having unique characteristics of place. The narrower widths can more easily support a main-street character, while the expansive width in the north can become a beautiful multi-way boulevard.

As a State Route, Sonoma Blvd. is a truck route and carries about one to two percent trucks as a proportion of total daily traffic volume. With the traffic growth projected by the Specific Plan and an estimated ten percent additional regional traffic growth, Sonoma Blvd. will serve about 15,000 vehicles per day north of Curtola Pkwy. and 22,000 vehicles per day south of Redwood St. Even with the forecasted volumes, Sonoma Blvd. is wider than necessary. This contributes to higher vehicular speeds, an unfriendly environment for pedestrians and bicyclists, and less inviting residential neighborhoods and retail destinations.

Analysis shows that a road diet, or a reconfiguration of the existing right-of-way to one through lane in each direction and left-turn pockets at intersections with higher left-turn volumes, is possible between Nebraska St. and Curtola Pkwy., with a widened configuration at the Tennessee St. intersection to manage the traffic demand at that location. Intersections requiring left turn lanes in both the northbound and southbound directions include: Pennsylvania St, Maine St, Georgia St, Florida St, Ohio St, Tennessee St, and Illinois St (see Figure 3.3.6 at left).

In this “road diet” corridor, traffic service levels would remain at Level of Service (LOS) D or better even with the forecasted traffic growth; peak hour vehicle queues would remain within the available lane storage, block to block. The pedestrian and bicycle environment would significantly improve due to shorter crossings, wider sidewalks, slower vehicle speeds, and a designated lane for bicyclists along all of the road diet section except at intersections with left turn lanes. Buses would be accommodated because traffic flow is projected to remain at or above LOS D.

From Nebraska St. to Redwood St., the higher volumes require maintaining four through lanes. But the third southbound through lane that exists between Redwood St. and Couch St. is not needed and the available right-of-way north of Couch St. allows a substantially transformed street with four central through lanes, a median, bike lanes, buffered one-way access lanes on each side of the roadway, and on-street parking. Between the 3200 block of Sonoma Blvd. and

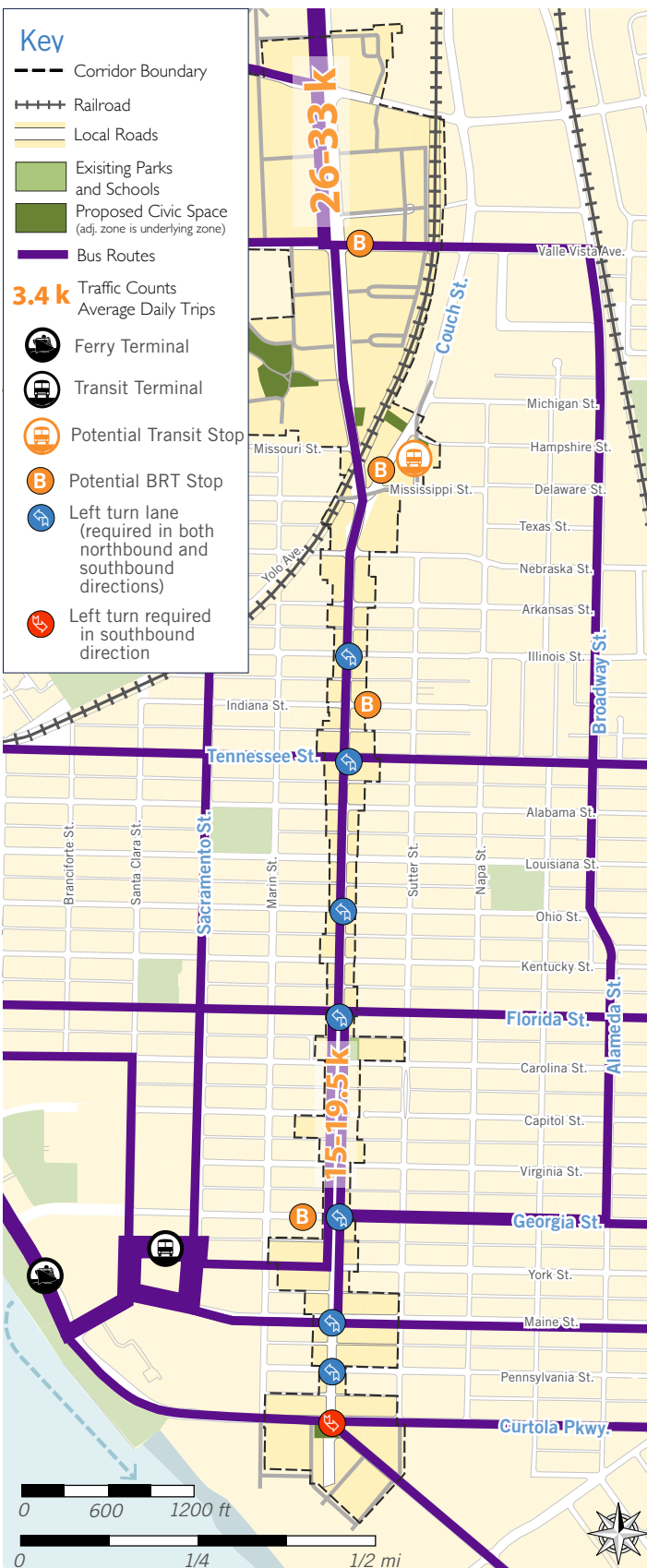


Figure 3.3.6 Future street and transit networks



Nebraska St., the need to maintain four through lanes does not allow for significant changes, but lanes can be narrowed to provide for a narrow landscaped median. Analysis indicates that the key intersections of Tennessee St., Mississippi St./Couch St., Valle Vista Ave., and Redwood St. all operate at LOS D or better with the proposed configurations (see Appendix A.5.1).

### 3.3.3 New Streets

Two areas within the Plan boundaries are envisioned to ultimately have more blocks than exist today. This section of the Plan identifies four street types to be used to make new blocks. The community design and thoroughfare standards in Title 16 provide the requirements and process for designing new blocks, using these street types (see page 3-29 for information). The new streets framework, Figure 3.3.7 illustrates the minimum anticipated street grid necessary to achieve an appropriate level of connectivity for transit, bicycles, and private vehicles within the Plan area. The location of each new street is adjustable within the parameters of Title 16 block thoroughfare standards.

- South.** The areas on both sides of Sonoma Blvd. in the southern end of the Plan area are intended to generate new, walkable blocks that support a mix of housing and neighborhood-serving retail, restaurants and services. In addition, these new blocks are intended to connect Sonoma Blvd. with the waterfront, providing easy access for pedestrians, bicyclists, and vehicles to and from the waterfront. Ultimately, the street pattern in this area will need to be fully integrated with the redevelopment of the south waterfront site.
- North.** The areas on both sides of Sonoma Blvd. between Couch St. and Redwood St. are intended to generate new, walkable blocks that support a mix of housing and neighborhood-serving retail, restaurants and services. Three of the four quadrants in this area are envisioned as a combination of retail, restaurants, and services in the blocks along Sonoma Blvd. with mostly housing in the blocks behind Sonoma Blvd. These areas will use the more housing-oriented street types (6 and 7). The northwest quadrant between Valle Vista Ave. and Redwood St. is envisioned as the most intense of the four areas north of Couch. Ultimately, if the owners choose to intensify their parcels, this quadrant will use the main street and residential street types (4 and 7).

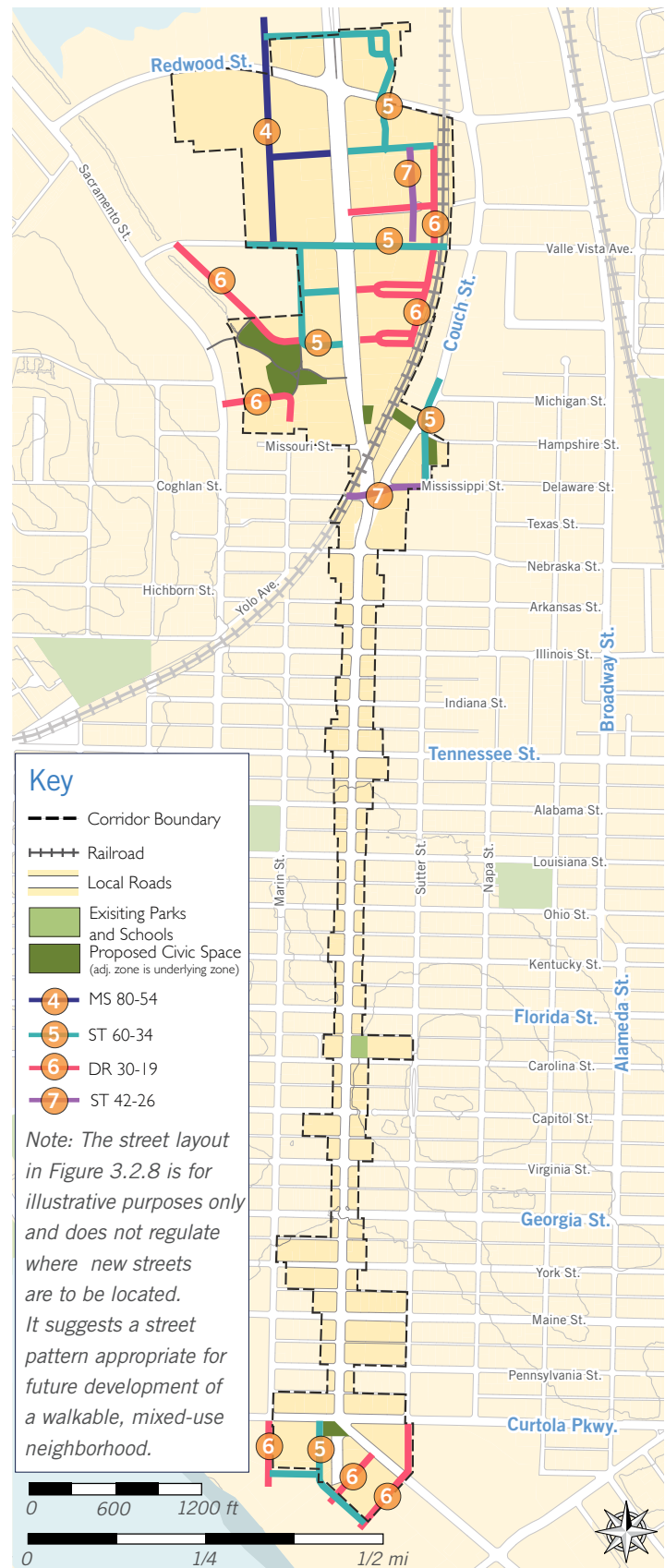
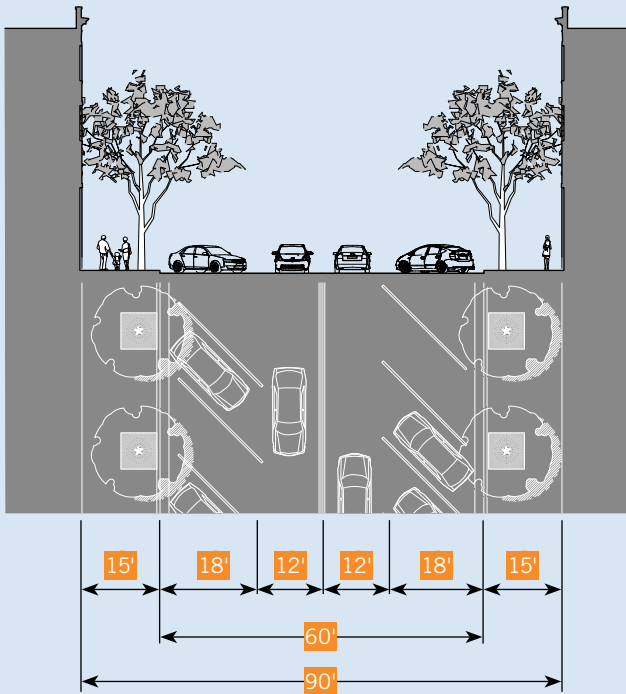


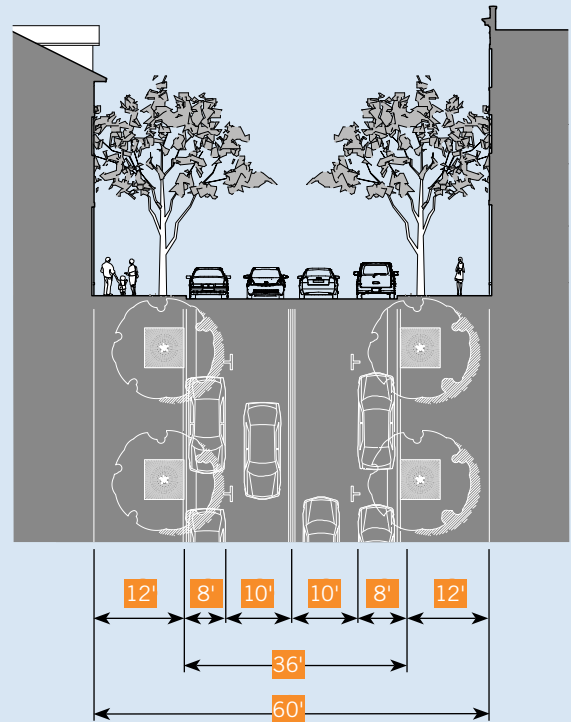
Figure 3.3.7 New Streets Framework.

**4** Thoroughfare Type IV: MS 90-60

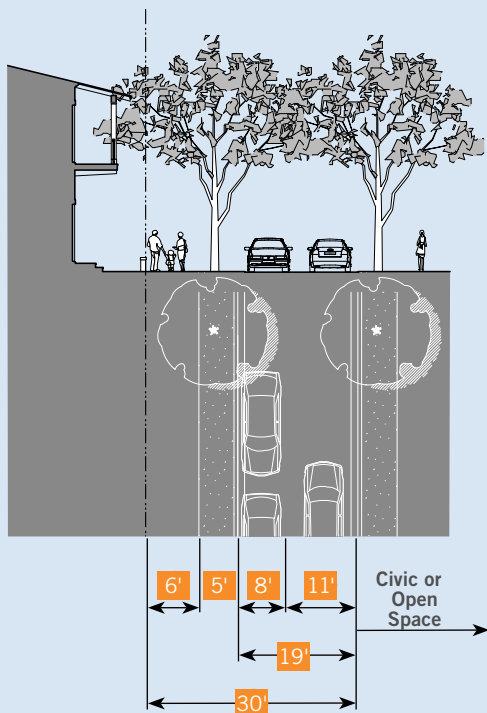
2-lane main street w/ back-in angled or front-in parking

**5** Thoroughfare Type V: ST 60-36

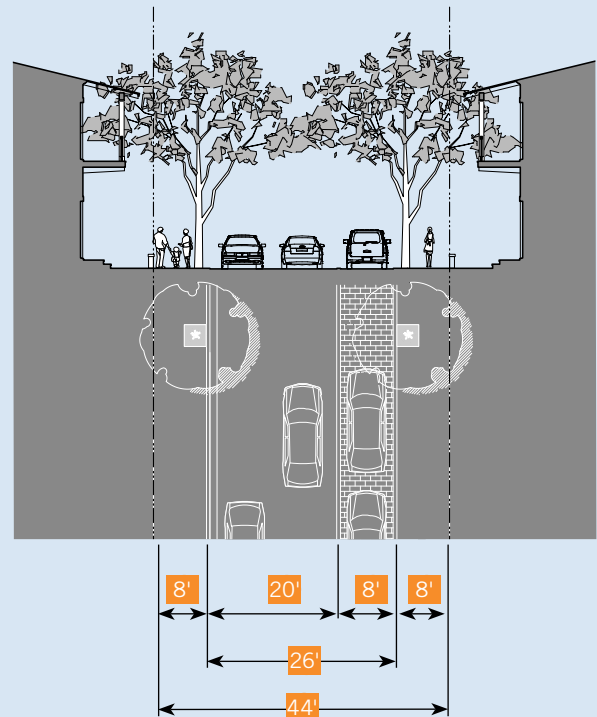
2-lane street w/ parallel parking

**6** Thoroughfare Type VI: DR 30-19

1-lane drive w/ parallel parking &amp; buildings set back

**7** Thoroughfare Type VII: ST 42-26

Street w/parallel parking one side, permeable surface





### 3.3.4 Bicycle and Pedestrian Facilities

Building on the 2013 Corridor Design Plan, the vision is to transform Sonoma Blvd. into a multi-modal corridor. Improved bicycle and pedestrian facilities promote health benefits for the community at large; increase accessibility to the amenities along the Corridor; and encourage a range of socioeconomic backgrounds to enjoy Sonoma Blvd.'s amenities and sense of place.

#### Bicycle Facility Improvements

At the design charrettes in June and July of 2014, the community was vocal about improving the bicycle facilities in Vallejo and supported adding Class II bicycle lanes along Sonoma Blvd. The lanes would supplement the already planned Class III bicycle route along Sacramento St. The proposed reconfiguration of Sonoma Blvd. provides for Class II buffered bike lanes along the entire corridor and a parallel Class III shared lane on the outside lanes from the 3200 block of Sonoma Blvd. to Redwood St. The proposed bike lanes along Sonoma Blvd. and Sacramento St. connect to the regional Bay Trail - Vine Trail.

The California legislature recently passed a law requiring motorists to give bicyclists a minimum of three feet of space when passing. In addition, bike boxes provide a dedicated space for cyclists to wait at an intersection in front of queued vehicles. Bike boxes require approval from the Federal Highway Administration (FHWA) and the California Traffic Control Devices Committee (CTCDC) for experimental use in this area. The bicycle lanes and potential bike box treatments will be supplemented by bicycle-supportive facilities, such as bike racks and lockers, that will be encouraged as part of new development.

#### Enhancing the Pedestrian Experience

The pedestrian experience along Sonoma Blvd. is intended to be improved through both the reconfiguration of the right-of-way and a variety of streetscape improvements (see pages 3-32 to 3-35). These public improvements are expected to encourage property owners to improve their frontages and increase ground floor retail activity. Ground floor retail will help to activate the corridor through increased pedestrian activity. Increased foot traffic can be mutually beneficial with improved visibility promoting expanded business activity and enhanced safety.

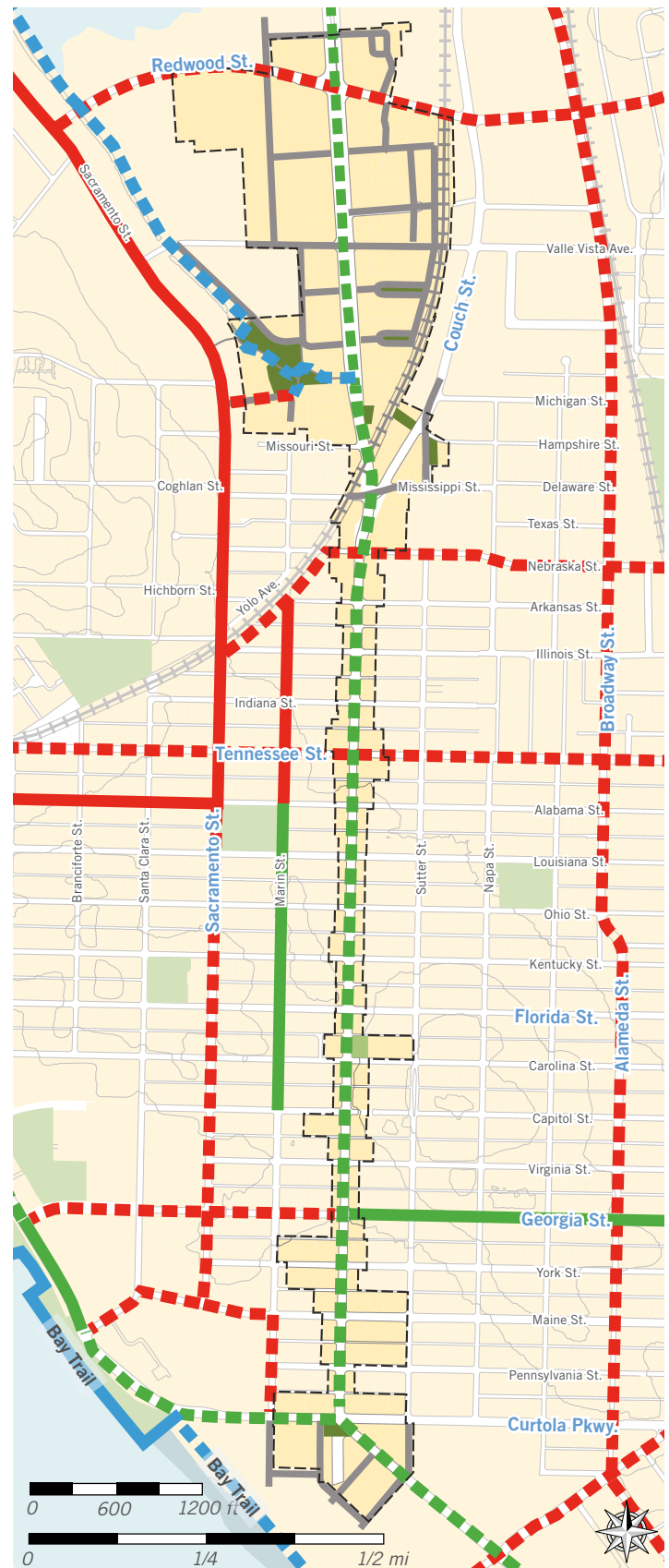
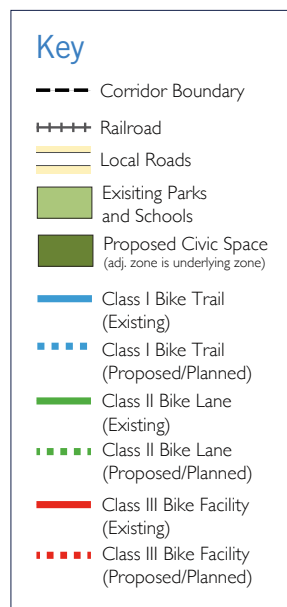


Figure 3.3.8 Multimodal Access and Connectivity Framework

### 3.3.5 Multimodal Transit Facilities

Most current bus routes loop Vallejo and there are relatively few route options along Sonoma Boulevard. Routes that cross the corridor have 45 to 60 minute headways. The vision anticipates an increase in service and ridership along the corridor, in response to new Specific Plan development, other city development in adjacent areas, and changing transportation mode choices driven by concerns about climate change, health, and quality of life. Proposed

#### Multi-Modal Design: Integrating Bicycles, Pedestrians, Transit

This diagram shows how all users of Sonoma Blvd. (personal vehicles, cyclists, pedestrians, transit) co-exist, especially at intersections.

Considerations include: extended bus loading bulb-outs, bike boxes at stop lights, and a shift in on-street parking. North of Missouri St., bus stops will be located along the flanking access lane on each side of Sonoma Boulevard using the direction below.

#### Bus stop placement:

- far side preferred;
- no on-street parking for 75 ft after intersection;
- minimum 5 ft by 8 ft waiting area; and
- when possible, pair stops at same intersection.

#### Left Turn Lanes

Intersections requiring left turn lanes in both the northbound and southbound directions include: Curtola Pkwy, Pennsylvania St, Maine St, Georgia St, Florida St, Ohio St, Tennessee St, Illinois St, and Nebraska St.

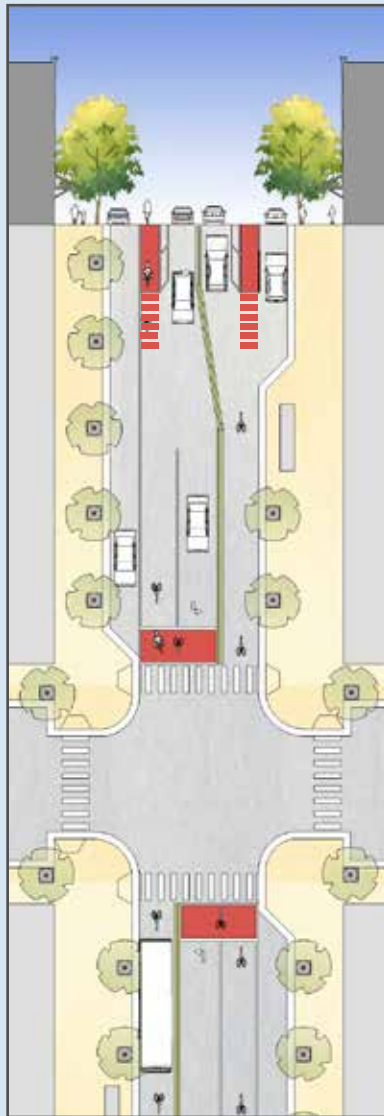


Figure 3.3.9 Multimodal Access at key intersections along Sonoma Blvd.

street designs anticipate increased bus service of 15 to 20 minute headways, allowing for bus stop platforms at selected intersections as demand and service increase. It is noted that in the multi-way boulevard section north of Couch Street, buses would operate in the outside lane of the central traffic lanes, moving to the slower access lane for stops.

#### Long Term Vision: Bus Rapid Transit

Bus Rapid Transit (BRT) is a relatively cost-effective and low-infrastructure method of providing high-quality transit service similar to a light-rail system but with standard buses. The concept is being implemented in several California communities, including Oakland, and involves providing high-frequency bus service with fewer stops (to reduce trip time) and enhanced bus “platforms” that extend from the curb to allow buses to stop in the lane, letting the bus get back on the route much quicker. BRT systems ideally have dedicated bus lanes that run in the center of the street, avoiding friction with turning traffic, and bus priority detection at signals. However, some benefits of the BRT concept can be realized without all of these characteristics. The Sonoma Boulevard roadway design could easily support implementation of BRT without dedicated lanes (also known as “BRT 1” or “Rapid Bus” service) between Couch Street and Redwood Street, where four lanes will be maintained. South of Couch Street, a modified BRT 1 approach could be pursued by consolidating stops and potentially providing platforms at high-use stops, such as urban villages, especially when considering the connection of this alignment with what other areas of Vallejo are planning.

#### Rail in the Plan Area

There has been discussion and even feasibility studies of the possibility of light rail connecting the ferry terminal to Napa. Additionally, the 2013 Corridor Design Plan describes the intersection of Sonoma and Couch St. transforming into a Transit Oriented Development with new transit stop. The vision explores the possibility of this transformation and provides direction on how to respond should some form of rail transit become a reality. In the event that rail transit does not materialize, the vision provides direction for how the area around Couch St. should develop.

#### Beyond 2040: BART in Vallejo

The possibility of BART service reaching Vallejo has been discussed, and evaluated on a preliminary level, terminating at the Ferry Terminal. The possibility of BART in Downtown Vallejo is still a very long-term idea. However, BART could connect to Vallejo via a new line connecting El Cerrito Del Norte BART, the Hercules Intermodal Transit Center, and potential stops in South Vallejo and Downtown Vallejo.



### 3.3.6 Streetscape Improvements

Streetscape improvements are an important component to improving the overall pedestrian experience and in turn, the general appeal of Sonoma Blvd. The vision assumes two layers of improvements: one layer that includes uniform streetscape enhancements across the entire length of the project area, and an additional layer of amenities prioritized and placed at urban villages.

#### Corridor Wide Improvements

The first layer includes improved street lighting, widened and improved sidewalks, with curb extensions at key intersections and bus stop locations, storm water management features, and street trees. Since the character of Sonoma Blvd. changes across its 1.8 mile length, the plan provides direction for more traditional amenities (for areas associated with Vallejo's historic core) and more modern features for consideration primarily north of Couch Street.

#### Street Furniture: Key Principles to Consider

##### General

- Street furniture contributes to and further builds upon the intended character for each sub-area;
- Collaborate with or create projects for the local artists to contribute to the character of Vallejo
- Pursue designs that balance visual interest and simplicity

##### Lighting

- LED light bulbs for energy efficiency
- Night Sky Compliant (Appropriate BUG rating)

##### Benches

- Durable; low maintenance; and avoid wood or other high maintenance materials

##### Trash Receptacles

- Incorporate recycling options into the receptacle
- High capacity, easy to access

#### Lighting

Lighting provides safety and character to a streetscape and should be scaled appropriately to function for both pedestrians and automobiles.

Downcast light fixtures should be implemented on 20' poles spaced approximately 100'-200' on center across the entire corridor. Within the boulevard section (see page 3-25) double-mast fixtures may be utilized in the center median.

Lighting choices should utilize LED light bulbs for energy efficiency and be Night Sky Compliant (with appropriate BUG ratings for Lighting Zone 2 (Moderate ambient lighting) or 3 (Moderately high ambient lighting).

North Sub-Area: Contemporary character



Neri: Propus Series



Phillips Lumec: Capella Series

(L) Downcast light fixtures appropriate for the northern plan area. Double-mast fixtures can be used in median locations. (R) Pedestrian scaled fixtures that light the street can be incorporated into the same pole design.

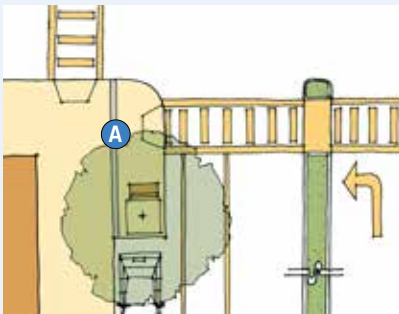
Downtown and Central Sub-Area: Historic Character



(L) New light fixtures should differentiate from the historic acorn lights along Georgia St. to maintain Georgia Street's distinct identity. Fixtures can be similar in character to new fixtures on Virginia St. (R).

### Sidewalks & Curb Extensions

Curb extensions extend the sidewalk into the parking lane, thereby calming traffic by visually and physically narrowing the roadway, and reducing the distance a pedestrian has to cross the street. Curb extensions are also a public amenity, as they create more space for landscaping and streetscape features at street corners, and they provide a place to experience or build community identity. Curb extensions should be placed at bus stop locations (see page 3-31) and at as many additional intersections as possible along the corridor.



**Types.** Intended as permanent but, because installing a new curb line can take time and money, there are creative solutions for temporary curb extensions that can be removed daily or seasonally. Sidewalks should be simple, avoiding expensive detailing.

**Functionality.** Normally, curb extensions are found at street corners. The width of a curb extension is typically the parking lane width (7–8 feet for parallel parking, 16–18 feet for diagonal parking). Permanent extensions can maintain existing gutter drainage by incorporating a trench drain grate into the curb extension design **A**. Curb extensions can also accommodate additional space for landscaping and stormwater management.

### Trees

Trees and landscaping are vital elements to the public realm as they provide a number of community benefits including shade, reduction of heat island effect, sense of scale and spatial enclosure, community character and identity, and beauty. Street trees should be planted uniformly at 30'-50' on center across the entire corridor.



**Types.** The species of tree selected should enhance and/or preserve the character of the street, respond well to the environment of Vallejo, and require little maintenance and water. Species recommended for Sonoma Blvd. in the 2005 Downtown Specific Plan include:

- *Pyrus calleryana* "Aristocrat" Pear or other *Pyrus* species,
  - *Platanus acerifolia* "London Plane"; and
  - *Betula nigra* "River Birch".
- Crimson King Norway Maples were installed along Virginia Street in downtown Vallejo and are also suitable.*

**Functionality.** Tree types can be selected to define a certain sub-area as unique from other sub-areas. They can be placed within a tree grate or planter depending on the sidewalk width and design. Trees should be selected to provide shade while not blocking views of businesses.

### Planters & Storm Water Management

Planters provide areas for bioretention facilities to assist with storm water management. While these facilities may take many forms, below are a few key standards for functionality. Planters should be integrated into all curb extensions along the corridor.



**Types.** Facilities may be configured in free-form fashion as "rain gardens" or in linear fashion as swales. Facilities located on elevated plazas may be configured as planter boxes.

**Functionality.** Facilities may be of any shape but, must be designed and built flat and level. The following must have consistent elevations throughout the facility: bottom of excavation/gravel layer (BGL); top of gravel storage layer (TGL); top of soil layer (TSL); and rim of facility reservoir. The facility must be designed to "fill up like a bathtub." This rule ensures all the storage is used during intense rainfall, prevents short-circuiting, and avoids erosion of the soil mix. The surface reservoir should be level and circumscribed by a rigid boundary such as a concrete curb, masonry, or landscape timbers.



### Street Improvements - Urban Villages

At urban villages streetscapes are enhanced to provide visual emphasis, increase the sense of place, and encourage ground floor retail activity. The second layer of improvements includes more closely-spaced, pedestrian-scaled lighting, signature landscaping and street trees, street furniture, including benches, bicycle racks, trash receptacles, and other pedestrian amenities, such as banners and water fountains. The City can also work to incorporate individual pieces of public art or integrate artwork into the furnishings palette.

At urban villages, curb extensions or "parklets" should also be encouraged at mid-block locations to stimulate retail activity and accommodate additional street furniture.

Page 3-35 identifies the range of compatible street furniture options for urban villages. Since the character of Sonoma Blvd. changes across its 1.8 mile length, the plan provides direction for more traditional amenities (for areas associated with Vallejo's historic core) and more modern features for consideration primarily north of Couch Street.

For a comprehensive list of streetscape improvements related to urban villages, please refer to table 3.1.A on page 3-5.

#### Trees

Signature tree species should be selected to denote the urban villages. Trees should be selected to be seen from afar and closely spaced at key intersections and curb extensions, 15'-50' on center.



Canary Date Palm  
Photo: Google Images

*Palm trees can be placed at key corners at curb extensions in the southern and central Plan Area.*

**Types.** Species appropriate at urban villages include palm trees, flowering trees, and trees of size, shape, and color that promote visual interest:

- *Phoenix canariensis*  
Canary Island Date Palm,
- *Liriodendron tulipifera*  
"Majestic Beauty"
- *Magnolia grandiflora*  
Southern Magnolia;

#### Parklets

At urban villages, curb extensions or "parklets" should also be encouraged at mid-block locations to stimulate retail activity and accommodate additional street furniture.



## Lighting

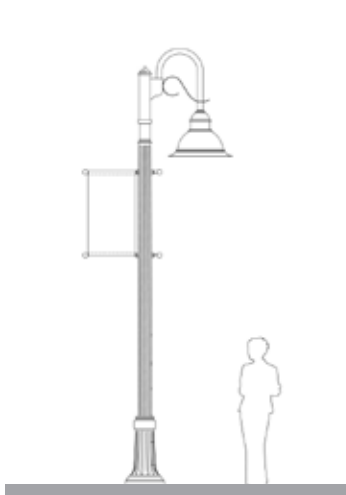
Lighting provides safety and character to a streetscape and should be scaled appropriately to function for both pedestrians and automobiles. At urban villages, downcast light fixtures should be implemented on 14' poles spaced approximately 50' on center along the sidewalk. Lighting choices should utilize LED light bulbs for energy efficiency and be Night Sky Compliant (with appropriate BUG ratings for Lighting Zone 3 (Moderately high ambient lighting)).

North Sub-Area: Contemporary character



Phillips Lumec: Cappella Series

Downtown and Central Sub-Area: Historic Character



Phillips Lumec: Domus Series

## Street Furniture

Street furniture, including benches, trash receptacles, bike racks, and raised planters can be used in and around the urban villages at Curtola Pkwy, Georgia St, and Indiana St. to enhance the pedestrian experience and attract and support commercial activity.

North Sub-Area: Contemporary character



Landscape Forms: Strata



Landscape Forms: Austin

*Benches in concrete and steel give a sleek and modern feel to up and coming North Vallejo.*



Reliance Foundry



Landscape Forms Santa & Cole

*Steel contemporary bike racks are innovative and durable, and are easy for secure locking of bicycles.*



Landscape Forms: Austin

*Modern forms and durable materials complete the contemporary style of North Vallejo.*



Landscape Forms: Larkspur

*Modern forms and durable materials complete the contemporary style of North Vallejo.*

Downtown and Central Sub-Area: Historic Character

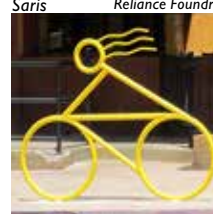


Vallejo Example

*Victorian motifs of historic benches in Downtown celebrate the history of Vallejo.*



Saris



Vallejo Example

*(L) U-bike racks allow a motif, matching the 'V' motif in the new light fixtures; (R) bike bollards provide frequent bike parking. (Bottom) Whimsical options add visual interest.*



DuMor, Inc.

*A traditional trash receptacle follows existing motifs Downtown;*



Vallejo Example

*The artistic planters in Downtown provide a unique option.*



## 3.4 Built Environment

### 3.4.1 Form-Based Planning Applied to Plan Area

This section incorporates the preceding design principles and the Vision into a regulatory framework to be implemented through zoning and thoroughfare standards.

The 1.8 miles along Sonoma Blvd. have been organized into a series of five urban villages with corridor segments in between. A corridor segment is the area between urban villages that is part of an adjacent neighborhood but fronts on a corridor. Each urban village and corridor segment has a role and intended physical character in response to the physical character and activities of adjacent neighborhoods and districts. This is determined by the vision for each of the three sub-areas on Sonoma Blvd.

It is necessary to identify the types of environments intended for each urban village and corridor segment to properly establish them at the policy level and then execute that direction through zoning. After evaluating the physical character of this Specific Plan's vision for each urban village and corridor segment, the vision sorts into three types of environments:

- **T4 Neighborhood:** A neighborhood character of houses and other house-scale, detached buildings, setback from the sidewalk, up to three stories with occupied attic space, primarily for housing;
- **T4 Main Street:** A neighborhood main street character of houses, small commercial buildings, and other house-scale, attached and detached buildings, near or at the sidewalk, up to four stories with occupied attic space with ground floor commercial or residential uses. In urban villages, the T4 Main Street Limited sub-zone is applied to require ground floor commercial uses and frontages;
- **T5 Main Street:** A more urban main street character, similar to downtown, of medium to large, attached buildings, at the sidewalk, up to six stories with ground floor commercial, office, and civic uses.

Transect zones then implement each of the above environments through qualitative information on page 3-37 about the physical character and form, intensity of development, type of place, and mix of uses in that environment. This direction is then carried into the preparation of zoning standards for day-to-day implementation.

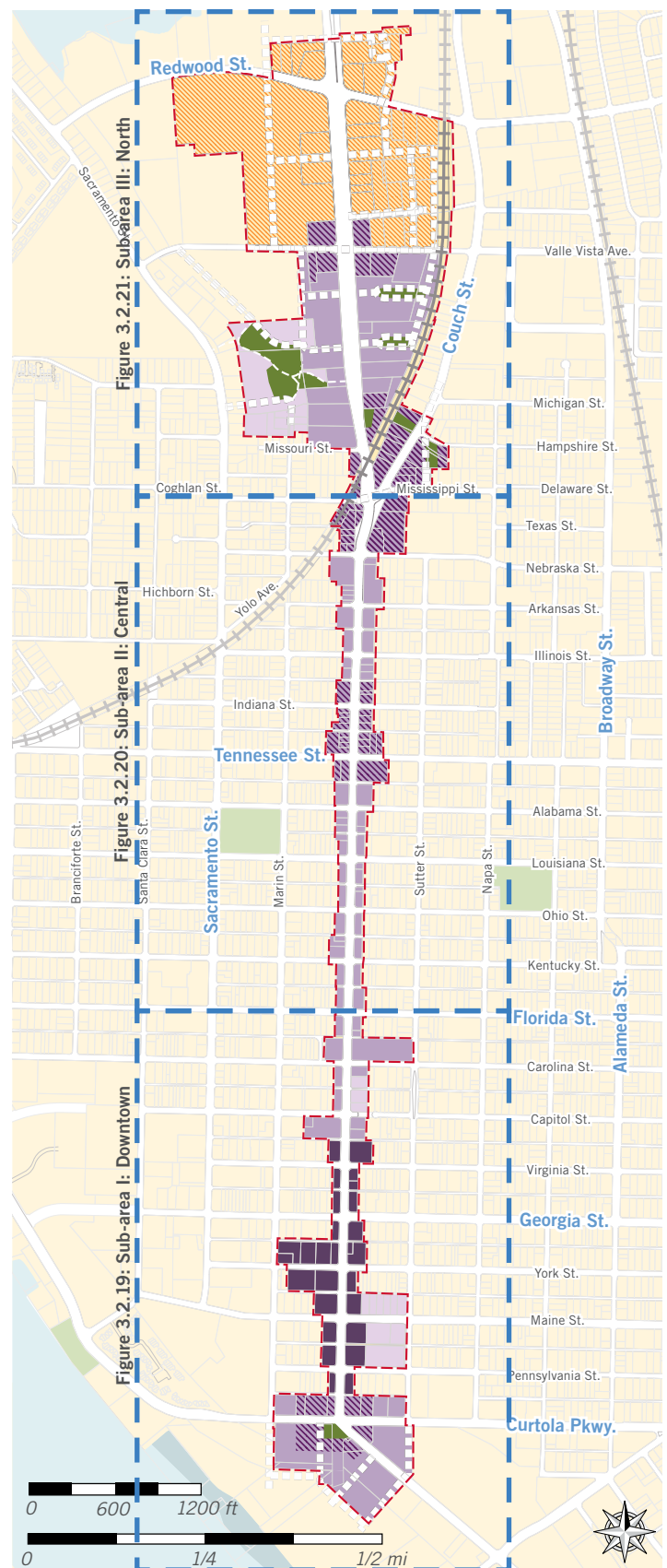
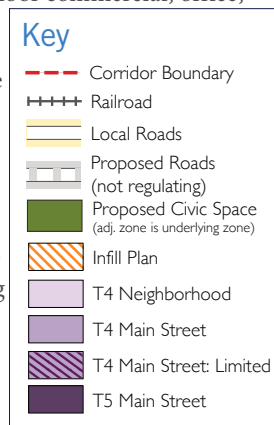


Figure 3.4.1: Transect key plan

## TEMPORARY INSERT

### Interim Zoning Policy

On August 29, 2017, the Vallejo City Council adopted an Interim Zoning Policy to establish zoning provisions for the period between adoption of General Plan 2040 and the Sonoma Boulevard Specific Plan (also on August 29, 2017) and adoption of the new Development Code (aka Zoning Code), scheduled for 2018. This Interim Zoning Policy will apply to improvements on Sonoma Boulevard within the Specific Plan project area during this period. Once the new Development Code is adopted, the Interim Zoning Policy will become null and void, and the provisions in the new Development Code will apply to Sonoma Boulevard.

Until adoption of the new Development code, please refer to Title 16. Specifically:

1. Identify the Zoning District for a particular parcel by referring to the City's GIS system at: <http://gis.zoomprospector.com/client/Vallejo/>. If the parcel does not have a district designation of Pedestrian Shopping and Service District (CP) or Linear Commercial (CL), go to Step 3.
2. Research Municipal Code Title 16 to determine the development standards for the particular Zoning District at: [https://library.municode.com/ca/vallejo/codes/code\\_of\\_ordinances?nodeId=TIT16ZO](https://library.municode.com/ca/vallejo/codes/code_of_ordinances?nodeId=TIT16ZO)
3. Confirm with City Staff the applicable Zoning District; applicable development standards; and consistency with the Sonoma Boulevard Specific Plan.



*This page is intentionally left blank*

## Transect Zones

As explained on page 3-7, three transect zones implement the vision of this Specific Plan. Two are in the T4 'General Urban' category: T4 Neighborhood and T4 Main Street. One is in the T5 'Urban Center' category: T5 Main Street. The following information describes each transect zone and is to be implemented through form-based zoning standards.

The corresponding standards are located in Title 16:

Parcels within the T4N zone: Section 3.20.060

Parcels within the T4MS zone: Section 3.20.080

Parcels within the T5MS zone: Section 3.20.100

Standards specific to Building Types: Section 5.20.030

Standards specific to Frontages: Section 5.20.040

Standards specific to Thoroughfares: Part 7

Standards specific to Civic and Open Spaces: Section 6.10.060



### T4 Neighborhood



Transect Zone
T4 Neighborhood
Desired Form
Detached or attached buildings
Narrow-to-medium lot width
Small-to-medium footprint
Buildings close to ROW; at or close to ROW at corners
Up to 3½ stories
Elevated ground floor
General Use
Primarily residential with smaller neighborhood-supporting uses.
Intent
To provide a variety of urban housing choices, in small-to-medium footprint building types, that reinforce the walkable nature of the neighborhood, and support neighborhood-serving retail and service uses adjacent to this transect.

### T4 Main Street



Transect Zone
T4 Main Street
Subzone: T4 Main Street Limited
Desired Form
Detached or attached buildings
Narrow-to-medium lot width
Small-to-medium footprint
Buildings close to ROW; at or close to ROW at corners <sup>1</sup>
Up to 4 ½ stories
Ground floor flush with sidewalk or elevated <sup>1</sup>
General Use
Ground floor commercial or residential with residential and/or office on upper stories. <sup>1</sup>
Intent
To provide neighborhood-serving retail and services with a variety of urban housing choices in small-to-medium footprint building types, which reinforce the walkable nature of the neighborhood, and support public transportation alternatives.
<sup>1</sup> In the 'Limited' sub-zone to implement the urban village concept, ground floor commercial is required, ground floors are flush with the sidewalk, buildings at or close to ROW, and ground floor commercial frontages are required.

### T5 Main Street



Transect Zone
T5 Main Street
Desired Form
Attached buildings
Medium-to-large lot width
Medium-to-large footprint
Simple wall plane along street
Buildings at ROW
Up to 6 stories; 3 stories along rear ¼ of lot depending on character of adjacent area
Ground floor flush with sidewalk
General Use
Ground floor commercial with a mix of commercial and residential and/or office on upper stories.
Intent
To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.



Transect Zone Detail: Sub-area I and Sub-area II

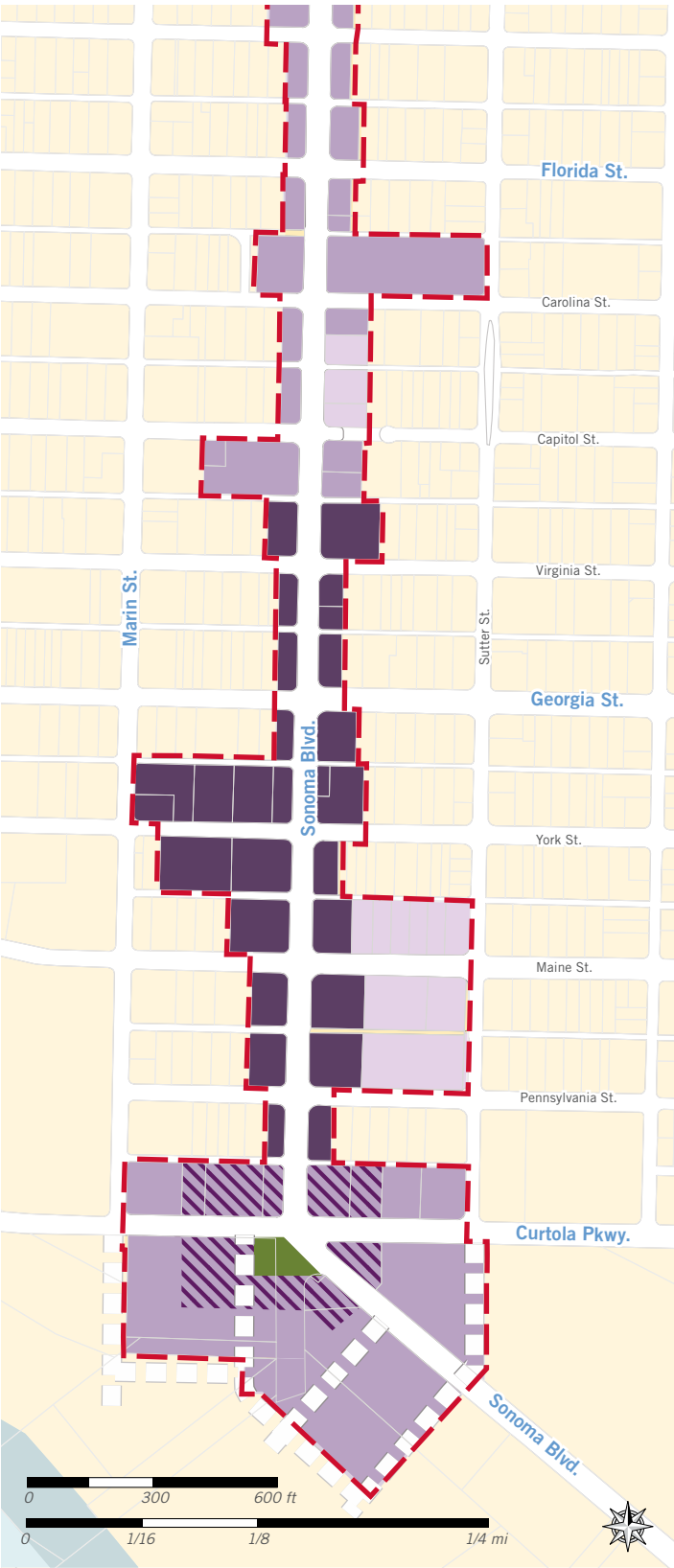


Figure 3.4.2: Sub-area I: Downtown

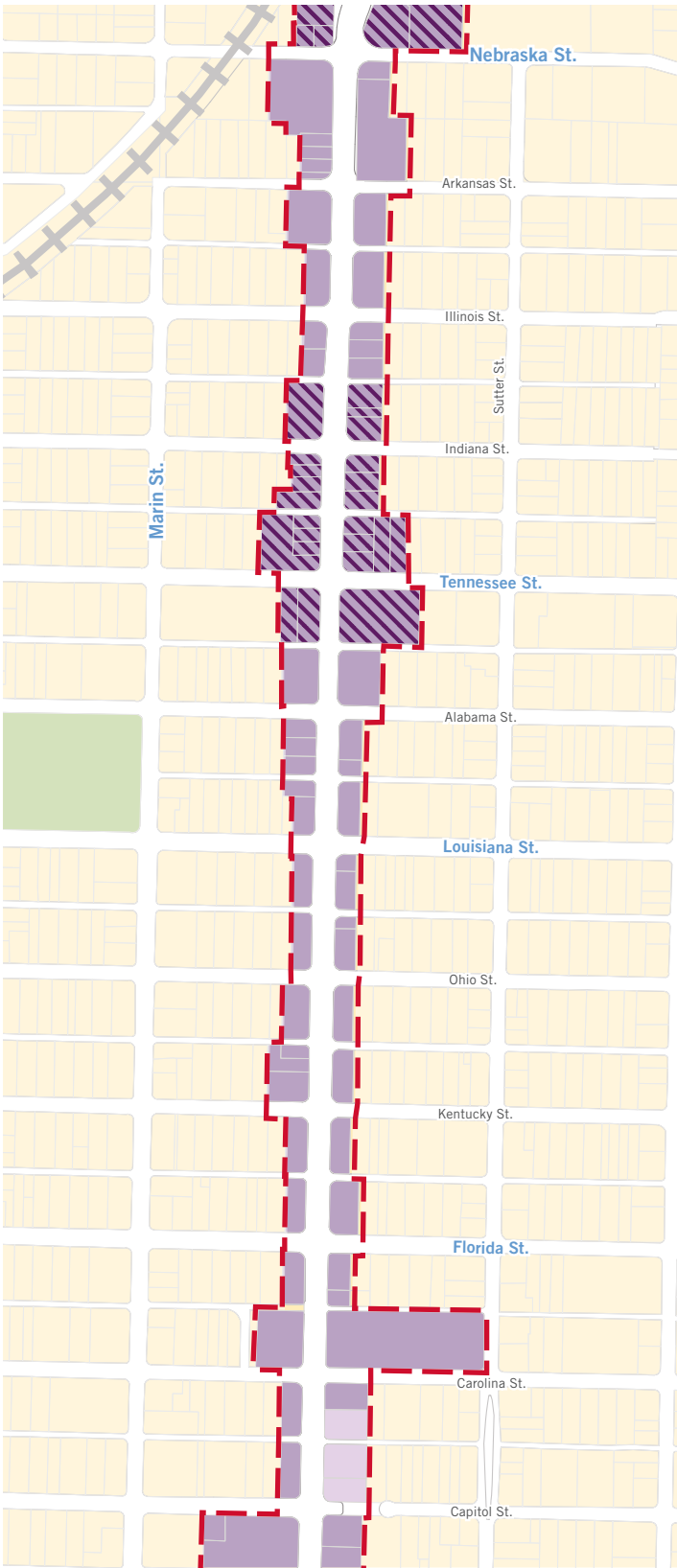


Figure 3.4.3: Sub-area II: Central

## Transect Designation Detail: Sub-area III

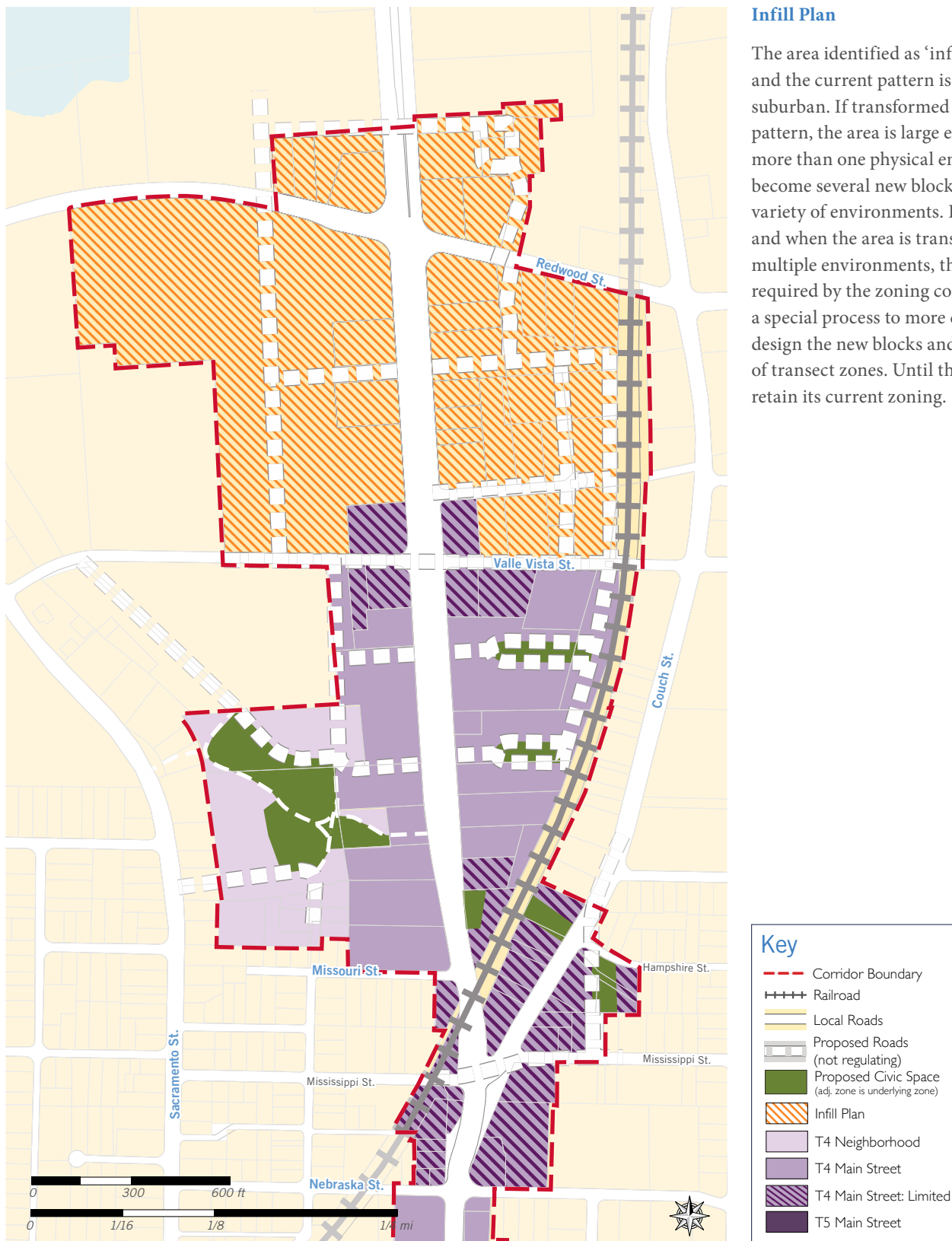


Figure 3.4.4: Sub-area III: North



### 3.4.2 Parks and Civic Spaces

#### A System of Connected and Unique Spaces

Sonoma Blvd. does not currently have open space that is publicly accessible. Except for the playground at Carolina St., existing open spaces are east and west of Sonoma Blvd., with the best access to open space between Mississippi St. and Georgia St., which is within a short walk of six existing parks or playgrounds. Neighborhoods south of Georgia have good access to open space along the waterfront while areas north of Couch are close to the White Slough.

The Specific Plan intends to provide interspersed “civic spaces” along Sonoma Blvd. as amenities that appeal to residents, local workers, and visitors. Civic spaces provide a broad palette of publicly-accessible open space that can complement the system of public neighborhood, community, and special purpose parks maintained by the Greater Vallejo Recreation District. Larger, community-serving civic spaces are illustrated in Figure 3.4.5. While their location and type are regulatory (i.e. they are regulated and implemented by the Vallejo Zoning Code), they may be appropriate for either public ownership and maintenance as part of GVRD’s network, or as privately owned, publicly accessible open spaces (POPS). Larger community-serving civic spaces relating to the greater city, and illustrated in Figure 3.4.5 include:

- A** Neighborhood square at the intersection of Sonoma Blvd. and Curtola Pkwy. that serves as a visual gateway to Downtown and a civic space that enhances commercial and residential development.
- B** Austin Creek Park greenway extension, that extends the current park to Sonoma Blvd. and the Bay Trail.
- C** Plaza north of Missouri that serves surrounding ground floor commercial uses, a potential transit center, and surrounding residential neighborhoods.
- D** Series of greenways and/or neighborhood greens that can extend the daylight portions of Austin Creek eastward across Sonoma Blvd. to integrate with the Couch Street Urban village.
- E** Neighborhood Greens that can provide addresses for new residential development east of Sonoma Blvd.

The Vallejo Zoning Code also provides provisions for smaller, neighborhood-serving civic spaces that may be introduced by developers and private property owners to improve the public realm, stimulate business activity, and provide alternative mitigation methods for non-conforming lots and buildings. These civic spaces are most likely to function as POPS. As their future locations are flexible and subject to future development activity, they are not illustrated in Figure 3.4.5.

Throughout the plan area, additional improvements within public right-of-ways, including widened sidewalks and curb extensions providing space for outdoor seating and pedestrian amenities can create additional opportunities for civic space. A total of eight civic space types described in the Vallejo Zoning Code are identified and described on the opposite page

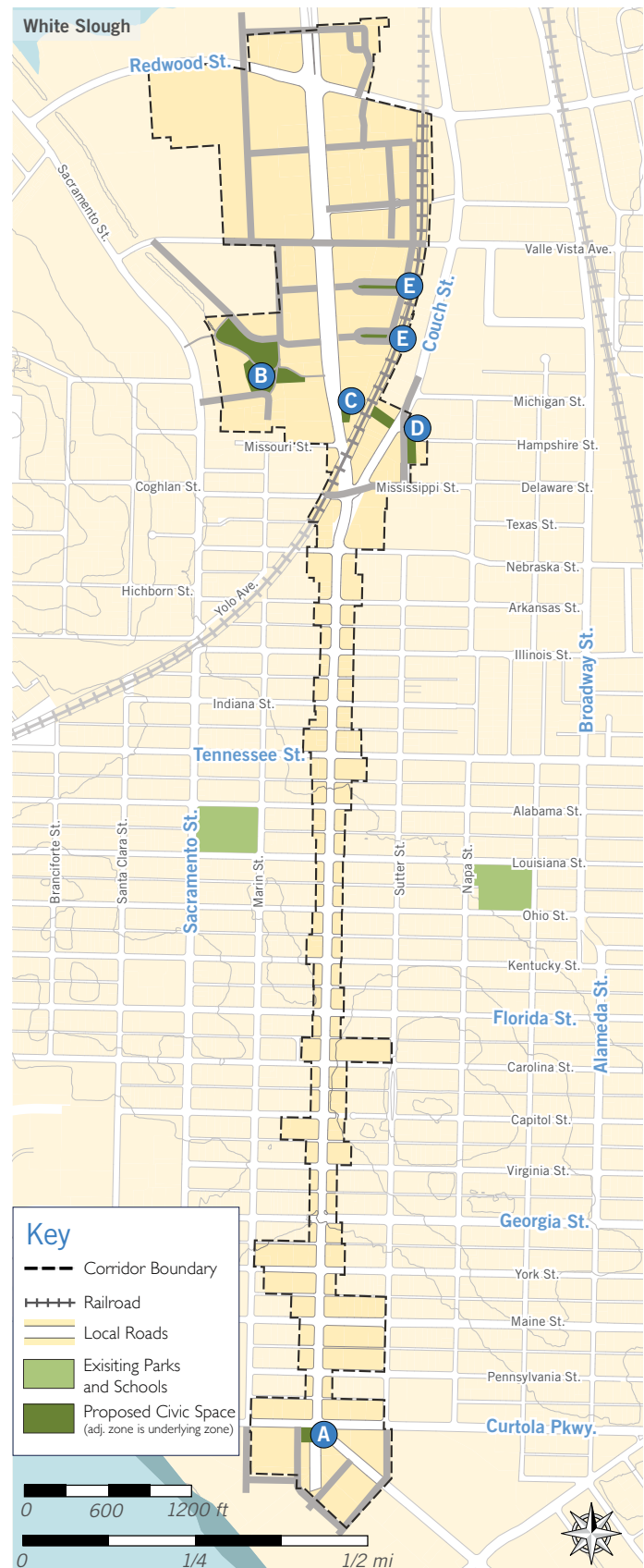


Figure 3.4.5 Parks and Open Space Framework.

## Community scale



**Neighborhood Square.** Informal or formal, available for civic purposes, unstructured and limited amounts of structured recreation.



**Greenway.** A linear open space that may follow natural corridors such as Austin Creek or be along the edge of the railroad tracks to provide primarily unstructured recreation.



**Neighborhood Green.** Informal or formal, available for unstructured and limited amounts of structured recreation.



**Playground** Open space designed and equipped for the recreation of children. Should be fenced and may include an open shelter. Playgrounds may be included within other civic spaces.

## Neighborhood scale



**Plaza.** Formal, available for civic purposes and commercial activities, typically hardscaped.



**Pocket Plaza.** Small, formal, available for civic purposes and commercial activities, typically hardscaped.



**Pocket Park.** Small, available for informal activities within short walk neighborhood residences.



**Community Garden.** Groupings of garden plots that are available to nearby residents for small-scale cultivation.

## Use of Civic Spaces to Mitigate Non-conforming Lots

The pedestrian experience is improved in the short-term by simple frontage improvements and sidewalk landscaping (top); in the long-term, an old bay of parking is reclaimed to provide a pocket plaza and/or outdoor seating.



Example of pocket plaza creating a conforming lot without a building addition

## Use of Green Alleyways

Vallejo has a great framework of alleyways. Alleys can enhance neighborhoods by being transformed into pedestrian-friendly mews; carriage houses or studios along the alley can add safety by placing eyes on the alley. Additionally, green infrastructure, such as permeable pavement or rain gardens broaden the system that collects stormwater, and parklets add to the public realm where opportunities arise.



Green alley transformation example



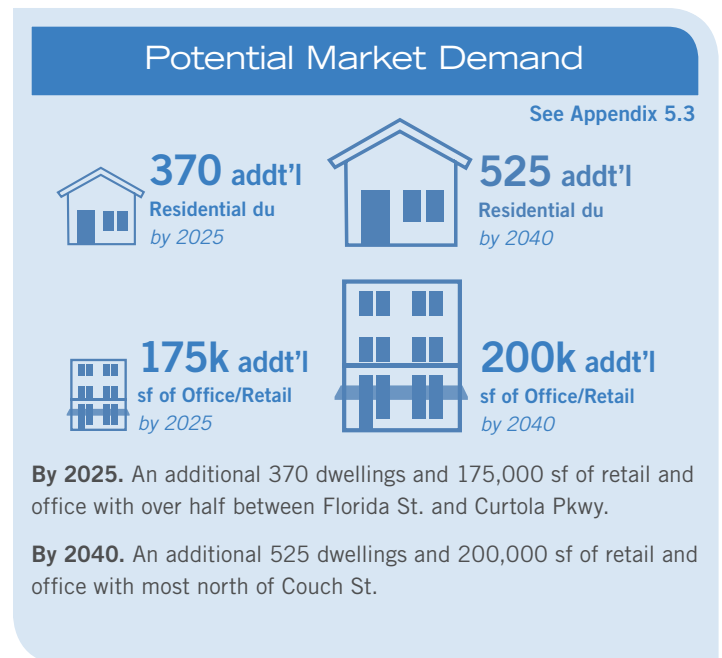
### 3.4.3 Development by Building Type

The pattern of individual buildings and the activities within combined with the previous elements discussed in this chapter, completes the vision. In response to Sonoma Blvd.'s variety of unique lot sizes and physical constraints, seven prototypical site designs have been developed to guide incremental development. Each prototype fits on one of three types of existing lots found on Sonoma Blvd.: small, medium or large. While there are many sizes of lots, they all sort into one of these three general sizes. Each prototype site design is intended to show what can actually fit and function appropriately on Sonoma Blvd.'s lots to inform the development standards that implement this Specific Plan. For example, small lots fit one small building and the necessary access and parking while some medium lots fit two small buildings or a single medium building. All large lots fit a single large building or several small/medium buildings.

In order to identify what can fit and function appropriately on Sonoma Blvd.'s lots, the approach does not begin with inputs such as density and floor area ratio (FAR). Instead, the approach is to use individual building types from Vallejo and other similar places that fit on Sonoma Blvd.'s three types of lots. This is the "increment" of design and development. Each building type was designed without density or FAR limits to test what fits and is compatible with each type of site and the adjacent contexts. Therefore, each prototype site design shows how the site is organized, what building types were used, and a list of numerical resultants from that design. Multiple options exist for each lot and a limited range of those choices has been illustrated in this section. The implementing development standards will ultimately provide the full details and requirements for the variety of building types to be allowed.

In addition to Sonoma's three types of lots, the building types are organized using an approach that sorts buildings into two categories of size:

- **House Scale.** Buildings that are the size of houses and set apart from other buildings with setbacks; and
- **Block Scale.** Buildings that are individually as large as a block or collectively arranged along a street to form a continuous facade as long as most or all of a block.



*Figure 3.4.6 The variety and types of buildings described on the following pages respond directly to Vallejo's need for incremental development to achieve the foreseen market demand by 2040. The current short term (by 2025) and long term (2040) market projections are illustrated above. For a further discussion on incremental development see Section 4.2.5 "Think Big, Think Small."*



### Building Types: the increment of design and development

This Specific Plan uses building types to articulate new development on Sonoma Blvd.'s physically constrained lots. Each type corresponds to one of three sizes of lots: small, medium, and large. This is intended to clarify what is expected in the Plan area so that investors and developers can focus on implementation rather than on spending costly time to determine what will fit and what yields. This information is also intended to guide the details in the zoning that implements this Specific Plan.

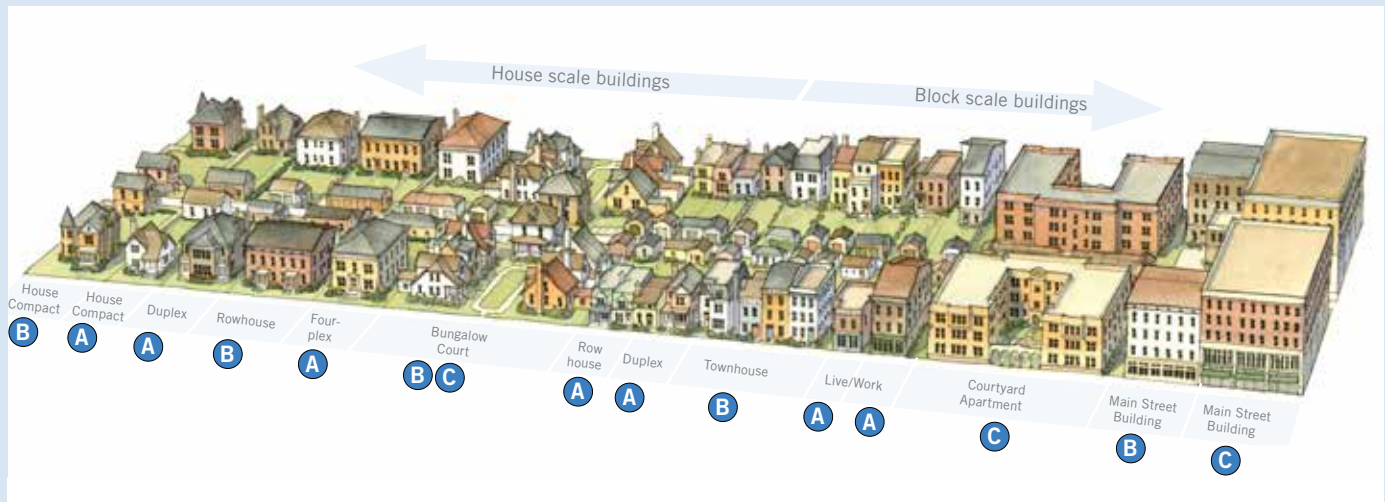


Figure 3.4.7: Range of compatible building types for Sonoma Blvd.

A. Small Lots	B. Medium Lots	C. Large Lots
<b>Lot Size Range</b>	<b>Lot Size Range</b>	<b>Lot Size Range</b>
51' W by 146' L	129' W by 195' L	139' W by 335' L
<b>Challenges</b>	<b>Challenges</b>	<b>Challenges</b>
Relatively small size for building and parking configurations.	Size enables new development frontage along side street and provide larger project area without all of it needing to be on Sonoma.	Large size can result in buildings that relate poorly to neighbors
<b>Opportunities</b>	<b>Opportunities</b>	<b>Opportunities</b>
The small size allows for more entrepreneurial development projects	Lot size and alley access allows for parking on the interior of the lot; side street building(s) transition to the scale of adjacent buildings distinct from Sonoma Blvd.	Lots longer than 250' should be designed as more than one building to result in the appearance of several medium to large buildings. Alley access allows for parking on the interior of the lot

Large Lot: Mixed-Uses

A mix of uses promotes walkability, with retail uses along Sonoma, and residential above; a large lot provides enough square footage for a larger retailer; residential wraps around a shared parking garage.

- A Dooryard entrances to stacked live/work rowhouses (RH) animate the side street.
- B A podium structure with courtyards and alley-facing rowhouses masks a center-of-block parking structure accessed via the alley.
- C A rooftop terrace and garden provide gathering space and community garden plots for residents of the building, minimizing runoff and making fresh produce available in the middle of the city.
- D A 10,000 sf ground floor retail space could attract a large retailer.

Large Lot: Mixed-Use Metrics

Building Types	Main Street; Stacked Flats
Lot Size	139' x 335'
Lot Square Feet	46,565 sf
Lot Acreage	1.1 ac
Number of Units	81 apartments 17 TH or L/W
Resultant Density	86.4 du/a
Square Feet per Floor	13,325 sf MU
Total Square Footage	21,300 sf retail 40,800 sf RH or L/W 97,200 sf apartment
Average Unit Size	2,400 sf TH or L/W 1,200 sf apartment
Open Space Square Footage	480 sf dooryard/unit 12,350 sf roof garden 16,560 terrace
Parking Count	186 on site (38 spaces retained for public use)

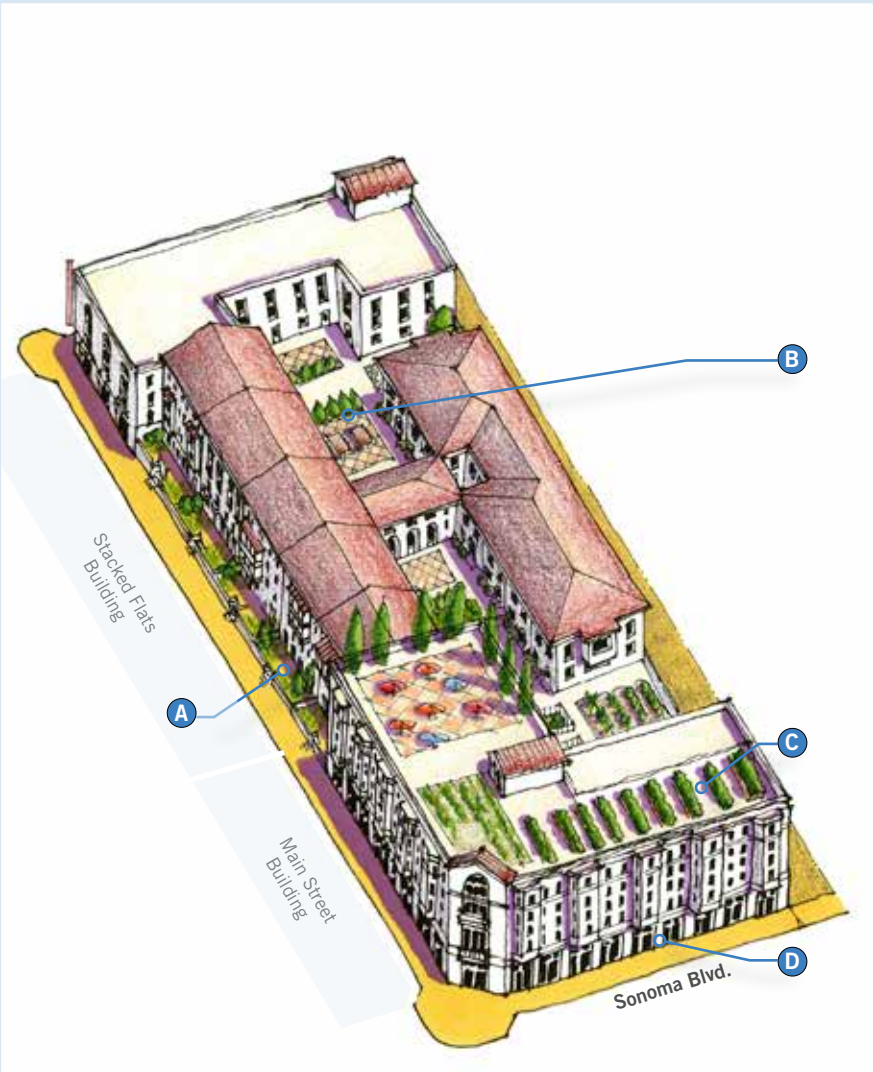


Figure 3.4.8:  
Large lot building prototype

### Medium Lot: Mixed-Uses

A mix of uses promote walkability, with retail or commercial uses along Sonoma Blvd., and rowhouses arranged around a courtyard or facing the side street.

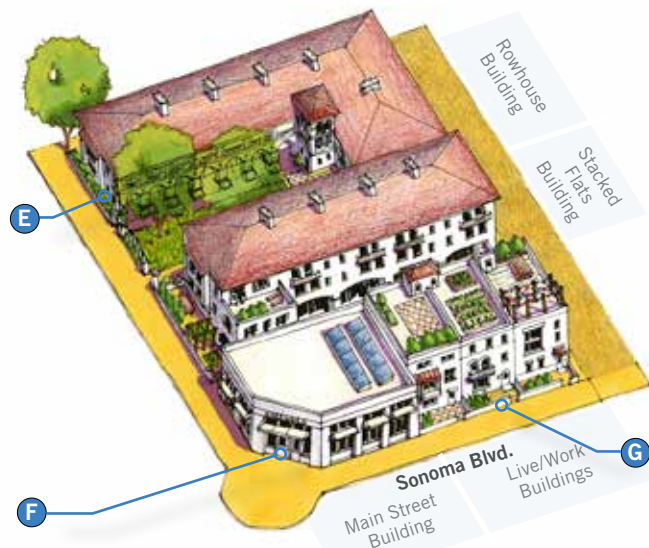


Figure 3.4.9: Medium lot building prototype

- E** Tuck-under rowhouses (RH) and stacked flats are arranged to create a private courtyard and shared green space for residents; a low wall holds the street edge.
- F** Retail use anchors the corner.
- G** Live/work rowhouses face Sonoma Blvd. with dooryards and rooftop terraces.

#### Medium Lot: Mixed-Use Metrics

Building Types	Main Street; Stacked Flats with courtyard; Live/Work
Lot Size	129' x 195'
Lot Square Feet	25,160 sf
Lot Acreage	.58 ac
Number of Units	14
Resultant Density	24.1 du/a
Square Feet per Floor	7,400 sf MU
Total Square Footage	22,200 sf MU
Average Unit Size	2,250 sf RH (25' x 30' x 3 floors) 1,000 sf apartment
Open Space Square Footage	1,000 sf
Parking Count	14 on site / 13 on street

### Medium Lot: Commercial

Commercial/office uses along Sonoma Blvd. activate the streetscape by placing shared parking lots behind the building(s).

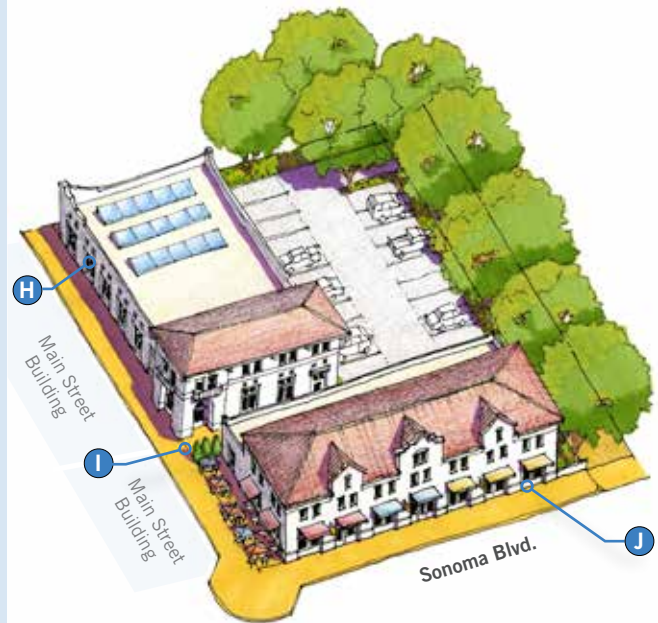


Figure 3.4.10: Medium lot building prototype

- H** Single-story commercial building on side street with lobby and offices.
- I** Pedestrian passage provides access to a shared parking lot.
- J** A commercial main-street building along Sonoma Blvd. with ground-level retail, offices above, and outdoor seating that activates the corner.

#### Medium Lot: Commercial Metrics

Building Type	Main Street
Lot Size	129' x 195'
Lot Square Feet	25,160 sf
Lot Acreage	.58 ac
Number of Units	-
Resultant Density	-
Square Feet per Floor	6,000 sf
Total Square Footage	17,500 sf
Average Unit Size	-
Open Space Square Footage	1,500 sf
Parking Count	22 on site / 13 on street



### Small Lot: Live/Work

Despite the shallow lot size, live/work uses activate Sonoma Blvd. with commercial ground floor uses, and dwellings above.

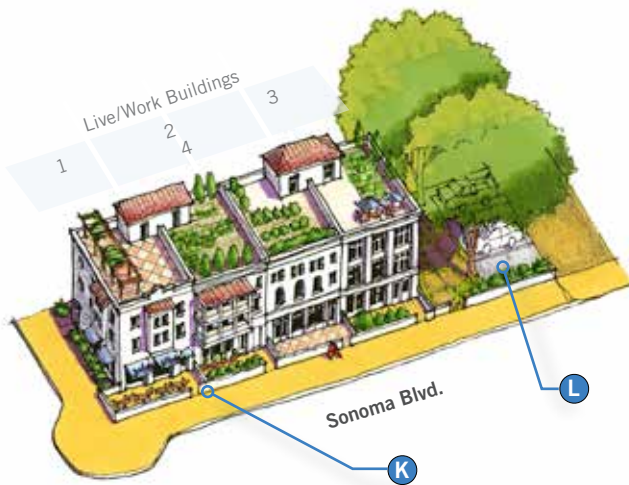


Figure 3.4.11: Small lot building prototype

- K** Live/work units provide commercial or office space at the ground floor with dooryard frontage, with residential space above and private terraces on the roof.
- L** A landscaped low wall shields the permeable paved, alley-accessed parking lot from pedestrian view.

#### Small Lot: Live/Work Metrics

Building Type	Live/Work
Lot Size	51' x 146'
Lot Square Feet	7,450 sf
Lot Acreage	.17 ac
Number of Units	4
Resultant Density	23.5 du/a
Square Feet per Floor	25' x 35' = 875 sf
Average Unit Size	10,500 sf
Total Square Footage	875 sf x 3 = 2,625 sf 875 sf work 1,750 sf live
Open Space Square Footage	1,125 sf per unit 250 sf dooryard/unit 875 sf roof garden/unit
Parking Count	4 on site / 8 on street

### Small Lot: Work/Live

Vallejo's vibrant artist community could use shallow lots to build simple studio spaces with small lofts above.

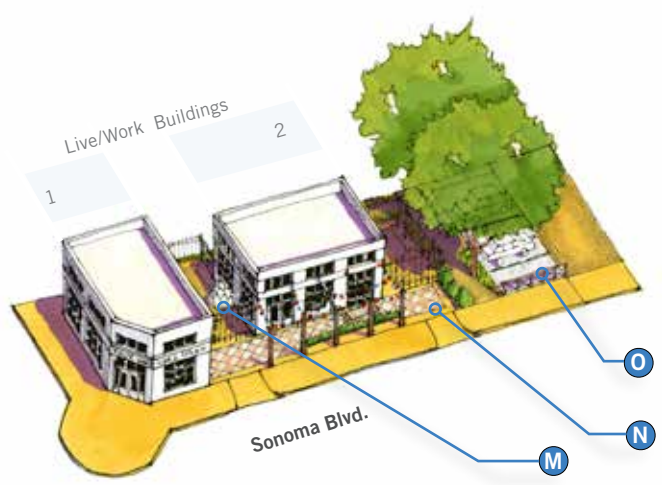


Figure 3.4.12: Small lot building prototype

- M** Work/live units provide open ground floor for artist studios or similar uses; private sideyards offer excess space for work or leisure, amply designed for deliveries.
- N** A small, shared pocket plaza is defined with planters and string lights overhead.
- O** A decorative fence shields the permeable paved, alley-accessed parking lot from pedestrian view.

#### Small Lot: Work/Live Metrics

Building Type	Live/Work
Lot Size	51' x 146'
Lot Square Feet	7,450 sf
Lot Acreage	.17 ac
Number of Units	3
Resultant Density	17.6 du/a
Square Feet per Floor	30' x 45' = 1,350 sf
Average Unit Size	1,350 sf x 2 = 2,700 sf
Total Square Footage	5,400 sf 2,700 sf residential 2,700 sf commercial
Open Space Square Footage	2,050 sf total 850 sf public terrace 600 sf yard/unit
Parking Count	5 on site / 8 on street

### Small Lot: Commercial

Until residential demand rises along the corridor, small commercial spaces are possible while meeting the parking requirements.

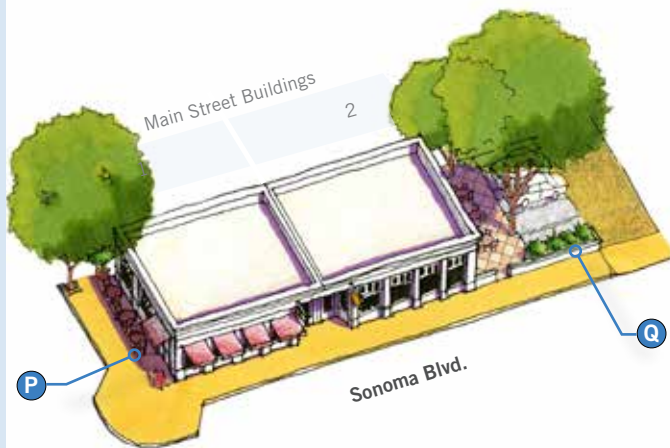


Figure 3.4.13: Small lot building prototype

- P** Single-story commercial buildings built at the build-to-line promote an urban streetscape through appropriate frontages and active outdoor uses such as sidewalk dining.
- Q** A landscaped low wall shields the alley-accessed parking lot from pedestrian view.

#### Small Lot: Live/Work Metrics

Building Type	Main Street
Lot Size	51' x 146'
Lot Square Feet	7450 sf
Lot Acreage	.17 ac
Number of Units	2 commercial
Resultant Density	n/a
Square Feet per Floor	4500 sf
Average Unit Size	2,250 sf (45' x 50')
Total Square Footage	4500 sf
Open Space Square Footage	-
Parking Count	4 on site / 8 on street

### Small Lot: Re-purposed Containers

To encourage reinvestment in the short-term, re-purposed containers may be used as incubator spaces arranged to create a pocket plaza.

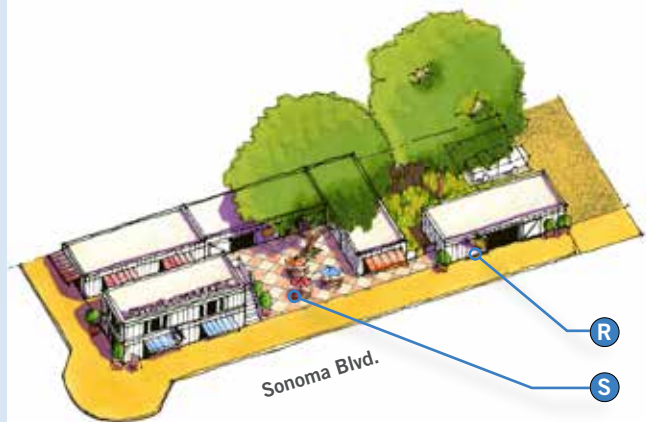


Figure 3.4.14: Small lot building prototype

- R** Re-purposed shipping containers provide flexible, temporary incubation space for small business start-ups, activating an underutilized site with minimal investment, helping to revitalize Sonoma Blvd. in the short term. Containers are only for retail, food, or service businesses.
- S** Engaging public space animates the site and makes up for small interior spaces.

#### Small Lot: Work/Live Metrics

Building Type	Containers
Lot Size	51' x 146'
Lot Square Feet	7450 sf
Lot Acreage	.17 ac
Number of Units	5 commercial
Resultant Density	n/a
Square Feet per Floor	640 sf
Average Unit Size	640 sf (16' x 40')
Total Square Footage	3840 sf
Open Space Square Footage	1255 sf
Parking Count	3 on site / 8 on street





# Implementation and Financing 4 Chapter



## Sections

4.1 Introduction . . . . .	4-2
4.2 Phasing . . . . .	4-4
4.3 Roadmap for Implementation . . . . .	4-12
4.4 Proposed Capital Infrastructure Improvements . . . . .	4-19
4.5 Potential Funding Strategies . . . . .	4-22
4.6 Implementation Strategies . . . . .	4-24

## 4.1 Introduction

A Specific Plan is required by State law to identify how the plan will be implemented. This chapter identifies and describes the actions, improvements, standards, and financing measures that incrementally will make the vision a reality. This Specific Plan addresses or carries out the relevant implementation actions from the Sonoma Blvd. Corridor Design Plan (CDP) and refines that list to those identified in this chapter. The entire list and the status of each of those actions is in Appendix A.2.

### 4.1.1 Implementing the 2040 Vision

To begin, this Specific Plan implements action “PP 1” in the Corridor Design Plan to create a Specific Plan for the corridor. This plan and the range of possibilities identified in Chapter 3, Vision is then carried forward by the implementing actions, improvements, standards and financing measures in this chapter. This chapter directly addresses the key issues and expected outcomes identified in Chapter 1.

The approach to implementation of this Specific Plan considers existing market conditions and the reality that many of the expected outcomes can only be realized after certain actions take place or improved conditions are present. Some expected outcomes and actions depend upon other outcomes or actions in order to be implemented. Therefore, an approach is necessary to incrementally implement this Specific Plan while working to establish the improved conditions that other actions depend upon. In response, the following approach frames the content of this chapter.

#### Respond to Current Market Challenges

Vallejo’s economic recovery lags behind much of the Bay Area and has not attracted significant new development since 2008. Lingering perception issues related to the City’s exit from bankruptcy and safety concerns continue to be a challenge. A limited amount of new retail such as the Walmart store in the former Mervyns’ location on Redwood St., has come to Vallejo because of specific market gaps these companies have identified, and available space at low cost. Potential new retail projects are focused on rehabilitation of existing space and developers have expressed interest in future retail development. Some institutional users who are not constrained by real estate market conditions such as Touro College and the California Maritime Academy have expanded.

The residential real estate market in Vallejo is in the early stages of an uneven recovery. While there are currently no new developments or planned or proposed projects in the Plan area, new single family subdivisions are under construction in the Northgate area. While new foreclosure activity has declined, foreclosure sales as of late 2014 still represented the majority of market activity, even in Vallejo’s upscale neighborhoods. This means that in the near-term there is limited potential for new construction in the Plan area. Some new retailers, services, and other local-serving businesses may be attracted to serve Vallejo residents. Initially, this will primarily consist of the renovation and reuse of existing buildings by property owners and tenants. The current retail vacancy rate is above six percent, and other retail space is occupied by older, less competitive retail. Based on current market trends and the pace of recovery in the non-technology oriented part of the Bay Area economy, it may be 2022 or later before significant new private development occurs in the Plan area. This is particularly the case for projects without tenants lined up in advance. This raises the opportunity for institutional or other non-market based uses. Looking further out, to the 2040 Specific Plan horizon, there are opportunities for new development, including residential, retail, and office uses.

In the near term, a number of actions can be taken to enhance the environment of the Plan area to attract residents and shoppers and to increase opportunities for existing businesses. These are described in the next section and are aimed at stimulating interest of new businesses by increasing activity, reducing blight, and stimulating reinvestment by existing property owners. Success by the City in attracting development to other areas with greater near-term potential would enhance the Plan area's image as a place with opportunities and help to stimulate development interest in other parts of the City, including the Plan area. This means new construction activity in the Plan area will be limited in Phase 1, (by 2025), however it has the potential to accelerate in Phase 2 (by 2040).

#### Daily implementation needs to be easy and clear.

The eventual zoning regulations and processing procedures need to reflect everything allowed and expected in this Specific Plan. Additional study should not be needed for things described in the Specific Plan unless they are beyond the 2040 planning horizon and specifically need further analysis. The new zoning standards and procedures for processing applications need to be clearer and easier to use than the current zoning standards and procedures.

#### “Get Ready”

Due to several factors that are beyond Vallejo's control such as the economy, Sonoma Blvd. needs to be ready to receive reinvestment when reinvestment arrives. This means that anything in this chapter intended to attract reinvestment or process an application for reinvestment needs to be prioritized from the overall list of implementation actions (page 4-12, 13). By doing so, Sonoma Blvd. will be ready for reinvestment when the situation improves and Sonoma Blvd. is again seen as a sound location for reinvestment.

### Helpful Housing Terms

**“Market Rate Housing”** – housing of all product types produced by private developers, on sites acquired at fair market value, without any public assistance or public involvement beyond approval of entitlements.

**“Workforce Housing”** – housing targeted at working individuals and working families who cannot afford market rate housing due to the gap between the housing costs their wages can support and the cost of market-rate housing. Examples of these households include workers for public agencies, teachers, public safety, as well as workers in retail and service sectors. Workforce housing can include both rental and for-sale units. These projects require some level of public assistance (including federal and state funding sources) to support rents and sale prices below market rate.

**“Mixed Income Housing”** – development projects that include a combination of market rate and workforce housing. These projects often occur when cities seek to develop workforce housing units in addition to market-rate units, and can either include public assistance or be done by developers without public assistance beyond approval of entitlements.

**“Missing Middle Housing”** - a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. For more information on Missing Middle Housing, visit [www.missingmiddlehousing.com](http://www.missingmiddlehousing.com).



# 4.2 Phasing

## 4.2.1 Overview

This section discusses how the total amount of development and improvements are generally expected to unfold by 2040. Because this plan will respond to the economy and to the individual schedules of numerous property and business owners, this plan’s potential is characterized in two scenarios: what is generally expected by 2025 and what is generally expected by 2040. For informational purposes, a third scenario is illustrated to show the plan’s potential beyond the 2040 planning horizon.

## 4.2.2 Vision by 2025

### Logic behind the projections:

- **South:** Due to the gateway nature of this area and its proximity to the waterfront, near-term development is expected in this area with an emphasis on housing.
- **Downtown:** This area of Sonoma Blvd. is expected to see the most development by 2025 due to its proximity to the Downtown core which itself is expected to realize approximately 1,000 dwellings by 2025.
- **Central:** While there are medium-sized sites in this area, site remediation of gas stations and other such sites will delay their implementation. Likely development will be in the form of single-story retail/office buildings with simple, attached housing at Couch St.
- **North:** Significant improvements are needed to transform parking lots into new blocks of mixed-use development and the reconfiguration of north Sonoma. Property values will need more time to increase, and justify such transformation.

Table 4.1.1: Expected Development by 2025 (approx)

	Residential	Commercial
South of Curtola Pkwy.	110 du	35,000 sf
Downtown	155 du	76,000 sf
Central	15 du	36,000 sf
North	90 du	25,000 sf
<b>Total</b>	<b>370 du</b>	<b>172,000 sf</b>

2025 projections not intended as a limitation should the economy or other conditions warrant more development than discussed in this section.

## By 2025

North

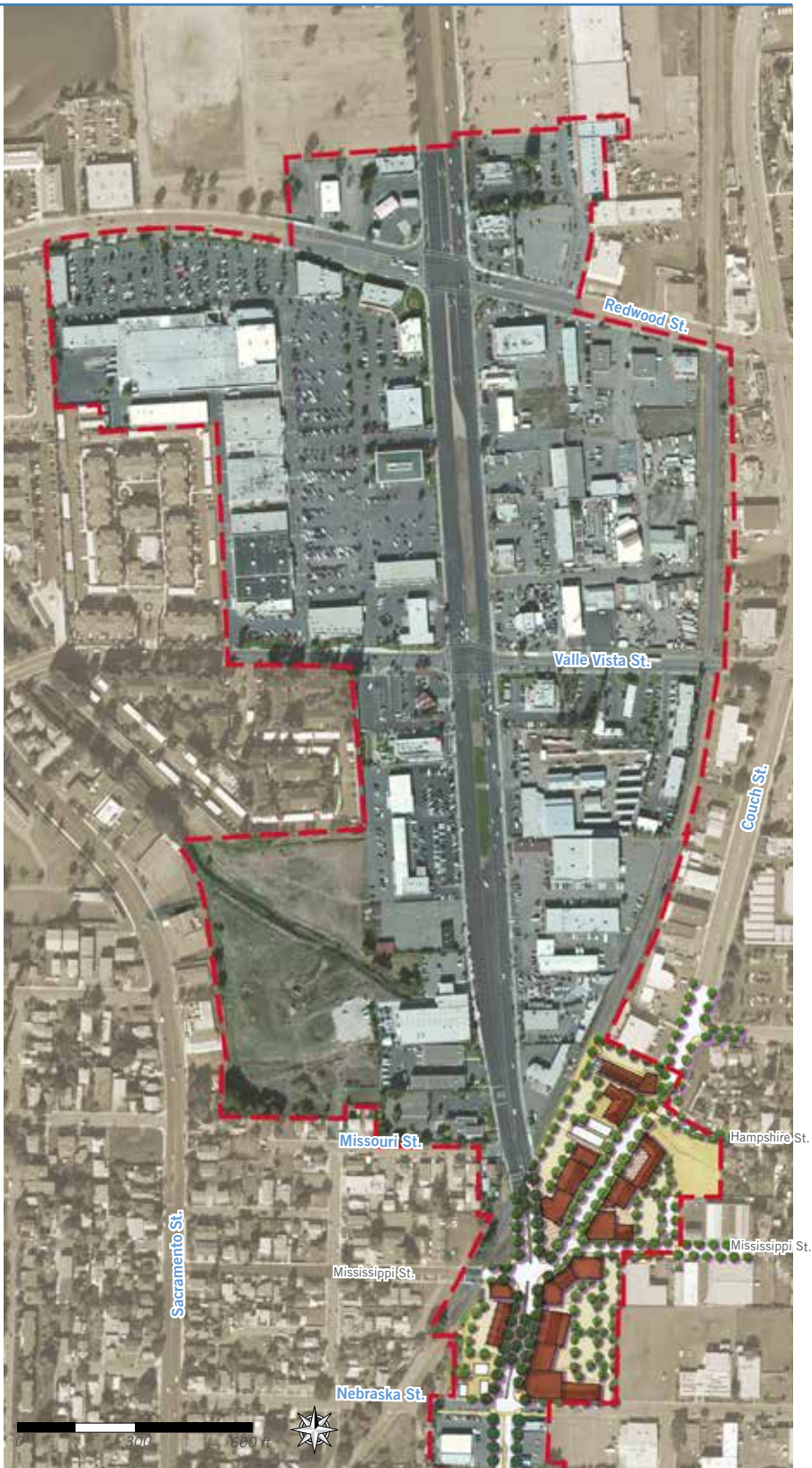


Figure 4.2.1: Northern sub-area.





Figure 4.2.2: Central sub-area

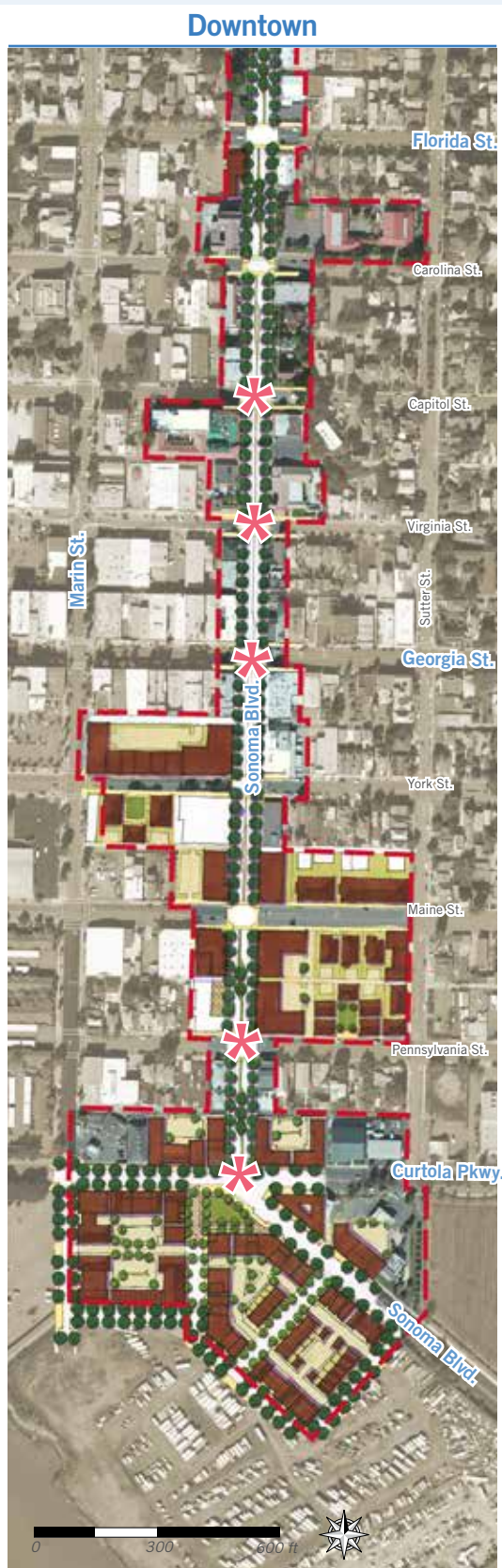


Figure 4.2.3: Downtown and Southern sub-area

### Streetscape

- Reconfigure the Curtola Pkwy. intersection as the south gateway to Downtown
- Streetscape improvements including sidewalk widening, lighting and landscaping from Curtola Pkwy. to Nebraska St.
- Implement 2-lane main street from Curtola Pkwy. to Nebraska St.

### Walkability

- Widened sidewalks from Curtola Pkwy. to Nebraska St.
- 11 of 24 intersections between Curtola Pkwy. and Mississippi St. are improved, including pedestrian crossings
- Improve connections to waterfront and waterfront sites

### Transit

- Add transit stops and shelters at Georgia St. and Indiana St.
- Headways improve to 25 minutes

### Market Demand

- Priority is placed on infilling with housing, retail and office from southern boundary to Florida St.
- Gas station sites and similar sites are remediated for development late in Phase one or early in Phase two



### 4.2.3 Vision by 2040

#### Logic behind the projections:

- **South.** Additional retail and office complete the buildout of the Curtola Pkwy. urban village.
- **Downtown.** The remaining sites along Sonoma Blvd. are completed with mixed-use buildings featuring housing over retail and office.
- **Central.** Remediation is completed on sites such as former gasoline stations and they become available for development as mixed-use buildings with housing above retail and office or housing buildings.
- **North.** As the property values increase, Sonoma is reconfigured into a multi-way boulevard between Valle Vista Ave. and Couch St. enabling transformation of parking lots into new blocks of mixed-use development and some areas along Couch St. for simple attached housing choices.

**Table 4.1.2: Expected Additional Development by 2040 (approximate)**

	Residential	Commercial
South of Curtola Pkwy.	–	26,000 sf
Downtown	60 du	38,000 sf
Central	75 du	50,000 sf
North	390 du	87,000 sf
<b>Total</b>	<b>525 du</b>	<b>201,000 sf</b>

*2040 projections are not intended as a limitation should the economy or other conditions warrant more development than discussed in this section.*

### By 2040



Figure 4.2.4: Northern sub-area.





Figure 4.2.5: Central sub-area

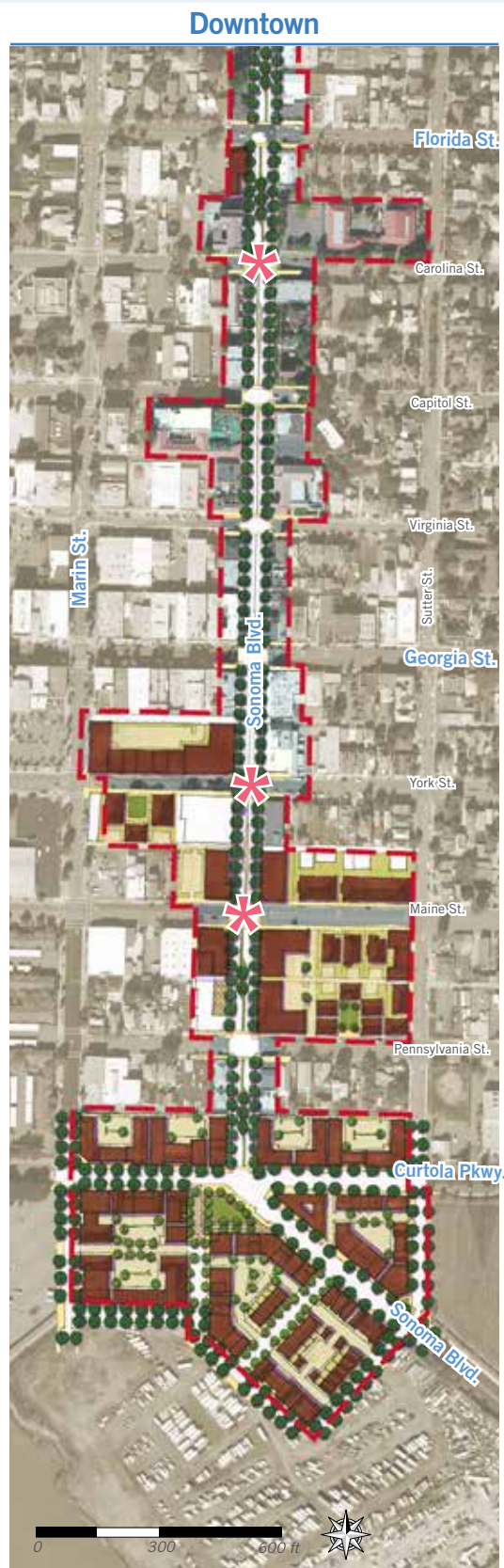


Figure 4.2.6: Downtown and Southern sub-area

### Streetscape

- Implement streetscape improvements north of Couch St. and Valle Vista Ave.

### Walkability

- 11 intersections improved with pedestrian crossings



### Transit

- BRT operational with stops at Couch St., Indiana St., Georgia St. and Curtola Pkwy.
- Headways improve to 15 minutes

### Market Demand

- Build out of Curtola Pkwy. gateway and Downtown along Sonoma Blvd.
- Residential along Couch St. and east end of deep sites south of Redwood St.
- Underutilized parcels in Central and North areas receive mixed-use development.



### 4.2.4 Beyond 2040

This scenario represents the improvements and development expected beyond 2040 due to a combination of two key factors: market demand and cost of necessary improvements such as reconfiguration of Sonoma Blvd. north of Couch St. Accordingly, this scenario was not evaluated in the EIR for the Specific Plan. This information is provided for context about additional opportunities should they be needed before 2040.

#### Logic behind the projections:

- **South.** Additional housing and retail/office development extending west and south beyond the Plan boundary, connecting with the waterfront sites.
- **Downtown.** Intensification of existing buildings.
- **Central.** Remaining sites are for development as retail and office with some additional housing.
- **North.** As available sites become fewer and property values increase, Sonoma Blvd. is reconfigured into a multi-way boulevard between Valle Vista Ave. and Redwood St. supporting conversion of the parking lots into new blocks of retail and office or mixed-used buildings with housing.

### Beyond 2040



Figure 4.2.7: Northern sub-area.



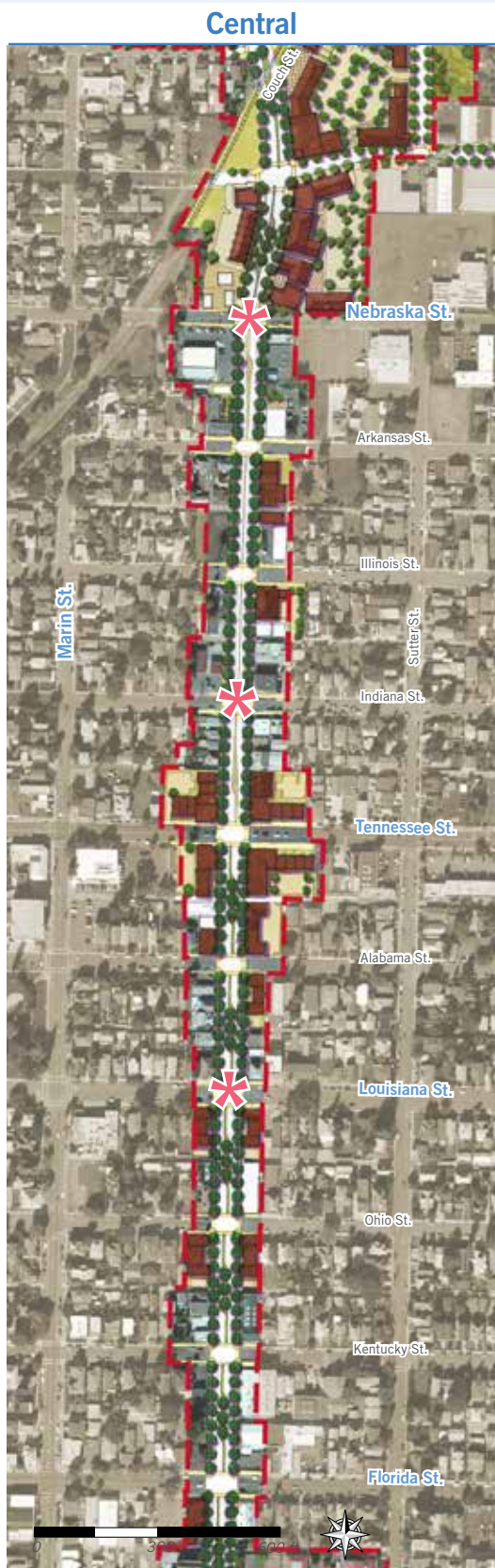


Figure 4.2.8: Central sub-area

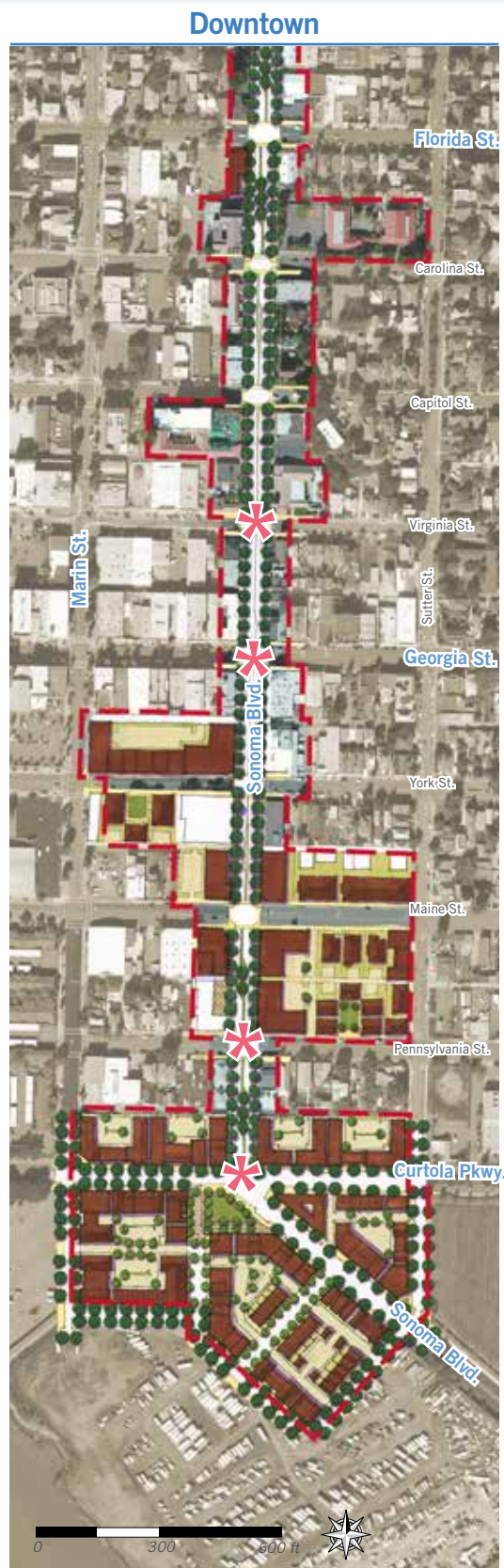


Figure 4.2.9: Downtown and Southern sub-area

### Streetscape

- Redwood St. intersection is improved to transition to multi-way boulevard south of Redwood St.
- Streetscape improvements north of Valle Vista Ave. and south of Redwood St.

### Walkability

- 2 remaining intersections north of Valle Vista Ave. including pedestrian crossings
- Additional side streets provide new connections to destinations

### Transit

- BRT extends to Redwood St.

### Market Demand

- Build out of North area
- Remaining, underutilized parcels receive mixed-use development.



### 4.2.5 Think Big, Think Small

An ongoing approach to reinvestment in the Plan area is to enable small, incremental investment while interest and momentum are generated for larger investment. This section illustrates the a few choices at the smaller end of the investment scale that are

less expensive than full building renovation or new buildings. This exciting for both the new investor and the existing owners, merchants and residents because reinvestment is enabled at the smallest level possible and reinvestment begins sooner.



**Streetscape and Civic Space Improvements.** In the short-term, landscape improvements enhance the pedestrian experience; in the long-term, wider sidewalks and parklets are added. Public realm investments often inspire private realm investments, such as the simple frontage renovation above.

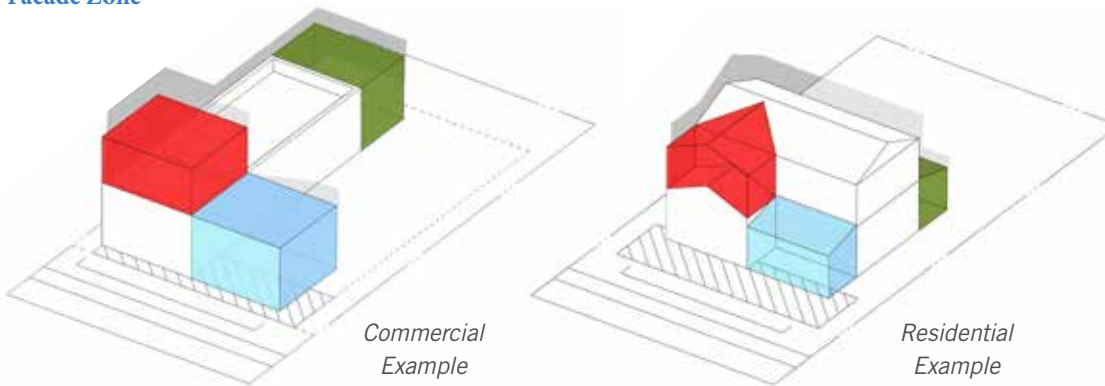
**Reclaimed Space.** The pedestrian experience is improved in the short-term by simple frontage improvements and sidewalk landscaping (top); in the long-term, an old bay of parking is reclaimed to provide a pocket plaza and/or outdoor seating.

### 4.2.6 Additions to Existing Structures

This Specific Plan recognizes the need for incremental reinvestment of varying scales. With this in mind, reinvestment in existing buildings or sites that have non-conformities is allowed if the new investment decreases or does not increase the non-conformity. The following diagrams illustrate the intent of this direction to

enable a wide variety of reinvestment along the corridor while not needing to wait until existing non-conformities are removed. These examples show common non-conforming conditions, yet other non-conforming conditions not explicitly illustrated may exist.

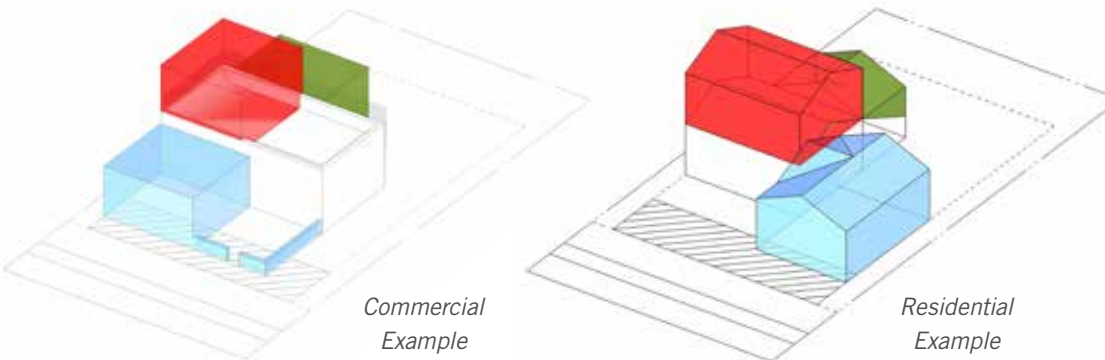
#### Facade Zone



**Figure 4.2.10**

**Facade Zone.** Existing buildings are non-conforming because they do not meet minimum requirements for the percentage of the facade in the facade zone (cross-hatched area). The addition strategy modeled in blue reduces the non-conformity by placing the addition within the facade zone.

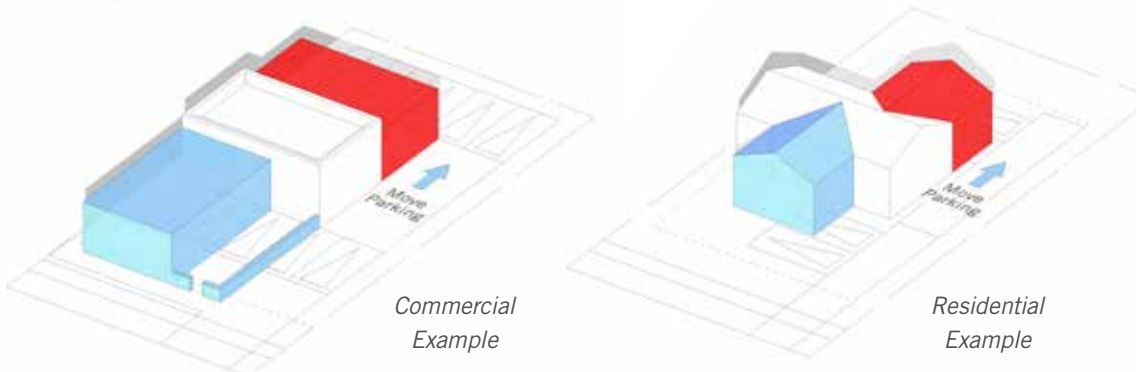
#### Setbacks



**Figure 4.2.11**

**Setbacks.** Existing buildings are non-conforming because they are set too far back on their lots. The addition strategy modeled in blue reduces the non-conformity by placing the addition within the required setback area. At left, the addition includes a low wall enclosing an outdoor dining area. This also helps to address the requirement for a certain amount of facade within the front setback.

#### Parking



**Figure 4.2.12**

**Parking.** Existing buildings are non-conforming because their parking spaces are too close to the front of the lot. The addition modeled in blue reduces the non-conformity by placing the addition over the non-conforming parking lot. In some cases, the addition modeled in red is not permitted because it prevents required on-site parking from being located behind the building where it is required.

**Key:** ■ Addition decreasing non-conforming situation: allowed

■ Addition not increasing non-conforming situation: allowed

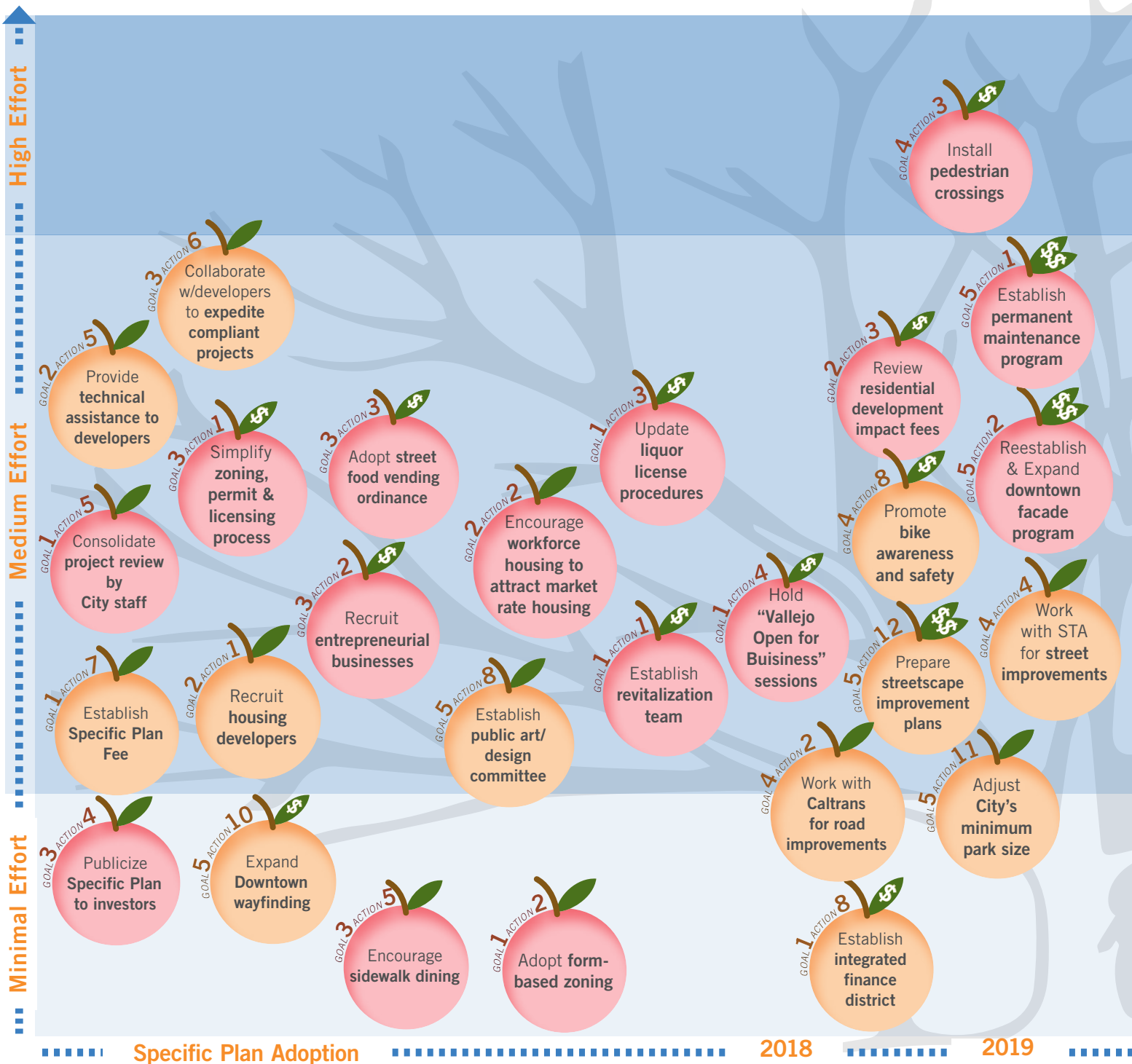
■ Addition increases non-conforming situation: not permitted



## 4.3 Roadmap for Implementation

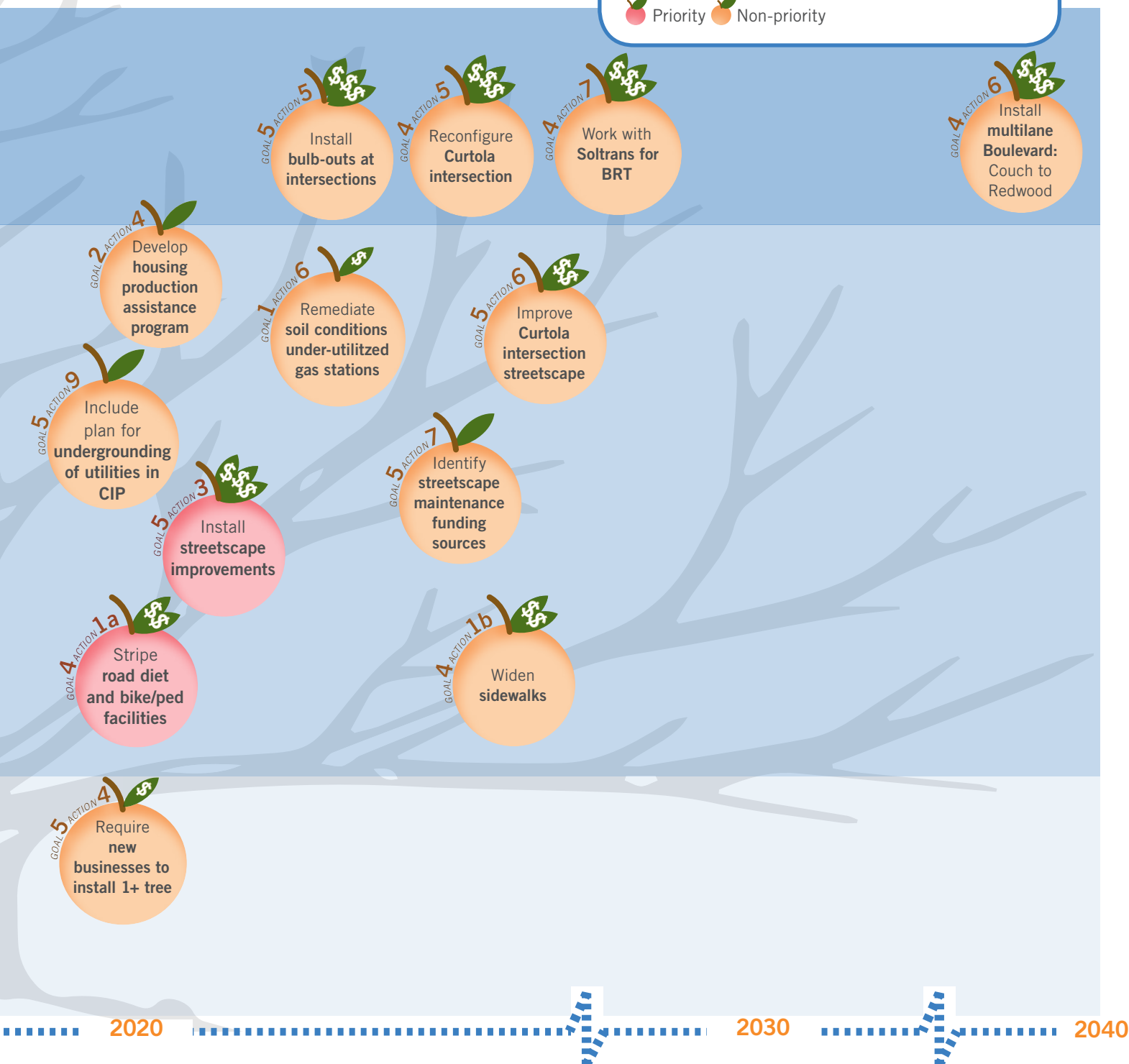
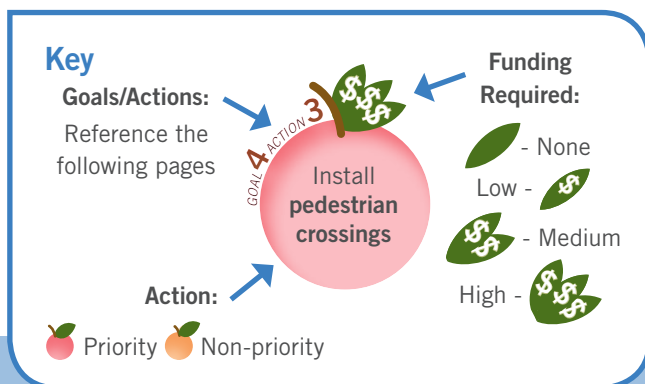
Overall, there are total of 40 implementation actions to carry out the direction of this Specific Plan. Thirteen of those actions are from the 2013 Corridor Design Plan and are included with updated language to reflect information learned through the process of preparing this Specific Plan. This section identifies and prioritizes those implementation actions that will both put Sonoma Blvd. in a 'ready' position for reinvestment and that will catalyze reinvestment

in the near term. By carrying out the priority actions, it is expected that positive change will be generated in the Plan area to begin reversing negative trends and attracting reinvestment that aligns with this Specific Plan and the community's expectations. As these priority actions are completed, the implementation actions remaining are addressed next (see pages 4-14 to 4-18).



### Implementation Graphic Explained

The graphic below illustrates what each of the 37 implementation actions needs in terms of effort and cost. This is organized over the life of this plan to help the community put all of these actions into perspective. The actions lower on the graph therefore require less effort and cost - the 'low-hanging fruit' - while the actions higher on the graph require more effort and cost to complete.





## Goal 1: Economic Development

The corridor is transformed from an underutilized series of properties with low appeal into vibrant, highly appealing, grouping of addresses for a wide range of activities and job generating businesses. Walkable, mixed-use urban villages, accessible by foot and attractive to people in adjacent areas, receive targeted development efforts to become amenities.

### Expected Outcomes

- Each urban village is distinct in response to location and role. The urban villages at Georgia St. and Couch St. are community-serving, aimed at drawing customers from a larger area. The urban villages at Curtola Pkwy., Indiana St. and Valle Vista Ave. are neighborhood-serving, aimed at drawing customers from adjacent neighborhoods. Each urban village concentrates businesses into areas that feature enhanced streetscapes and ground floor retail, restaurants, and services; and a variety of housing above and behind businesses and along side streets;
- Market-rate and workforce housing provide new customers at and near each urban village.
- Offices and neighborhood-serving businesses broaden each urban village's appeal as an amenity.
- Reinvestment is attracted through consistency in decision-making and processing of permit applications.
- Office/retail that attracts foot traffic is allowed by right at urban villages.
- Market-rate and workforce housing that meets all requirements is allowed at urban villages by right.

Implementing Actions	Timeframe*	Cost**	Funding	Responsible Party
1.1 Establish the Sonoma Blvd. Revitalization team consisting of City stakeholders and members of City commissions to oversee implementation.	9 mo	\$2,500	Specific Plan Implementation Fee	Economic Development Div.
1.2 Prepare, adopt form-based zoning to address the varying needs of property along Sonoma Blvd. and to implement the range of development and uses described in the vision, and work with property owners, real estate and development community to help them learn how to use the new zoning.	6 mo	\$200,000	SGC grant	Planning Div.
1.3 Prepare and adopt updated liquor license ordinance that enables new alcohol-serving establishments by addressing current 1,000 foot separation requirement.	6 mo	\$5,000	Specific Plan Implementation Fee	Planning Div.
1.4 Periodically, hold 'Vallejo is open for Business' sessions aimed at assisting existing businesses and recruiting new businesses and developers.	6 mo	\$2,000 per yr	Specific Plan Implementation Fee	Economic Development Div.
1.5 Coordinate the variety of development projects through consolidated project-review by City staff.	1 mo & ongoing	none	n.a.	Planning Div.
1.6 Work with owners of gas station sites and other sites to facilitate remediation of soil conditions and to ready sites for development.	by 2021	none	n.a.	Economic Development Div.
1.7 Establish Specific Plan implementation cost-recovery fee per California Government Code 65456	1 mo	\$3,500	Specific Plan Implementation Fee	Planning Div.
1.8 Establish integrated finance district to fund a Targeted Assessment for sidewalk, streetscape plantings, trees, furnishings and related enhancements that can motivate reinvestment.	1 yr	\$15,000	Property Owners	Economic Development Div.

**Key:** \*within stated range of time after Plan Adoption      \*\*Cost per 2015 estimates

## Goal 2: Variety of Housing

The corridor provides a variety of market-rate and workforce housing types aimed at bringing more workers to Vallejo and providing choices not found elsewhere in Vallejo such as the opportunity to live and work at home, to live at or near an urban village, or to live without a personal vehicle.

### Expected Outcomes

- Increased population along Sonoma Blvd. translates into increased safety and appeal of urban villages and Sonoma Blvd. as a whole.
- Workforce housing provides the area with new customers and people available for local jobs.
- Living on or near Sonoma Blvd. becomes a realistic option for market-rate buyers and renters.
- Missing Middle housing, new and rehabilitated, is allowed by right providing many new choices for residents and developers while sensitively fitting the context.
- New housing between Curtola Pkwy. and Capitol St. addresses Vallejo's Priority Development Area intentions of increasing housing choices within walking distance of new jobs and transit.

Implementing Actions	Timeframe*	Cost**	Funding	Responsible Party
2.1 Inform and recruit housing developers to consider the sites for housing on Sonoma Blvd. along segments and at urban villages.	1 mo & ongoing	none	n.a.	Economic Development Div.
2.2 Encourage workforce housing development in order to attract market-rate housing development.	6 mo	none	n.a.	Housing & Community Development Div.
2.3 Review the residential development impact fees to determine if any reduction is possible given that the existing utility infrastructure accommodates the development projected by this Specific Plan.	by 2018	\$5,500	Specific Plan Implementation Fee	Planning Div.
2.4 As funding is available, develop a housing production assistance program that includes financing and expedited entitlements in exchange for effective property management.	by 2019 & ongoing	n.a.	n.a.	Housing & Community Development Div.
2.5 Provide technical assistance to developers of compliant projects to provide early feedback and data to expedite the process and facilitate negotiations with property owners and lenders.	1 mo & ongoing	none	n.a.	Planning Div.

**Key:** \*within stated range of time after Plan Adoption      \*\*Cost per 2015 estimates



### Goal 3: Business Activity

Interim businesses allow market testing of products and services and bring new customers and vitality to the corridor. Resident- and visitor- oriented services are concentrated at urban villages to generate a critical mass of amenities for adjacent neighborhoods and districts. Between urban villages, a wide range of businesses activates Sonoma Blvd.

#### Expected Outcomes

- Businesses locate along Sonoma Blvd. to complement businesses in downtown and adjacent districts.
- Current vacancy rates drop about 75% and rents increase about 50% as Sonoma Blvd.'s appeal increases.
- A mixture of small and large businesses with local and regional-serving products and services.
- High foot-traffic businesses concentrate at urban villages.
- Small businesses and temporary businesses locate, by right, in urban villages:
  - Curtola Pkwy.: neighborhood-serving retail and services, market-rate and workforce housing;
  - Georgia St.: extension of intense variety of community-serving retail, services and entertainment for visibility of Downtown, market-rate housing;
  - Indiana St.: neighborhood-serving retail and services, market-rate and workforce housing;
- Couch St.: community-serving retail and services with long term potential for transit-oriented, market-rate and workforce housing; and
- Valle Vista Ave.: neighborhood-serving variety of auto-oriented services; long-term opportunities for transformation to walkable urban pattern of services, retail and market-rate housing;
- Incremental improvements are facilitated.
- Small lots are able to be easily consolidated into medium or large development sites.
- Opportunities for and expectations of reinvestment are clear and reasonable, attracting the types of reinvestment that increasingly makes Vallejo an appealing option.
- Clear, flexible, form-based zoning standards enhance the character of Sonoma Blvd. through realistic choices for the varied sites.
- Existing non-conformities do not prevent improvement of sites and buildings.

Implementing Actions	Timeframe*	Cost**	Funding	Responsible Party
3.1 Simplify the zoning clearance, business license, and sign permit processes	1 mo	\$5,000	Specific Plan Implementation Fee	Planning Div.
3.2 Recruit 'micro-enterprises/pop-up' businesses and street vendors to locate at urban villages and allow them by right	3 mo & ongoing	none	n.a.	Economic Development Div.
3.3 Prepare and adopt a street food vending ordinance (CDP ED1)	3 mo	\$5,000	Specific Plan Implementation Fee	Economic Development Div.
3.4 Make this Specific Plan easily available to the finance and real estate industry to advertise the potential and invite investment	1 mo & ongoing	none	n.a.	Planning Div.
3.5 Work with existing and new restaurants and micro-enterprises to feature sidewalk dining	1 mo & ongoing	none	n.a.	Planning Div.
3.6 Collaborate with developers of compliant projects to provide early feedback, contacts, and data to expedite the process	1 mo & ongoing	none	n.a.	Planning Div.

**Key:** \*within stated range of time after Plan Adoption      \*\*Cost per 2015 estimates

## Goal 4: Mobility Choices

The streetscape is a coordinated, functional and beautiful environment accommodating all users, providing a comfortable and safe environment with the necessary amenities. Improved mobility and more choices enable residents to more easily access local jobs and provide the option of not needing to use their car.

### Expected Outcomes

- Sonoma Blvd. is reconfigured from a regional arterial to a main street that connects five walkable, mixed use urban villages between Curtola Pkwy. and Valle Vista Ave.
- The reconfiguration of Sonoma Blvd. with changing character at urban villages generates a greater pedestrian-oriented character from Curtola Pkwy. to Nebraska St. North of Nebraska St., the reconfiguration is to a 4-lane avenue, and at Missouri St. to a multi-lane boulevard featuring frontage streets in addition to the main roadway.
- The physical character and activity of downtown give the motorist, bicyclist, and pedestrian the visual understanding that they have entered Vallejo's Downtown.
- Between Curtola Pkwy. and Nebraska St., traffic speeds are slowed to 25 miles per hour to increase safety, the appeal of real estate along Sonoma Blvd., and promote a sense of place at urban villages. North of Nebraska St., traffic speeds are higher with lower speeds on frontage streets parallel to Sonoma Blvd. north of Couch St. with new buildings. On-street parking and bicycle lanes bring new customers to Sonoma Blvd.
- From Curtola Pkwy. to Nebraska St., Sonoma Blvd. narrows from four to two travel lanes, accommodating existing and future traffic with enhanced transit amenities, widened sidewalks, improved crossings, dedicated bike lanes, on-street parking, left-turn lanes at Curtola Pkwy., Pennsylvania St., Maine St., Georgia St., Florida St., Ohio St., Tennessee St., Illinois St., and Nebraska St.
- Transit service is improved to provide 15-minute headways, becoming an amenity for residents and employees.
- Parking-needs and costs are addressed through TDM programs, shared parking, and other alternatives to standard parking req'ts.
- Recreational access is provided for residents and visitors by connecting Sonoma Blvd. to the Bay and Vine Trails.

Implementing Actions	Timeframe*	Cost**	Funding	Responsible Party
4.1 (a) Stripe for 2-lane main street with bicycle lanes from Curtola Pkwy. to Arkansas St. (b) Widen sidewalks in phases: Pennsylvania St. to Capitol St.; Capitol St. to Indiana St.; and Indiana St. to Nebraska St.	(a) by 2019 (b) 2021 to 2025	\$200K	MTC Active Transpo. Program Grant <sup>1</sup>	Public Works Dept.
4.2 Apply for an encroachment permit from Caltrans. Work closely with Caltrans to develop improvement plans that implement this Specific Plan and address Caltrans' needs.	by 2018	none	n.a.	Public Works Dept.
4.3 Install pedestrian crossings at all intersections (CDP T2, 3) with the initial installations at Curtola Pkwy., Pennsylvania St., York St., Georgia St., Virginia St., Carolina St., Florida St., Kentucky St., Alabama St., Tennessee St., and Indiana St.	by 2018	\$15K	MTC Active Transpo. Program Grant <sup>1</sup>	Public Works Dept.
4.4 Work with Solano Transit Authority (STA) to incorporate street and streetscape improvements into STA's funding cycles for possible grant funds	by 2018 & ongoing	none	n.a.	Public Works Dept.
4.5 Reconfigure the Curtola Pkwy. intersection north to Pennsylvania St. per the vision to improve its function and to accommodate the 2040 plan.	2021 - 2031	\$1.54M	Transpo. Impact Fee	Public Works Dept.
4.6 Install multi-lane Boulevard per the vision from Couch St. to Redwood St.	2030 - 2040	\$5M	Targeted Assessment District	Public Works Dept.
4.7 Work with SolTrans to install a BRT route along Sonoma Boulevard that provides 15-minute headways.	2023 - 2040	\$6M	Add'l sources TBD	Public Works Dept.
4.8 Strengthen relationships with local bike organizations and develop a program to promote bike awareness and safety. (CDP PA-8).	by 2018 & ongoing	none	n.a.	Public Works Dept.

**Key:** \*within stated range of time after Plan Adoption

\*\*Cost per 2015 estimates

<sup>1</sup>City Development Excise Tax

## Goal 5: Improved Public Realm

Streetscapes are most enhanced at urban villages, incorporating the unique character of each area and promoting identity for the many different areas along Sonoma Blvd. Streetscapes along corridor segments are enhanced to visually relate to the adjacent urban village. Streetscapes and public spaces are inclusive of the whole community, reflecting Vallejo's rich culture through site furnishings, street lamps, trees, public art and improved sidewalks that make walking along and being on Sonoma Blvd. appealing again.

### Expected Outcomes

- Sonoma Blvd.'s physical connections are improved in all directions, especially for visitors entering from the south and north, providing a positive 'First Impression'.
- New development and streetscape improvement projects install utilities underground, as feasible.
- Sonoma Blvd.'s physical character—building facades and frontages, roadways, sidewalks, transit facilities and bikeways—

is coordinated with each of the three sub-areas identified in the vision generating identity and visual interest.

- Functional and locally relevant streetscape improvements including landscape planters, solar equipment, and street trees, as well as parklets establish appeal, promote safety, and environmental stewardship.
- Vallejo's rich culture is exposed through temporary and permanent public art coordinated with each of the three sub-areas.

Implementing Actions	Timeframe*	Cost**	Funding	Responsible Party
5.1 Establish a permanent maintenance program initiated in 2012 to keep Sonoma Blvd. clean and attractive at all times (CDP PP3). Include the cost of maintaining the new street design and streetscape features.	by 2018 & ongoing	\$75,000 per yr	Targeted Assessment District	Economic Development Div.
5.2 Reestablish the Downtown façade improvement program (CDP ED 2, 4) and expand to cover Sonoma Blvd. Initially, the program will lack funding and is aimed at administrative and design assistance with new signage and facade improvements. As funding is available, improvements are focused in phases: (a) Curtola Pkwy. to Florida St., (b) Florida St. to Indiana St., (c) Indiana St. to Missouri St.	by 2018 & ongoing	\$50,000 per yr	CDBG	Planning Div.
5.3 Once widened sidewalks are installed (4.1.b), install street trees, irrigation and lighting (CDP DE 2,7) in phases: (a) Curtola Pkwy. to Florida St.(b) Florida St. to Indiana St.(c) Indiana St. to Missouri St. Coordinate improvements with CalTrans.	by 2019	\$3.25M	MTC One Bay Area Grant Program <sup>1</sup>	Public Works Dept.
5.4 Require that each new business install at least one street tree if there are missing trees along its frontage. Adjust this to size of business/project.	12 mo & ongoing	\$150 per tree	Property Owner	Planning Div.
5.5 Install bulb-outs at intersections with enhanced landscaping, benches, streetlights, street trees (CDP T4) and crosswalks with initial installations at Curtola Pkwy, Pennsylvania, York, Georgia, Virginia, Carolina, Florida, Kentucky, Alabama, Tennessee, & Indiana Streets. Coordinate with CalTrans.	by 2020	\$900K	MTC One Bay Area Grant Program <sup>1</sup>	Public Works Dept.
5.6 Improve the appearance of the Curtola Pkwy. 5-point intersection through new sidewalks, street trees, planters, street lights and plaza. Coordinate with CalTrans.	2020 - 2040	\$385K	MTC One Bay Area Grant Program <sup>1</sup>	Public Works Dept.
5.7 Identify funding to plant street trees and on-going maintenance of streetscape improvements.	2025 - 2030	none	n.a.	Economic Development Div.
5.8 Establish a public art committee or via oversight of the Design Review Board to install temporary and permanent public art. Provide an incentive tied to additional development potential or fee-reductions. (CDP DE 6).	6 mo & ongoing	none	n.a.	Planning Div.
5.9 Include undergrounding utilities in City's Capital Improvement Program & coordinate w/new development to distribute costs. (CDP DE 3). Coordinate w/CalTrans.	12 mo & ongoing	none	n.a.	Public Works Dept.
5.10 Expand the downtown wayfinding program in an inexpensive way by using buildings and their features as well as interesting streetscape elements.	3 mo & ongoing	per project: approx \$5K	Project Developer	Planning Div.
5.11 Adjust City's minimum park size to include the civic spaces in this Specific Plan	by 2018	none	n.a.	Planning Div.
5.12 Prepare plans for Sonoma Blvd streetscape improvements	by 2018	\$1M	MTC One Bay Area Grant Program <sup>1</sup>	Public Works Dept.

**Key:** \*within stated range of time after Plan Adoption

\*\*Cost per 2015 estimates

<sup>1</sup>Option: City Development Excise Tax



## 4.4 Proposed Capital Infrastructure Improvements

State law requires that a Specific Plan identify proposed capital infrastructure improvements. This Specific Plan addresses that requirement through two categories: utility infrastructure improvements, and street-related improvements.

While most investment in the Plan area will be by private property owners, targeted public investment is needed to enhance the attractiveness of the area for development in the first place. Public improvements made in conjunction with private development can stimulate private investment by reducing developer and lender perceptions of risk and improve tenant and buyer perceptions. With limited public resources, there is always the risk of spreading public improvements over too large an area resulting in no beneficial impact. The approach to public improvements needs to focus on areas that are ready for market rate development. The success of these areas is expected to stimulate larger amounts of development interest elsewhere in the Plan area.

### 4.4.1 Utility Infrastructure System

The existing utility system is able to support the 2040 buildout without any improvements or modifications.

#### Water Supply System

Existing water mains provide adequate water service for the Sonoma Blvd. area. No future upgrades are anticipated. New development will be required to size internal water service mains and fire protection facilities in accordance with City standards and code regulations. See Appendix A.5.2 for technical memo supporting this conclusion.

#### Wastewater System

The sewer main collection systems along Sonoma Blvd. are adequately sized to serve future development and no upsizing is required. Development will be required to size internal (within development site) sewer service mains and laterals in accordance with VSFC standards and regulations. See Appendix A.5.2 for technical memo supporting this conclusion.

#### Stormwater Drainage System

The existing drainage facilities are adequate to serve the existing development and improvements in the Plan area. No future upgrades to the drainage facilities are expected. New development is still restricted to no increase in flows per the NPDES permit. See Appendix A.5.2 for technical memo supporting this conclusion.

#### Dry Utilities (Telecommunications, Cable, Natural Gas, Electricity)

Improvements for the telecommunication, cable, gas, and electric will be determined on a project specific basis and required to be constructed by the applicant or utility provider.

### 4.4.2 Street-Related Improvements

In response to the vision, Sonoma Blvd. is to be reconfigured within the existing right-of-way from its current configuration to three different configurations along the 1.8-mile Plan area:

- **Curtola Pkwy. to Nebraska St.** One lane in each direction with widened sidewalks, bike lanes, on-street parallel parking, left-turn lanes at certain intersections, and curb-extensions at all intersections;
- **Nebraska St. to 3200 block of Sonoma Blvd. and South Plan Boundary to Curtola Pkwy.** Two lanes in each direction with bike lanes, a planted median that provides for left-turn lanes at intersections, and curb-extensions at intersections; and
- **3200 block of Sonoma Blvd. to Redwood St.** Multi-way boulevard with two lanes in each direction and flanking frontage streets with bike lanes, on-street parallel parking and sidewalks with street trees.

Each of these configurations is quantified in Table 4.4.1 as to its length along Sonoma Blvd. and its probable range of estimated cost.

### 4.4.3 Streetscape Improvements along Sonoma

Sonoma Blvd. is to receive a variety of improvements ranging from street trees, streetlights and landscaping to intersection bulb-outs, pedestrian crossings, benches, and transit shelters. Each of these improvements is quantified in Table 4.4.1 as to its particulars and probable range of estimated cost.

Table 4.4.1 identifies public improvements that will be undertaken or led by the City. It does not include frontage or other improvements that would be made by developers within their projects or on their street frontage. It also does not include utility improvements that would be expected to be financed by utility providers from the connection fees and service-charges they collect. Park improvements that would be funded by the Greater Vallejo Recreation District, funded from park impact fees collected from new development, are also not included.

The most significant cost element is the reconfiguration of Sonoma Blvd. from Couch St. to Redwood St. to create a system of frontage roads and other improvements to facilitate multi-modal

transportation and encourage development adjacent to the street. The cost of these improvements, at approximately \$5 million, represents approximately one-half of the total public improvement project. This improvement is an important element of redeveloping this section of Sonoma Blvd. into a contemporary mixed-use environment, and its timing should be based on when the large shopping urban village and other properties in this area are ready to redevelop, which is likely to be in the longer-term. Without this improvement, the cost of the total improvement program is approximately \$5.4 million.

Another improvement not on this list because it is outside the Plan area, but has the potential to stimulate development in the Plan area, is the restoration of White Slough. Restoration of the Slough enhances the potential for the vacant, 10-acre parcel at the northwest corner of Sonoma Blvd. and Redwood St., the former K-Mart site, located at one of the most visible and prominent intersections in the City. The Slough is adjacent to potential routes for extension of the Bay/Ridge Trail through the Plan area and Vallejo, and connections to the Vine Trail.

Near-Term Improvements: A more limited set of improvements has been identified for the first phase of Plan implementation by 2025, with a lower cost that reflects the limited near-term potential for new development. This represents approximately \$5.59 million dollars, as summarized in Table 4.4.1 ‘Projects by 2025’.

Table 4.4.1 does not include spending on programs to support near-term revitalization programs, such as façade renovation or assistance to retailers or other businesses. The available funding for such programs needs to be first secured, and then decisions should be made on how to allocate these funds.

4.4.4 Required Public Improvements

In order to realize the vision set forth in this Specific Plan, certain streetscape and roadway improvements are necessary. Table 4.4.1 identifies these public improvements, their location and particulars as well as an estimate of the probable range of cost.

**Improvement Project\***

- 1 Sonoma Reconfiguration and Streetscape: South Specific Plan boundary to Pennsylvania St.
- 2 Curtola Pkwy. Intersection and Plaza
- 3 Sonoma Reconfiguration and Streetscape: Pennsylvania St. to Capitol St.
- 4 Sonoma Reconfiguration and Streetscape: Capitol St. to Alabama St.
- 5 Sonoma Reconfiguration & Streetscape: Alabama St. to Nebraska St.
- 6 Sonoma Reconfiguration and Streetscape: Nebraska St. to Redwood St.

\* Improvements are listed in order of location from south to north



Figure 4.4.1: Proposed Capital Infrastructure Improvements

Table 4.4.1: Required Public Improvements\*\*

Location and Details	Quantity				Range of Cost		Projects per Phase	
	Lin Ft	Sq Ft	Other	Cost per	Low	High*	1 (by 2025)	2 (by 2040)
<b>Street Reconfiguration</b>								
<b>1 South SP Boundary to Pennsylvania St. (0.18 mi; 950 linear feet): \$542,900 to \$648,000</b>								
Sidewalks, street trees, lights, benches, planting	1,900			\$246	\$467,000	\$560,000	●	
Add median w small trees (S. SP Boundary to Curtola Pkwy.)	580			\$42	\$24,000	\$29,000	●	
<b>2 Curtola Pkwy. Intersection (2 sides each St)</b>								
	4,000			\$246	\$984,000	\$1,181,000	●	
<b>3 Pennsylvania St. to Capitol St. (0.34 mi; 1,810 linear feet): \$890,000 to \$1,070,000</b>								
Street trees, lights, benches, planting	3,620			\$230	\$833,000	\$1,000,000	●	
Widened sidewalks	3,620			\$16	\$58,000	\$70,000	●	
<b>4 Capitol St. to Alabama St. (0.41 mi; 2,160 linear feet): \$1,063,000 to \$1,280,000</b>								
Street trees, lights, benches, planting	4,320			\$230	\$994,000	\$1,193,000	●	
Widened sidewalks	4,320			\$16	\$69,000	\$83,000	●	
<b>5 Alabama St. to Nebraska St. (0.34 mi; 1,800 linear feet): \$886,000 to \$1,060,000</b>								
Street trees, lights, benches, planting	3,600			\$230	\$828,000	\$994,000		●
Widened sidewalks	3,600			\$16	\$58,000	\$70,000	●	
<b>6 Nebraska St. to Redwood St. (0.62 mi; 3,270 linear feet): \$3,190,000 to \$3,840,000</b>								
Center lanes paving	144,000			\$6	\$864,000	\$1,037,000		●
Extend median to south	380			\$42	\$16,000	\$19,000		●
Curbs, sidewalk, trees, lights for 2 frontage streets	6,540			\$58	\$379,000	\$455,000		●
Pavement for 2 frontage streets	222,400			\$6	\$1,334,000	\$1,601,000		●
Traffic Signals modification			3	\$200,000	\$600,000	\$720,000		●
<b>Curtola plaza at improved intersection</b>	750			\$246	\$185,000	\$222,000	●	
<b>L.S. at intersections</b>	7,200		24 at 300	\$20	\$144,000	\$173,000	● (11)	● (13)
<b>Palms at urban villages</b>			20	\$30,000	\$600,000	\$720,000	● (12)	● (8)
<b>Ped crossings at intersections</b>			24	\$1,000	\$24,000	\$29,000	● (11)	● (13)
<b>Transit shelters</b>			12	\$5,000	\$60,000	\$72,000	● (6)	● (6)
<b>Bike route signage on Marin</b>			1	\$2,500	\$2,500	\$3,000	●	
<b>TOTAL</b>					<b>\$8,523,500</b>	<b>\$10,231,000</b>	<b>\$4,971,600</b>	<b>\$5,259,400</b>
+ 15% for design, engineering, permits + 15% contingency					<b>\$2,557,100</b>	<b>\$3,069,300</b>	<b>\$1,491,500</b>	<b>\$1,577,800</b>

## Item and Cost Factor/Information

## \*High cost scenario includes 20 percent increase over low cost scenario

Median with curb (\$22/LF), trees, streetlights, landscape (\$20/LF) = \$42 / Lin Ft

New pavement, incl fine grading, striping, soil erosion = \$6 / sf

New crosswalks (specialty paving) = \$1,000 each

Street trees and tree grates, street lights, benches, trash receptacles, container planting = \$230 / Lin Ft

New sidewalk = \$16 / Lin Ft

Traffic Signal modification = \$200,000 each

Frontage Road at 34 ft paved width

\*\*The information in this table is provided for general purposes of understanding the magnitude of probable costs in decision-making. This is distinct from actual cost-estimates where all factors are known and a clear project is defined. The above improvement projects are outlined as to their key components but are to be evaluated for possible adjustment and recalculation based on the needs and priorities of the situation. The cost-factors used in these calculations are from similar improvements in the East Bay region. The costs are based on estimates from 2015.



## 4.5 Potential Funding Strategies and Financing Plan

This Specific Plan provides numerous opportunities for investment: Reinvestment through new business activity with or without a building, reinvestment in existing buildings or reinvestment through new buildings.

### 4.5.1 New Buildings or Reinvestment in Existing Buildings

The current economic situation does not yet support new construction. This is largely due to the imbalance between the cost of new construction and the realistic lease or sales prices in Vallejo. The following strategies and financing plan are aimed at reversing this trend to realize the vision in this Specific Plan. In response to the Plan area's unique parcel sizes and configurations, three general types of new building prototypes were developed and then analyzed for financial feasibility. Each prototype was analyzed through a pro forma model that shows its development program, total development costs, sale proceeds and/or value of components at full 'lease up', and the residual land value that can be supported, (i.e. what price a developer could afford to pay for a site). Alternatives for both 'for-sale residential' and 'rental residential' were evaluated. The following is a summary of the above analyses. See Appendix A.5.3 for additional information.

#### New Construction Not Currently Feasible

No new construction project is feasible based on current market conditions. Simply put, current market rents and sale prices in Vallejo are too low to support new development and it is likely to be at least several more years before they rise to a level that justifies new development. Residential rental rates and sale prices will need to increase by up to 40 percent or more for new development to become feasible. This is a result of the 2008 financial crisis and subsequent recession that deeply depressed rental rates and sale prices in Vallejo. While there has been a modest recovery in Vallejo since then, values are still considerably lower than their peak.

#### Opportunities to Rehabilitate Existing Buildings.

The large inventory of existing multifamily residential, retail, and other buildings in the Plan area, many in need of modernization, creates opportunities for property owners, tenants, and investors to pursue redevelopment even while current market conditions do not support new development. This type of redevelopment activity is already occurring in the area and can range from smaller scale activities such as façade renovation to more intensive reconfiguration of buildings for new tenants. It is driven by the individual calculations of businesses and tenants, and the availability of investment opportunities, this means that the scope of projects, how they are financed, and their location can vary considerably when compared to new construction development. There are, however, opportunities for the City to potentially provide

flexibility in applications for redevelopment, as well as seek targeted funding assistance or grants.

#### Simple Parking Solutions Needed

Surface parking will be key for helping projects become feasible. Further, the financial feasibility analysis uses the proposed lower parking ratios identified in this Specific Plan in its development prototypes (see Section 3.4.3). The large lot mixed-use prototype with podium parking, for a Downtown location, has a much larger feasibility gap due to the higher cost of podium parking, at \$20,000 per space.

#### Non-Residential Opportunities

Near-term opportunities are more likely to be single-user stand-alone commercial tenants, along with improvement and retensing of existing buildings. Examples include tenants such as Walmart, who recently opened its Neighborhood Market store in the Plan area, as well as potentially other large format retailers. Office users with a business reason to locate in the Plan area, particularly those interested in owning their buildings, may be another opportunity. These types of tenants will construct their own facilities and are not dependent on a developer creating a larger multi-tenant project. While not evaluated, other near-term opportunities likely involve renovation and improvement of existing buildings by current property owners or investors.

#### Residential Opportunities

Near-term residential opportunities for new construction development include high quality affordable and workforce housing. These projects are not dependent on market conditions, and if properly done, can help catalyze interest from market-rate renters and homebuyers as well as developers.

#### Residual Value

If the residual value of a proposed project (the value of the completed project minus the total development cost, including developer profit) is negative or less than the current fair market value of land, there is a "feasibility gap." A feasibility gap means that the proposed development does not generate enough value to cover its costs and that a developer would not be expected to build it. Quantifying the size of any feasibility gap can inform consideration of public and/or private increase in rents and sale prices to close the gap and thereby increase the feasibility of the project, as well as how significant a market increase in rents and sale prices is needed before development is likely to occur. The seven prototypes

were analyzed and resulted in varying degrees of feasibility. See Appendix A.5.3 for additional information.

### 4.5.2 Sonoma Boulevard Street Improvements

In the near term and approximately the next 10 years, the improvements identified in Table 4.4.1 are strong candidates for funding through grants for transit-oriented neighborhood development and business incubation. In the long term, these improvements can be funded through revenues from new development.

#### Funding Sources

Funding public improvements within the City's financial constraints is an important consideration. A key principle is to not rely upon the City's General Fund for public improvements and to maximize the extent to which other sources, including developers, can contribute to the cost of these improvements. A full range of funding sources was considered to identify those with the greatest potential.

#### Funding Sources Considered But Rejected

**General Fund/City Capital Improvement Program.** This is not considered a viable option given all the other demands upon the City's General Fund.

**Enhanced Infrastructure Finance District (EIFD).** New State legislation gives cities the ability to create an enhanced infrastructure finance district that collects tax increment revenues to finance improvements. This is the most significant action the State has taken to offset the loss of redevelopment. However, use of tax increment would remove funds from the City's General Fund.

**Parking Enhancement District.** Many cities collect parking-related revenues and dedicate these funds to public improvements. This works better in areas with high demand for parking and the ability to charge. This was not considered because the only viable area for generating parking revenues is Downtown, and the Plan area portion of Downtown is a relatively small portion of the area.

**Plan Area-wide Assessment District.** California law authorizes creation of a wide variety of assessment districts that can collect revenues from property owners to finance improvements or other activities. Creation of a district requires a vote of those within the proposed district. Given the limited amount of projected new development, it is unlikely that existing property owners who do not plan to redevelop their properties would approve its creation.

#### Recommended Funding Sources

Table 4.6.2 on page 4-28 summarizes the recommended funding sources and the potential funding that could be generated, totaling approximately \$19.4 million through plan buildout.

**Development Excise Tax.** The City collects a tax on new development, currently set at \$4,567 per multifamily dwelling unit and \$0.40 per square foot of commercial development. These funds go to the City's General Fund. However, with the lack of development activity, this has not generated significant revenue for the City. This section of the Specific Plan proposes that the City dedicate revenues collected from this tax for projects in the Plan area to fund public improvements. This would be done in lieu of using other tools, such as the State's recently passed Enhanced Infrastructure Finance District (EIFD), that could divert new tax increment from the City's General Fund.

**Transportation Impact Fee.** Based on the City's current fee, slightly more than \$4 million in revenue for transportation-related improvements could be generated by plan buildout. Plan area improvements that mitigate development-related transportation impacts would need to be added to the improvement program for the impact fee.

**Targeted Assessment District.** A targeted assessment district is envisioned that would be limited to those parcels that have increased development potential and targeted for redevelopment. It would be funded through an Integrated Finance District, which means that pursuant to State law, property owner contributions would be deferred until a building permit is issued, zoning is approved, or tentative map is filed, at which time a lump-sum payment would be made. This means property owners would incur no financial impact from the assessment district until such time as they plan to redevelop their property. This type of assessment district can be used to fund sidewalk, streetscape, and other enhancements that are not mitigations and therefore ineligible for development impact fees. While a vote of those in the proposed district is required, because there is no ongoing cost, it would be expected that such a district would be feasible. For this Specific Plan, an assessment district fee that averages approximately \$3 per square foot is proposed. This reflects an approximately one percent or less increase in total development costs.

**Grant Sources.** There are a variety of potential grant sources to fund improvements in the Plan area. The southern portion lies within the Vallejo Priority Development Area, which makes it eligible for additional consideration for One Bay Area grant funding related to plan implementation. Other aspects of public improvements, particularly those that encourage pedestrian and

bicycle mobility, and reduce automobile use and greenhouse gas generation, create opportunities to pursue other grant funding sources. To the extent that the Plan area meets standards for disadvantaged communities, this can also create other opportunities to pursue grant funds.

Most grant funds are allocated through the Metropolitan Transportation Commission, largely funded by federal MAP-21 funds that consolidated previous funding programs. Most of these funds are distributed through the Solano Transportation Authority. The City needs to work with the STA to incorporate public improvements into future funding cycles. Should the City also desire to pursue grant funding through the Federal Transit

Administration, coordination is needed with the STA. Other grant sources, such as the Active Transportation Program, are funded competitively and the City can apply directly. A new source of potential funding is the State Cap and Trade funds. Draft guidelines are being developed and are expected to prioritize projects that promote affordable housing, transit access, and projects that reduce automobile use, with 50 percent of funds targeted for disadvantaged communities.

For planning purposes, this Specific Plan proposes a target level of \$7 million for all grant sources. Actual amounts would be determined based on work with STA, and future grant applications, and could be higher or lower than this amount.

## 4.6 Implementation Strategies

The preceding sections have identified the implementation actions, improvements and financing necessary to realize the vision in this Specific Plan. This section describes the approach and strategies that are to be taken to incrementally achieve the individual pieces of this implementation plan.

### 4.6.1 Implementation Strategies

The general approach to implementation of this Specific Plan is to apply strategies that reverse the trend of disinvestment and low appeal for the corridor and make investment in the area appealing again.

#### Strategy 1. Focus on Near-Term Revitalization

Although it is expected that it may take several years for new development to occur in the Plan area, there are still opportunities for the City to help enhance existing businesses in the Plan area and encourage investment to enhance and reuse existing properties. This includes the following:

- **Targeted Near-Term Improvements.** The physical appearance of many storefronts in the Plan area is outdated and unappealing to both shoppers and potential tenants. The City, prior to the dissolution of redevelopment, had façade revitalization programs that provided technical assistance and funding to property owners to update facades. The challenge since the loss of redevelopment has been securing funding for such a program. A new program would target properties that are unlikely to redevelop in the near- or medium-term.

A complementary action would be to encourage creation of parklets in street parking spaces in the central and southern portions of the Plan area. Parklets, when located in front of retail space, can create a temporary or longer-term gathering place that helps bring activity to an area.

- **Retailer Assistance and Recruitment.** A key element of a near-term revitalization strategy is to retain existing businesses, particularly retail, and help those businesses thrive. There are a number of small, independent retailers in the Plan area. A City program could provide technical assistance (e.g. merchandising, marketing and promotion, multi-channel and Omnichannel strategies for social media, etc.), through a contractor. The City's assistance could also extend to working directly with retailers to address permitting or other issues between business owners and the City, as well as identifying and addressing issues challenging multiple retailers.

A complementary effort would be to assist existing retailers who need to relocate within Vallejo, as well as working with new retailers seeking to come into the City, by matching them with available space. This would include promoting the opportunities to better serve existing residents in the Plan area, as well as overall business opportunities in the City.

- **Assistance to Other Businesses.** There are a variety of service and other non-retail businesses in the Plan area that occupy storefront and ground floor space. It is just as important that the City work to retain and support these businesses along with retailers. The Solano College Small Business Development Center provides a range of business assistance programs. The City should work to facilitate business owner awareness and participation in these programs.



- **Zoning Code Relief.** Successful revitalization of Sonoma Blvd. will be as much about renovation and improvements to existing properties (including enhancements to retail tenant mix), as it will be about new development. The variety of smaller-scale retail properties in the Plan area present an opportunity to attract retailers who wish to become property owners, as well as encourage existing owner-occupants to upgrade their properties. This type of lower-cost, more immediate investment in improvements can stimulate additional investment, and ultimately convince developers of the market potential of an area.

One challenge for property owners who wish to upgrade the older properties that are prevalent in the Plan area is that many of them do not comply with the City's current Zoning Code. Requirements to bring properties into compliance with the current Zoning Code can be either infeasible or prohibitively expensive. An important step to encourage small scale investment is to modify the Zoning Code to provide flexibility for existing non-compliant properties whose owners are making improvements, including improvements that result in a change of use. This is being addressed in the City's concurrent Zoning Code update.

- **Pop-up Retail.** Creating venues that allow temporary, "pop-up" retail can help attract shoppers to an area and create greater visibility and ultimately interest by retailers looking for permanent locations. Pop-up retail can range in time from seasonal tenants to longer-term tenants in sites awaiting development. Locations can range from existing vacant retail spaces to parking lots of other sites using shipping containers or other temporary structures (such as the StrEAT Food Park in San Francisco).

Pop-up retail needs locations that can generate traffic and have visibility. The greatest opportunities for pop-up retail in the Plan area will be in visible Downtown storefronts, and in the area around Sonoma Blvd. and Redwood St., which has the greatest density of existing retail in the Plan area. Creating food truck dining events, such as Off the Grid, is another way to create ongoing temporary events that can attract residents and workers.

- **Workforce Housing.** There is considerable concern in the City about creating new affordable or workforce housing. Many of these concerns are based on the feeling that Vallejo gets more than its "fair share" of undesirable uses, and that this type of housing is an impediment to attracting desired market-rate residential development. Sometimes the opposition to below-market-rate housing is based on a lack of understanding that residents in these types of privately developed projects are

workers in modestly paid jobs who cannot afford high Bay Area rents to house their families.

The key point for Vallejo is that targeted development of workforce housing is a proven strategy to attract new market-rate development, and therefore is an important near-term action. Market-rate developers are not currently building housing in the Plan area because they consider the local market unproven and risky. Workforce housing development of below-market-rate units involves at-risk investment and debt financing of high-quality projects that look the same as market-rate development. Investment in successful workforce housing development in depressed housing markets has been shown to change the risk perceptions of market-rate developers, and serve as a stepping stone to attracting desired new market-rate projects. Vallejo has the same opportunity to use targeted workforce housing development to stimulate recovery of its housing market.

#### **Strategy 2. Gain a Foothold and Attract New Retail by Establishing Vallejo's Presence for the Motorist by Extending Downtown out on to Sonoma Blvd.**

Building on the momentum of Downtown, bring that activity and character out to Sonoma at this urban village. Sonoma Blvd. is an entry to Downtown and needs to be emphasized to benefit this urban village and Downtown itself. The following should be pursued:

- Grocery store and drug store as amenity for city center housing;
- Restaurants looking for areas not yet established and that can draw from adjacent neighborhoods because of their product;
- Campus of several buildings on several blocks for colleges or universities to bring younger customers into the area; and
- Partner with private sector businesses that 'see the vision' and are 'proven pioneers.'

#### **Strategy 3. Attract New Market-Rate Development**

One of the challenges that Vallejo faces is slow growth, which results in the relatively modest growth projections for the City and the rest of Solano County. With large amounts of potentially developable land in the City and throughout the County, there is much more land available for development than there is demand, even in the long-term.

The Plan area is one of multiple areas in the City trying to attract new development, including the Downtown and Waterfront; Mare Island; Northgate; and the Fairgrounds, among others. Sonoma Blvd. is linked to the Downtown and Waterfront because it serves as a gateway to these areas. However, the stronger-near term market

opportunities are likely to be in the Downtown and Waterfront area because of the attractiveness of waterfront locations.

### Potential Market Support and Opportunities

Projection of how much new development the Plan area can attract needs to consider likely growth in the City and the region. Table 4.1.1 shows projected development by subarea in the near-term (2016 to 2025) and Table 4.1.2 shows medium and longer-term (2026 to 2040) based on an assessment of growth projections and the amount of growth likely to be attracted to other locations in Vallejo. These projections are based on an assumption that the transfer of the current backlog of foreclosed properties is completed, and that vacant spaces are either released or will be replaced by new development.

Growth projections are modest, including only 895 residential units of all types, and approximately 373,000 square feet of new commercial development of all types. These figures represent net new development, and do not account for redevelopment of existing square footage for the same use (e.g. redevelopment of an outdated shopping center into a more modern retail project). In established built-up areas, renovation and redevelopment of existing space, and attraction of new tenants to that space, often has as much or more of an impact than new development.

Another opportunity is attraction of an individual user or institution who seeks a campus location (e.g. a private educational institution). This is because demand from these types of users is typically not market-based, such as the large opportunity site at Sonoma Boulevard and Redwood Street or other large underutilized sites in the Plan area, but is rather driven by the mission and internal plans of their organization.

A goal of this Specific Plan is to support substantial new development. At the same time, it is important to base a specific plan on a realistic assessment of market potential, since overly optimistic projections can drive up the cost of improvements needed to mitigate development impacts. Overly expensive improvements that result in high development impact fees or other costs imposed on projects can become a barrier to desired development.

### Feasibility Challenges and Closing Feasibility Gaps

Financial feasibility analysis conducted for Specific Plan preparation identified that current market rents and sale prices for residential and commercial uses do not support new development. A considerable increase in rents and sale prices will need to occur before there is new development. The gap between current and required rents and sale prices is the reason that a moderate amount

of new development is expected in the near-term, with activity closer to 2025 than 2016.

New residential developments are likely to range from townhouse-style units to moderate-density multifamily projects, both rental and for-sale units. A key requirement for feasibility will be designing projects so that parking requirements can be met with surface parking rather than much more expensive parking structures, podium parking, or underground parking. There are likely to be a limited number of sites that can support higher-density mixed-use development that requires expensive parking construction, most likely in the Downtown portion of the Plan area and in the medium-term and beyond.

Mixed-use opportunities in the Plan area include horizontal mixed use (and mix of uses on a site) as well as residential projects with ground floor commercial uses, including live-work projects, if surface parking can be used to meet the parking requirements. Site assembly is a critical challenge for facilitating larger projects, including redevelopment of existing shopping center properties. Developers have a limited willingness to do site assembly for a large number of parcels or for complex and risky transactions. Based on capacity and available funding, the City should seek to play an active role in facilitating site assembly, including technical assistance to property owners as needed, and potentially interim purchase and holding of sites as funding permits.

### Strategy 4. Attract Reinvestment in the Initial Years by Decision-Making that Generates Improvements and Business Activity that Builds Value and Appeal

The economic outlook for the initial years of implementation is such that new construction is unlikely. In the interim, new business activity and improvements need to be of the sort that collectively add value that longer-term investors will see as amenities. This means that initial business or development proposals need to be reviewed for compliance with the new zoning standards and for consistency with the intent of this Specific Plan to attract value-building investment.

### Strategy 5. Support the Production and Improvement of Quality Housing for a Diversity of Incomes

The Vallejo Housing Element establishes policies and programs that promote the production of housing at a variety of intensities and to accommodate households of all income levels. Despite this, and like many other cities in the Bay Area, Vallejo struggles to provide sufficient housing to meet its needs. This Specific Plan provides an opportunity for the City to meet future housing needs through favorable land use policies and development standards, and incentives tailored for the corridor. The Specific Plan provides

flexibility towards the development of housing in a predominantly commercial area and is consistent with the policies and programs of the Housing Element to promote higher density residential mixed use development and a variety of housing types. The Plan area provides many of the necessary components for the development of a full range of housing, including access to services and transit and Bay Area job centers. The City needs to promote and expect projects that provide unique highly desirable and quality housing.

Although some of the housing types promoted by this Specific Plan may not be currently known in the local market, it is expected that through promotion of the Plan and its various housing choices, as directed by some of the individual actions of this chapter, these housing types will be better understood by the market and pursued by developers.

**Sonoma Blvd. is an opportunity for housing.** Facilitating the production of housing in the Plan area provides an opportunity to improve the overall economic condition of the Plan area. Projections indicate a growth in housing production for Vallejo over the next planning horizon as follows:

**Table 4.6.1: Vallejo's Housing Projections**

	Total # of units	Timeframe
<b>ABAG Housing Projections*</b>	4,350	2010-2040
<b>Sonoma Boulevard Specific Plan Development Program</b>	895	2014-2040

*\*Source: Association of Bay Area Governments (ABAG), 2013*

**Priority Development Area (PDA).** The southern portion of the Plan area overlaps with Vallejo's Waterfront Downtown Priority Development Area. Housing projections for the PDA are 950 additional units by 2040. Approximately 120 of the units are within the Plan boundaries. By leveraging the advantages of the PDA to receive priority grant-funding for public improvements and enhance visibility to the development community, there is an opportunity for the PDA to jumpstart development along Sonoma Blvd.

**Sonoma Boulevard Specific Plan.** This Specific Plan facilitates the production of quality housing at a variety of intensities and affordability levels by:

- Spurring creative new housing developments such as small lot, work/live, and mixed-use in appropriate locations by working with developers to create these products, which in turn can create new demand by increasing the pool of interested buyers and renters, and help meet the needs of both existing and future residents;

- Encouraging housing development at and near urban villages through focusing public improvements in targeted locations that will provide a customer base for urban villages; and
- Providing a clear path to entitlement via a Form-Based Code and revised zoning that will expand housing opportunities for market rate housing.

#### **Mitigate governmental constraints to housing production.**

Providing adequate sites, encouraging mixed-use, removing or mitigating governmental constraints, and providing financial or other assistance will improve the production of housing. This includes:

- Incentivizing the development of market rate housing by offering expedited entitlements and parking concessions;
- Working to consolidate small lots;
- Providing technical assistance to developers to facilitate negotiations between property owners; and
- Collaborating with developers and providing advice, contacts, and data to improve and expedite financing applications.

Further, the City should plan for the financing of public infrastructure improvements required to encourage housing along Sonoma Blvd.

**Build and Maintain Quality Residential Environments.** By continuing the Housing Rehabilitation Program, existing housing codes will be better enforced, infrastructure will be replaced as needed, and the character of existing neighborhoods protected. This may also increase owner-occupancy, address substandard housing, and promote high standards of energy efficiency.

**Prioritize Investment in Housing.** Prioritizing investment in housing within the Plan area may help focus investment where it is most needed. A variety of federal, State, and local funding is available for the City to pursue, to build, preserve and/or improve affordable housing. Such funds, often used to offset land acquisition, pre-development costs, and onsite and offsite improvements, could greatly improve the financial feasibility of housing in the Plan area and serve as an effective incentive to encourage development. Investments should align with the goals, policies and programs in the Housing Element to promote mixed use development, and encourage the creation of mixed income neighborhoods and to de-concentrate poverty.



**Flexible and Realistic Development Standards.** Adjusting development standards can incentivize the development of a variety of housing in the Plan area. Incentives include:

- Enhanced density bonuses—possibly to encourage parcel assembly;
- Reduced parking ratios that recognize the availability of transit and the need to offer the choice for more leasable space over parking that may not always be needed;
- Expedited permit processing for applications that meet the new code;
- Increased allowable heights while fitting into the context; and
- By-right zoning or administrative approval of projects.

#### Strategy 6. Secure Financing

The sources shown in Table 4.6.2 are sufficient to fund nearly all of the identified public improvements for 2025 buildout. However, if some of the above sources are not available, ultimately, the following should be pursued:

- Grant funds from existing or new sources. This would include funding should Solano County in the future adopt a transportation improvement sales tax measure as have other Bay Area counties (Solano County last had such a measure on the 2006 ballot, however it failed);
- Funding from potential redevelopment of Sonoma Blvd. as a higher-capacity transit corridor (e.g. for Bus Rapid Transit) should this or a similar type of project be planned; or
- Additional assessments on properties adjacent to the reconfigured roadway.

**TABLE 4.6.2: Potential Funding Sources for Sonoma Blvd. Public Improvements**

Funding Source	Description/Eligibility	Potential Revenues
<b>Development Excise Tax</b>	Current levy on new development that raises revenue for General Fund. This assumes funds from excise tax are made available for Sonoma Blvd improvements in the near-term.	\$1,759,000
<b>Assessment District</b>	New assessment district limited to properties that redevelop, with levy paid at time of development.	\$5,339,000
<b>Transportation Impact Fee</b>	Current Impact Fee. This assumes Sonoma Blvd improvements are added to the impact fee improvement program.	\$4,108,000
<b>Grant Sources - MTC (a)</b>	OneBayArea Grant Program \$18.8 Million to Solano County for Cycle 2, With 50% to PDA's. Funds complete streets, streetscape, site assembly, land banking, connections to transit, and other projects.	\$2,024,000 <i>(Target amount, all sources, pending project evaluation)</i>
	Safe Routes to School \$1.26 Million to Solano County for Cycle S FY 12-16. Eligible uses include bicycle and pedestrian facilities, traffic calming measures.	
	Transportation Development Act \$660,000 FY 14-15 in funding to Solano County for projects that enhance bicycle and pedestrian accessibility.	
	Active Transportation Program (MTC for region, Caltrans statewide) Competitively awarded \$30 Million in FY 14-16 and FY 15-16 for competitive bicycle and pedestrian improvements. \$180 Million statewide for same time period.	
<b>Cap and Trade Funds</b>	CA Strategic Growth Council \$130 Million FY 14-15 statewide, 20% of cap & trade funds in future years. Funding guidelines under development, focus on affordable housing near transit, projects to reduce car use.	
<b>Targeted Funding Sources</b>		<b>\$13,230,000</b>

City taxes and fees are based on FY 14-15 fee schedule. See Appendix A.5.3 for discussion on assessment district creation and fee collection.

(a) Figures represent current cycle allocation by MTC. Indicated funds are already allocation to projects. Figures are provided to establish context for future cycles that could include Sonoma Blvd projects.

Source: BAE, 2015

**Financing Strategy for Near-Term Improvements: (by 2025).**

Based on the identified sources in Table 4.6.2, and the projected first phase of development as shown in Table 4.4.1, a total of \$8.06 million in funds was identified for Phase 1. This includes a target of \$2.024 million in grant funds. No transportation impact fee revenues were projected as only a minimal portion of Phase 1 improvements include traffic mitigation measures that are eligible for use of these funds.

**TABLE 4.6.3: Targeted Funding by 2025 Sonoma Blvd Public Improvements**

Funding Source	Potential Revenues
Development Excise Tax	\$1,759,000
Assessment District	\$2,527,000
Transportation Impact Fee (a)	\$1,750,000
Grant Funds	\$2,024,000
<b>Total Targeted Sources</b>	<b>\$8,060,000</b>
<b>Use of Funding</b>	
Phase 1 (by 2025)	\$4,971,600
Reserve for Phase 2 Improvements	\$3,088,400
<b>Total Targeted Funding Sources</b>	<b>\$8,060,000</b>

(a) assumes Sonoma Blvd. improvements are added to TIF program

See Appendix A.5.3 for additional information regarding above sources.

Source: BAE, 2015

**TABLE 4.6.4: Targeted Funding by 2040 Sonoma Blvd Public Improvements**

Funding Source	Potential Revenues
Development Excise Tax	\$0
Assessment District	\$2,812,000
Transportation Impact Fee (a)	\$2,358,000
Reserve from Phase 1 Funding Sources	\$3,088,400
Grant Funds	\$0
<b>Total Targeted Funding Sources (minus Reserve from Phase 1 Funding Sources)</b>	<b>\$5,170,000</b>
<b>Use of Funding</b>	
Phase 2 Improvements	\$5,259,400

(a) Assumes Sonoma Blvd. improvements are added to TIF program

(b) See Appendix A.5.3 for additional information regarding above sources. Potentially other grants sources, area-wide assessment. Does not include development impact fees other than those shown.

Source: BAE, 2015

**Strategy 7. Provide Stability by Staying the Course but be Realistic and Provide for Adjustments**

Sonoma Blvd. needs significant reinvestment and it will not happen overnight. This will require a focused and sustained effort by the City to pursue a full range of grant funding, including from new sources as they arise, along with a designated lead within the City to coordinate, monitor, and refine implementation activities as needed. Stability and clarity about what Vallejo realistically expects are key to attracting new investment. To that end, this Specific Plan provides a clear and reasonable set of expectations and standards that minimize interpretation and eliminate uncertainties. Over the coming years, questions will arise about whether or not a project should be allowed when it does not meet the standards of this Specific Plan. In those cases, the project is to be evaluated per the goals, policies, and expectations of this Specific Plan. If the project puts forth new information that is consistent with the intent of this Specific Plan, then the Specific Plan should be considered for adjustment or clarification to allow the project. But in many cases, altering direction to appease a current proponent may inadvertently signal to the outside reinvestment community that stability and clarity have not been established and perhaps Vallejo is not ready for significant, steady reinvestment.

The Form-based Code that implements this Specific Plan has been prepared to acknowledge the economic realities of Sonoma Blvd. The standards are clear while providing flexibility and choices. When it is necessary to amend or adjust this Specific Plan or the Form-Based Code, the amendment shall be processed per the procedures described in Title 16 'Amendments'.

**Questions not specifically answered to use the direction from this Specific Plan**

Ideas or questions will come along that were not specifically discussed in this Specific Plan. This Specific Plan has been prepared to frame the range of expected outcomes for the variety of places and situations along Sonoma Blvd. The goals, policies and expected outcomes are to be used in combination with the vision described for the particular area(s) when considering new ideas or questions not specifically addressed in this document.





# Glossary 5

Chapter



## Sub-Sections

- 5.1.1 Definitions of Specialized Terms and Phrases. . . . . 5-2
- 5.1.2 Definitions of Use Types . . . . . 5-6

## 5.1 Glossary

### 5.1.1 Definitions of Specialized Terms and Phrases

#### Definitions, “A.”

**Accessory Structure.** A structure physically detached from, secondary and incidental to, and commonly associated with a primary structure and/or use on the same site. The use of the Accessory Structure must not change the character of the use for the site. Accessory Structures normally associated with a residential property include, but are not limited to: Garages (unenclosed or enclosed) for the storage of automobiles (including incidental restoration and repair), personal recreational vehicles and other personal property; studios; workshops; greenhouses (noncommercial); enclosed cabanas and pool houses; storage sheds; and outdoor saunas.

Accessory Structures normally associated with a non-residential property include, but are not limited to: Garages (unenclosed or enclosed) for the storage of automobiles and work related vehicles and equipment (including incidental restoration and repair); storage structures; workshops; and studios.

A permitted Accessory Structure is not allowed by right to have an Accessory/Secondary Unit. This use is regulated separately as “Dwelling, Accessory/Secondary Unit.” See also “Agricultural Accessory Structure” and “Dwelling, Accessory/Secondary Unit.”

**Allowed Use.** Uses that are allowed by right and are not subject to the conditions of approval, mandatory review periods, or expiration periods as required for Conditional Use Permits or Minor Use Permits.

**Ancillary Structure/Ancillary Building.** See “Accessory Structure.”

**Architectural Features.** Exterior building elements intended to provide ornamentation to the building massing, including, but not limited to: eaves, cornices, bay windows, window and door surrounds, light fixtures, canopies, and balconies.

#### Definitions, “B.”

**Building Type.** A structure defined by its combination of configuration, disposition and function.

**Build-to Line (BTL).** A line parallel to a property line or right-of-way where a front and side street building facade must be placed. The BTL may appear graphically on the regulating plan or be stated as a dimension from the property line or right-of-way. Minor deviations from the BTL are allowed for architectural features, recessed entries, and recessed balconies and do not count against

the required amount of % of BTL Defined by a building or Building at the BTL.

**Bungalow Court (syn Cottage Court).** See Section 16.3.3.070 (Building Types).

#### Definitions, “C.”

**Ceiling Height, Ground Floor.** Height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms and storage spaces.

**Ceiling Height, Upper Floor(s).** Height from finished floor to finished ceiling of primary rooms on the floor(s) above the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms and storage spaces.

**Charrette.** A multiple-day collaborative design and planning workshop held on-site and inclusive of all affected stakeholders.

**Civic.** A term defining not-for-profit organizations that are dedicated to arts, culture, education, religious activities, recreation, government, transit, and public parking facilities.

**Civic Building.** A structure operated by governmental or not-for-profit organizations and limited to civic and related uses. Civic buildings are exempt from the Building Standards in 16.3.3.

**Civic Space.** An outdoor area dedicated for civic activities.

**Commercial.** A term defining workplace, office and retail uses collectively.

**Common Courtyard.** An entry court, forecourt or courtyard shared by multiple residential units or commercial spaces.

#### Definitions, “D.”

**Depth, Ground-Floor Commercial Space.** The distance from the street-facing facade to the rear interior wall of the ground-floor space available to a commercial tenant.

**Director.** The Community Development Director or his or her duly appointed representative.

#### Definitions, “E.”

**Encroachment.** Any architectural feature, structure or structural element, such as a gallery, fence, garden wall, porch, stoop, balcony, bay window, terrace or deck, that breaks the plane of a vertical or

horizontal regulatory limit extending into a setback, beyond the build-to-line, into the public frontage, or above a height limit.

#### Definitions, “F.”

**Facade.** The vertical surface of a building.

**Facade Zone.** The area between the minimum and maximum setback lines where the front and side street building facades must be placed.

**Finish Level, Ground Floor.** Height difference between the finished floor on the ground floor and the adjacent public walk. In the case of a loading dock frontage that serves as the public right-of-way, the floor finish level is the height of the walk above the adjacent street. Regulations for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in multi-unit buildings.

**Flex Space.** A room or group of internally connected rooms designed to accommodate an evolution of use over time in response to an evolving market demand. Typically designed to accommodate future commercial uses, while accommodating less intense short-term uses, such as residential or live/work, until the full commercial demand has been established.

**Focal Point.** A prominent architectural element, such as a tower, corner bay window (chamfered or round) or significant facade articulation and typically used to terminate or deflect a view or mark an important entrance.

**Formally Disposed.** Composed in a formal arrangement, in a regular, classical, and typically symmetrical manner.

**Front.** The primary frontage(s) of a lot, determined as follows:

For lots with frontages along multiple thoroughfares, the frontage along the thoroughfare with the most pedestrian activity, as determined by the Director, will always be the Front. All other frontages may be considered to be Side Street Frontages.

For lots with frontages along a thoroughfare and a civic space, the Front may be the frontage along either the thoroughfare or the civic space, or both frontages may be treated as Fronts, with the following exception: the frontage along certain Civic Spaces may be required to be a Front, as per the Civic Space Standards (see 16.3.8).

For lots with a single frontage along a thoroughfare or a Civic Space, but not both, that frontage is the Front.

**Frontages along Alleys, Service Drives, and Parking Drives may never be a Front.**

**Frontage.** A strip or extent of land abutting a thoroughfare, civic space or other public right-of-way.

**Frontage, Private.** The area and building elements between the facade of a building and the frontage line.

**Frontage, Public.** The area between the curb of the vehicular lanes and the frontage line.

**Frontage Line.** The property line(s) of a lot fronting a thoroughfare or other public way, or a Civic Space.

**Frontage Type.** A private frontage defined by its combination of configuration, disposition and function. See 16.3.4 (Frontage Type Standards).

#### Definitions, “G.”

**Garage.** A structure, or part thereof, used or intended to be used for the parking and storage of motor vehicles.

**Gateway.** The physical arrangement of buildings, street trees, and travel lanes that visually frame a memorable view.

**Grain, End.** Lots at the end of a block. Lots have either their front or side along the adjacent street.

**Grain, Long.** Lots at the end of a block that have their ‘front’ or narrower side perpendicular to the primary street.

#### Definitions, “H.”

**Height, Building.** The vertical distance as measured from the adjacent sidewalk to the top plate of the highest story.

**Height, Overall.** The vertical distance as measured from the adjacent sidewalk to the top of the highest roof or parapet.

#### Definitions, “I.”

**Illustrative Plan.** A diagram that shows one of various possible scenarios allowed by the Specific Plan and Form-Based Code.

**Infill.** The development of vacant land that was bypassed by earlier waves of development and is now largely surrounded by developed land.



**Definitions, “J.”**

No specialized terms beginning with the letter J are defined at this time.

**Definitions, “K.”**

No specialized terms beginning with the letter K are defined at this time.

**Definitions, “L.”**

**Liner Building.** An occupiable structure specifically designed to mask a parking lot or a parking structure from a frontage.

**Definitions, “M.”**

**Mews.** A small thoroughfare that is lined by dwellings and other small buildings at the rear of lots.

**Missing Middle Housing.** Building types from before World War II including townhouses, duplexes, small four-unit apartment buildings, small courtyard buildings, and small mixed-use buildings. These buildings provide a range of housing choices and intensities that help support neighborhood retail and are typically found in Walkable Urban neighborhoods.

**Mixed-Use.** Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

**Mixed-Use Project.** A development that combines both commercial and residential uses on the same site, typically with the commercial uses occupying the ground floor street frontage and the residential uses above.

**Definitions, “N.”**

**Naturally Disposed.** A preservation of the existing natural condition or a composition of elements arranged as they would appear in nature, with irregular shapes and asymmetry.

**Definitions, “O.”**

No specialized terms beginning with the letter O are defined at this time.

**Definitions, “P.”**

**Passive Recreation.** Recreation requiring little or no physical exertion focusing on the enjoyment of one’s natural surroundings.

**Pedestrian Shed.** An area centered on a major destination such as a transit station, civic building, or grouping of shops and services. Its size is limited by an average distance that may be traversed at an easy walking pace in a given amount of time from its center to its edge. Pedestrian sheds are useful for planning walkable areas.

**Definitions, “Q.”**

No specialized terms beginning with the letter Q are defined at this time.

**Definitions, “R.”**

**Residential.** Premises used primarily for human habitation.

**Definitions, “S.”**

**Scale, Block.** Buildings that individually are as large as a block or collectively are arranged along the sidewalk to form a continuous facade as long as most of or an entire block.

**Scale, House.** Buildings that are the size of houses and often containing multiple dwellings typically set apart from the nearest building by setbacks.

**Setback.** The mandatory clear distance between a property line and a structure.

**Shared Parking.** Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

**Substantial Compliance.** When physical improvements to the existing development site are completed which constitute the greatest degree of compliance with current development provisions.

**Storefront.** The portion of a frontage composed of the display window and/or entrance and its components, including windows, doors, transoms and sill pane, that is inserted into various frontage types, such as a shopfront or gallery, to accommodate retail uses.

**Story.** An above-grade habitable floor level within a building.

**Half-Story.** A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows.

**Structure.** Anything constructed or erected, the use of which requires attachment to the ground, attachment to something located on the ground, or placement on the ground.

**Definitions, “T.”**

**Tandem Parking.** A parking space deep enough to allow two cars to park, one behind the other.

**Terminated Vista.** The visual condition when a location at the axial conclusion of a thoroughfare is accented by a prominent physical feature such as a building, a prominent element of a building, or a view of a civic space or natural feature.

**Temporary Parking Lots.** Parking lots that are not permanent, are only intended to fulfill a short-term need, and ultimately will be replaced by a permanent building or structure. Temporary Parking lots are not subject to the parking location regulations and liner requirements for above grade parking in the Building Form Standards, but must comply with all landscaping standards.

**Transect.** A cross-section of the environment showing a range of different habitats. The rural-to-urban transect of the human environment is divided into multiple transect zones that describe the physical form and character of a place according to the intensity of its use(s) and urbanism.

**Transect Zone.** One of several areas on the regulating plan that identifies an environment with a range of physical form, character and intensity. See Section 16.3.2 (Transect Zones).

**Transit Station.** A lot or structure used for the purpose of parking, loading and unloading freight and passengers from train or bus transportation. May include parking facilities and other commercial amenities to service transit passengers.

**Transit Stop.** A location where buses stop to load and unload passengers. A transit stop may or may not include a shelter or a pullout.

#### Definitions, “U.”

**Use Permit, Conditional.** A permit issued by the Planning Commission subject to conditions being applied to ensure compatibility not otherwise possible by applying only the zoning standards.

**Use Permit, Minor.** A permit issued by the Planning Director subject to compliance with operational standards in Title 16 aimed at compatibility with neighboring properties.

**Utilities.** Installations or facilities or means for furnishing to the public, electricity, gas, steam, communications, water, drainage, sewage disposal, or flood control, irrespective of whether such facilities or means are underground or above ground; utilities may be owned and operated by any person, firm, corporation, municipal department or board, duly appointed by state or municipal regulations. Utility or utilities as used herein may also refer to such persons, firms, corporations, departments, or boards.

**Urban Village.** An urban village is located on mixed-use corridors and is a walkable, bicycle-friendly, and transit-oriented mixed-use setting with shops and services catering to the daily needs of residents. An urban village supports transit use, incorporates civic

spaces and facilities, and acts as a center of community life and as a neighborhood focal point.

#### Definitions, “V.”

No specialized terms beginning with the letter V are defined at this time.

#### Definitions, “W.”

**Work/Live Unit.** An integrated dwelling and working space in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity with a substantial commercial component that may accommodate employees and walk-in trade.

#### Definitions, “X.”

No specialized terms beginning with the letter X are defined at this time.

#### Definitions, “Y.”

No specialized terms beginning with the letter Y are defined at this time.

#### Definitions, “Z.”

No specialized terms beginning with the letter Z are defined at this time.

## 5.1.2 Definitions of Use Types

### Definitions, “A.”

**Adult-Oriented Businesses.** See Vallejo Municipal Code.

**Agricultural Accessory Structure.** A building for sheltering animals or agricultural equipment, hay, feed, etc. These structures include, but are not limited to: barns, non-commercial greenhouses, coops, corrals, and pens. Does not include pasture fencing.

**Alcoholic Beverage Sales.** The retail sale of beer, wine, and/or spirits for on-site or off-site consumption, either as part of another retail use or as a primary business activity.

**Allowed Use.** Uses that are allowed by right and are not subject to the conditions of approval, mandatory review periods, or expiration periods as required for Use Permits or Minor Use Permits. For an allowed use, the Director may not impose requirements and conditions with respect to location, siting, construction, maintenance, operation, duration, and overall development. However, if the Director determines that an allowed use may have negative impacts on adjacent properties and the public interest, impacts that are atypical for the use and/or unanticipated by this regulating code, a Minor Use Permit may be required.

**Animal Keeping, Small.** The raising or keeping of small animals kept wholly or partially outside of a residential structure, including, but not limited to: rabbits, fowl, and poultry. Does not include animals normally considered as household pets (as determined by the Director).

**Animal Keeping, Livestock.** The raising or keeping of large animals kept wholly or partially outside of a residential structure, including, but not limited to: horses, mules, llamas, bison, elk deer, cattle, swine, sheep, poultry, ostrich and goats. Does not include animals normally considered as household pets (as determined by the Director).

**Animal Kennel.** A commercial facility for the grooming, keeping, boarding or maintaining of five or more animals (four months of age or older), except for dogs or cats for sale in pet shops or in animal hospitals. Includes pet day care.

**Animal Medical Services, Animal Clinic and Animal Hospital.**

1. **Animal Clinic.** An establishment used by a veterinarian where animals are treated
2. **Animal Hospital.** An establishment where a veterinarian treats animals of any size and where there may be functions and facilities that are not completely enclosed within a structure.

**ATM.** An automated teller machine (computerized, self-service machine used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without face-to-face contact with financial institution personnel), located outdoors at a bank or in another location. Does not include drive-up ATM's.

**Automobile Filling Station.** Where petroleum products are dispensed for retail sales to automobiles, and may include a canopy, car wash, and/or accessory retail. Does not include the repair or servicing of vehicles (see “Vehicle Services”).

### Definitions, “B.”

**Bank/Financial Services.** Financial institutions, including, but not limited to: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, and vehicle finance (equity) leasing agencies. Does not include check-cashing stores. (See also “ATM.”)

**Bar/Tavern/Night Club.** See “Eating or Drinking Establishment.”

**Building Supplies/Lumber Yard.** An establishment in which building or construction and home improvement materials are offered or kept for retail sale, which may also include the fabrication of certain materials related to home improvement and/or the outdoor storage of such materials designated for retail sale.

**Business Incubator Structures.** Structures that are intended to fulfill a short-term need to provide space to start a business.

**Business Support Service.** An establishment within a building that provides services to other businesses. Examples of these services include, but are not limited to: Computer-related services (rental, repair) (see also “Maintenance Service - Client Site Services”), copying, quick printing, and blueprinting services, film processing and photofinishing (retail), mailing and mailbox services.

### Definitions, “C.”

**Commercial Recreation Facility.**

1. **Indoor.** An establishment providing indoor amusement and entertainment services for a fee or admission charge, including:
2. **Bowling alleys, coin-operated amusement arcades, electronic game arcades (video games, pinball, etc.),** ice skating and roller skating, pool and billiard rooms as primary uses.



3. **Any establishment with four or more electronic games or amusement devices (e.g., pool or billiard tables, pinball machines, etc.)** or a premises where 50 percent or more of the floor area is occupied by electronic games or amusement devices is considered a commercial recreation facility; three or fewer machines or devices are not considered a use separate from the primary use of the site. Does not include adult-oriented businesses.
4. **Fitness facility.** A fitness center, gymnasium, or health and athletic club, which may include any of the following: sauna, spa or hot tub facilities; indoor tennis, handball, racquetball; archery and shooting ranges; and other indoor sports activities. Does not include adult-oriented businesses.
5. **Outdoor.** A facility for outdoor recreational activities where a fee is charged for use. Examples include picnicking areas; miniature golf courses; and water slides. May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including bars and restaurants, video game arcades, etc. Does not include golf courses.
6. **Swimming Pool, Public or Private.** Any pool, pond, lake or open tank located within or outside of a building, and containing or normally capable of containing water to a depth at any point greater than one and one-half feet.

**Community Garden.** A site used for growing plants for food, fiber, herbs, and flowers and shared and maintained by community residents.

**Community/Public Safety Facility.** A facility operated by a public agency including fire stations, other fire preventive and fire fighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities. May include ambulance dispatch on the same site.

**Crop Production.** Commercial agricultural production field and orchard uses, including the production of the following, primarily in the soil on the site and not in containers, other than for initial propagation prior to planting in the soil on the site: Field crops, ornamental crops, flowers and seeds, tree nuts, fruits, trees and sod, grains, vegetables, melons. Also includes associate crop preparation services and harvesting activities, and retail sales in the field or a Produce Stand – a temporary business established and operated for a specific time, selling raw, unprocessed fruits, vegetables, nuts, and other produce in its raw or natural state, and that is accessory to an on-site or adjacent agricultural operation.

### Definitions, “D.”

**Day Care, Child or Adult.** A state-licensed facility that provides non-medical care and supervision for adult clients or minor children for periods of less than 24 hours per day for any client. These facilities include the following, all of which are classified and required to be licensed by the California State Department of Social Services.

**Day Care Center.** As defined by California Health and Safety Code Section 1596.76, any child or adult day care facility other than a family day care home, and includes infant centers, preschools, extended day care facilities, and school age child care centers.

1. **Family Day Care Home, Large.** A day care facility in a single dwelling where an occupant of the residence provides family day care for seven to 14 clients, inclusive, including adult clients and children under the age of 10 years who reside in the home.
2. **Family Day Care Home, Small.** A day care facility in a single residence where an occupant of the residence provides family day care for eight or fewer clients, including adult clients and children under the age of 10 years who reside in the home.

**Drive-Through Facility.** Facilities where food or other products may be purchased or services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, pharmacies, bank teller windows and ATMs, dry cleaners, etc., but do not include gas station or other vehicle services which are separately defined under “Vehicle Sales and Services.”

**Dwelling/Dwelling Unit/Housing Unit.** A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

1. **Accessory/Secondary Unit.** An auxiliary dwelling unit located within an accessory structure of a primary dwelling unit on the lot. Includes, but is not limited to dwelling units in guest houses, carriage houses, pool houses, carriage houses, and above or beside a garage.
2. **Single Family/Unit.** A structure containing one primary dwelling unit on a single lot.
3. **Two Family/Unit.** A structure containing two dwelling units on a single lot.

4. **Multi-Family/Unit.** A structure containing two or more dwelling units on a single lot.

#### Definitions, “E.”

**Eating or Drinking Establishment.** A business selling ready-to-eat food and/or beverages for on- or off-premise consumption that can be classified as one of the following three sub-categories of the use:

1. **Bar/Tavern.** A business where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments. May also include beer brewing as part of a microbrewery (“brew-pub”) and other beverage tasting facilities.
2. **Night Club.** A facility serving alcoholic beverages for on-site consumption, and providing entertainment, examples of which include live music and/or dancing, comedy, etc. Does not include adult-oriented businesses.
3. **Restaurant/Cafe/Coffee Shop.** A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption (“counter service”), and establishments where customers are served food at their tables for on-premise consumption (“table service”), that may also provide food for take-out, but does not include drive-through services.

#### Definitions, “F.”

**Farmers’ Market.** The temporary use of a site for the outdoor sales of food and farm produce items, in compliance with the California Food and Agriculture Code Sections 1392 et seq.

**Furniture and Fixtures Manufacturing, Cabinet Shop.** A business that manufactures wood and metal household furniture and appliances; bedsprings and mattresses; all types of office furniture and partitions, shelving, lockers and store furniture; and miscellaneous drapery hardware, window blinds and shades. Includes furniture re-upholstering businesses, and wood and cabinet shops, but not sawmills or planing mills.

#### Definitions, “G.”

**General Retail.** Stores and shops intended to serve the City as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include:

Art galleries; retail; art supplies, including framing services; books, magazines, and newspapers; cameras and photographic supplies; clothing, shoes, and accessories; collectibles (cards,

coins, comics, stamps, etc.); drug stores and pharmacies; dry goods; fabrics and sewing supplies; furniture and appliance stores; hobby materials; home and office electronics; jewelry; luggage and leather goods; musical instruments; parts; accessories; small wares; specialty grocery store; specialty shops; sporting goods and equipment; stationery; toys and games; variety stores; videos, DVDs, records, and CDs, including rental stores.

**General Services.** Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include: Barber and beauty shops, clothing rental, dry cleaning pick-up stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), locksmiths, massage (licensed, therapeutic, non-sexual), nail salons, pet grooming with no boarding, shoe repair shops, tailors, tanning salons.

**Group Home.** A residential facility for unrelated persons providing living facilities, sleeping rooms, and meals. This category does not include a home for the developmentally disabled or other institutional uses such as protective living or sheltered care facilities, see “Institutional Residential.”

#### Definitions, “H.”

**Health/Fitness Facility.** A fitness center, gymnasium, health and athletic club, which may include any of the following:

Exercise machines, weight facilities, group exercise rooms, sauna, spa or hot tub facilities, indoor tennis, handball, racquetball, archery and shooting ranges and other indoor sports activities, indoor or outdoor pools.

**Home Occupation.** Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: accountant, agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, tailor, teacher, and other similar occupations, as determined by the Director.

#### Definitions, “I.”

**Institutional Residential.** Facilities for living, sleeping and sanitation and may include facilities for eating and cooking, for occupancy by other than a family.

1. **Convent or Monastery.** The living quarters or dwelling units for a religious order or for the congregation of persons under religious vows.

2. **Custodial Care Facility.** A facility providing care and treatment in a protective living environment for persons residing voluntarily, by court placement, or under protective control of federal, State, county, or City governance including, without limitation, correctional and post-correctional facilities, juvenile detention facilities, temporary detention facilities, chronically ill tenants, domestic violence victims, outpatient clients, and developmentally disabled.
3. **Homeless Shelter.** A supervised publicly or privately operated shelter and services designed to provide temporary living accommodations to individuals or families who lack a fixed, regular and adequate nighttime residence.
4. **Emergency Shelter.** A facility that provides temporary housing on a first-come, first-served basis where clients must leave in the morning and have no guaranteed bed for the next night OR provide beds for a specific period of time, regardless of whether or not clients leave the building. Facilities that provide temporary shelter during extremely cold weather (such as churches) are also included.
5. **Short Term Housing.** A facility that provides housing for individuals or families (not to exceed 6 months) with a continued identified bed space. The facility would also provide personal assistance to indigent, needy, homeless or transient persons who lack a fixed, regular, and adequate nighttime residence. Such personal assistance must include food and/or shelter, and in addition may include needed and necessary supportive services.
6. **Transitional Housing.** A structure or a group of structures providing housing for clients with a maximum stay of two years and offer supportive services to promote self-sufficiency and to help obtain permanent housing.
7. **Nursing Home.** A health care institution other than a hospital or sheltered care home which provides inpatient or resident beds and is licensed by the Arizona State Department of Health Services as a skilled nursing facility for two or more unrelated persons. A nursing home provides services to those who need continuous care but do not require hospital care or direct daily care from a physician (does not include housing for the elderly, see “Housing for the Elderly”).
8. **Protective Living Facility.** A facility providing custodial care and treatment in a protective living environment for persons residing voluntarily or by court placement including, without limitation, correctional and post-correctional facilities, juvenile detention facilities, and temporary detention facilities.
9. **Protective Living Facility.** Residential living facilities for eight or fewer occupants where residents are under protective control of federal, State, county, or City governance. The number listed does not include the operator, members of the operator’s family, or persons employed by the operator as staff, except that the total number of persons living in a group home shall not exceed 10. It includes halfway houses, work release programs, and other similar programs. Also includes residential housing and service facilities for chronically ill tenants, domestic violence victims, outpatient clients, and developmentally disabled.
10. **Sheltered Care Home.** An institutional living facility for nine – 16 unrelated persons providing living facilities, sleeping rooms, and meals. The number listed does not include the operator, members of the operator’s family, or persons employed by the operator as staff, except that the total number of persons living in a Sheltered Care Home shall not exceed 18. Also includes temporary or permanent residential housing and service facilities for chronically ill tenants, domestic violence victims, and outpatient clients. It includes State licensed facilities. This does not include a home for the developmentally disabled as regulated by A.R.S. §36-582. This does not include group homes (see “Group Home”) or custodial care facilities (see “Custodial Care Facility”).

#### Definitions, “J.”

No specialized terms beginning with the letter J are defined at this time.

#### Definitions, “K.”

No specialized terms beginning with the letter K are defined at this time.

#### Definitions, “L.”

**Laundry, Dry Cleaning Plant.** A service establishment engaged primarily in high volume laundry and garment services, including: carpet and upholstery cleaners; diaper services; dry cleaning and garment pressing; commercial laundries; and linen supply. These facilities may include accessory customer pick-up facilities. These facilities do not include coin-operated laundries or dry cleaning pick up stores without dry cleaning equipment, see “Personal Services”.

**Library, Museum.** Public or quasi-public facilities, examples of which include: aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, planetariums, and zoos. May also include accessory retail uses such as a gift/book shop, restaurant, etc.



**Live/Work (Work/Live).**

1. **Live/Work Unit.** An integrated dwelling and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes: Complete kitchen space and sanitary facilities in compliance with the Building Code; and Working space reserved for and regularly used by one or more occupants of the unit.
2. **Work/Live Unit.** An integrated dwelling and working space in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity with a substantial commercial component that may accommodate employees and walk-in trade.

**Lodging: Bed & Breakfast Inn (B&B), Hostel, Hotel/Motel, Inn/Lodge, Resort, and Rooming and Boarding Facility.**

1. **Bed & Breakfast Inn (B&B).** (5 or Fewer Rooms) The use of a single residential structure for commercial lodging purposes, with up to five bedrooms used for the purpose of the lodging transient guests and in which meals may be prepared for them, provided that no meals may be sold to persons other than such guests.
2. **Hostel.** A facility for residence of under twenty-nine (29) days that provides simple dormitory or sleeping rooms and common rooms for cooking, meeting, recreational, and educational use; that is chartered or approved by the International Hostel Federation or its national or regional affiliates, or similar organizations; and that is supervised by resident house-parents or managers.
3. **Hotel/Motel (25 or Greater Rooms).** A lodging establishment of 25 or more rooms in a building or group of buildings offering transient lodging accommodations on a daily rate to the general public. Additional services may include a restaurant, meeting rooms, and recreational facilities.
4. **Inn (6 to 24 rooms).** A building or group of buildings used as a lodging establishment having six to 24 guest rooms providing overnight accommodations and breakfast to transient guests.
5. **Rooming and Boarding Facility.** A residence or dwelling, other than a hotel, wherein three or more rooms, with or without individual or group cooking facilities, are rented to individuals under separate rental agreements or leases, either written or oral, whether or not an owner, agent, or rental agent is in residence.

Includes dormitories, single room occupancy, fraternities, and sororities.

**Definitions, “M.”**

**Maintenance Yard.** An outdoor storage area for storage of large equipment, vehicles, and/or other common materials used by the city and/or developer for maintenance of public/private infrastructure; storage of scrap materials used for repair and maintenance; and buildings or structure for uses such as repair facilities. May include an accessory office.

**Manufacturing/ Processing, Light.** A facility accommodating manufacturing processes involving less intense levels of fabrication and/or production such as the assembly, fabrication, and conversion of already processed raw materials into products, where the operational characteristics of the manufacturing processes and the materials used are unlikely to cause significant impacts on surrounding land uses or the community. Examples of light manufacturing/assembly uses include:

1. **Artisan/Craft Product Manufacturing.** An establishment that manufactures and/or assembles small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, where any retail sales are incidental to the manufacturing activity.
2. **Clothing and Fabric Product Manufacturing.** An establishment that assembles clothing, draperies, and/or other products by cutting and sewing purchased textile fabrics, and related materials including leather, rubberized fabrics, plastics and furs. Does not include custom tailors and dressmakers not operating as a factory and not located on the site of a clothing store (see “Personal Services”). Does not include the production of textile fabrics and related materials.
3. **Handcraft Industries, Small-Scale Manufacturing.** Establishments manufacturing and/or assembling small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, and taxidermists. Also includes manufacturing establishments producing small products not classified in another major manufacturing group, including: brooms and brushes; buttons, costume novelties; jewelry; musical instruments; pens, pencils, and other office and artists’ materials; sporting and athletic goods; toys; etc.
4. **Photo/Film Processing Lab.** A facility that provides high volume and/or custom processing services for photographic negative film, transparencies, and/or prints, where the processed products

are delivered to off-site retail outlets for customer pick-up. Does not include small-scale photo processing machines accessory to other retail businesses.

**Manufacturing and Processing, Heavy.** A facility accommodating manufacturing processes that involve and/or produce basic metals, building materials, chemicals, fabricated metals, paper products, machinery, textiles, and/or transportation equipment, where the intensity and/or scale of operations may cause significant impacts on surrounding land uses or the community. Examples of heavy manufacturing uses include the following:

1. **Chemical Product Manufacturing.** An establishment that produces or uses basic chemicals, and other establishments creating products predominantly by chemical processes. Examples of these products include: basic chemicals, including acids, alkalis, salts, and organic chemicals; chemical products to be used in further manufacture, including synthetic fibers, plastic materials, dry colors, and pigments; and finished chemical products to be used for ultimate consumption, including drugs/pharmaceuticals, cosmetics, and soaps; or to be used as materials or supplies in other industries including paints, fertilizers, and explosives. Also includes sales and transportation establishments handling the chemicals described above, except as part of retail trade.
2. **Concrete, Gypsum, and Plaster Product Manufacturing.** An establishment that produces bulk concrete, concrete building block, brick, and/or other types of precast and prefabricated concrete products. Also includes ready-mix concrete batch plants, lime manufacturing, and the manufacture of gypsum products, including plasterboard.
3. **Glass Product Manufacturing.** An establishment that manufactures glass and/or glass products by melting silica sand or cullet, including the production of flat glass and other glass products that are pressed, blown, or shaped from glass produced in the same establishment. Artisan and craftsman type operations of a larger scale than home occupations are instead included under (“Manufacturing – Light - Handcraft Industries and Small-Scale Manufacturing”).
4. **Paving and Roofing Materials Manufacturing.** The manufacture of various common paving and petroleum-based roofing materials, including bulk asphalt, paving blocks made of asphalt, creosote wood, and various compositions of asphalt and tar.
5. **Plastics, other Synthetics, and Rubber Product Manufacturing.** The manufacture of rubber products including: tires, rubber footwear, mechanical rubber goods, heels and soles, flooring, and other rubber products from natural, synthetic, or reclaimed rubber. Also includes establishments engaged primarily in manufacturing tires; products from recycled or reclaimed plastics or Styrofoam; molding primary plastics for other manufacturers, manufacturing miscellaneous finished plastics products, fiberglass manufacturing, and fiberglass application services. Does not include establishments engaged primarily in recapping and retreading automobile tires (See “Vehicle Sales and Services”).
6. **Primary Metal Industries.** An establishment engaged in: the smelting and refining of ferrous and nonferrous metals from ore, pig, or scrap; the rolling, drawing, and alloying of metals; the manufacture of castings, forgings, stampings, extrusions, and other basic metal products; and the manufacturing of nails, spikes, and insulated wire and cable. Also includes merchant blast furnaces and by-product or beehive coke ovens.
7. **Textile and Leather Product Manufacturing.** An establishment that converts basic fibers (natural or synthetic) into a product, including yarn or fabric, that can be further manufactured into usable items (See “Manufacturing - Light - Clothing and Fabric Product Manufacturing”), and industries that transform hides into leather by tanning or curing. Includes:
  - Coating, waterproofing, or otherwise treating fabric
  - Manufacturing woven fabric, carpets, rugs from yarn
  - Dressed and dyed furs Preparation of fiber and subsequent manufacturing of yarn, threads, braids, twine cordage
  - Dying and finishing fiber, yarn, fabric, and knit apparel
  - Scouring and combing plants
  - Leather-tanned, curried, and finished Upholstery manufacturing
  - Manufacture of knit apparel and other finished products from yarn Yarn and thread mills
  - Manufacture of felt goods, lace goods, non-woven fabrics and miscellaneous textiles.

**Media Production.** Facilities for motion picture, television, video, sound, computer, and other communications media production.

**Medical Services: Clinic, Urgent Care; Doctor Office; and Extended Care.**

1. **Clinic, Urgent Care.** A facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of

these uses include: Medical offices with five or more licensed practitioners and/or medical specialties, outpatient care facilities, urgent care facilities, other allied health services. These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under “Offices - Professional/Administrative.”

2. **Doctor Office.** A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under “Medical Services – Clinic, Urgent Care.” Counseling services by other than medical doctors or psychiatrists are included under “Office – Professional, Administrative.”
3. **Extended Care.** Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; extended care facilities; and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under “Residential Care.”

**Meeting Facility, Public or Private.** A facility for public or private meetings, including: Community centers, religious assembly facilities (e.g., churches, mosques, synagogues, etc.), civic and private auditoriums, Grange halls, union halls, meeting halls for clubs and other membership organizations, etc. Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use, and which are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support. Does not include: Cinemas, performing arts theaters, indoor commercial sports assembly or other commercial entertainment facilities. Related on-site facilities such as day care centers and schools are separately defined and regulated.

**Metal Products Fabrication, Machine or Welding Shop.** An establishment engaged in the production and/or assembly of metal parts, including the production of metal cabinets and enclosures, cans and shipping containers, doors and gates, duct work, forgings and stampings, hardware and tools, plumbing fixtures and products, tanks, towers, and similar products. Examples of these

uses include: Blacksmith and welding shops, plating, stripping, and coating shops, sheet metal shops, machine shops and boiler shops.

**Museum.** See “Library, Museum.”

#### Definitions, “N.”

**Neighborhood Market.** A neighborhood serving retail store, primarily offering food products, which may also carry a range of merchandise oriented to daily convenience shopping needs, and may be combined with food service (e.g., delicatessen).

**Network.** A interconnected system that supports an area or individual lot such as the transportation network, bicycle network, civic and open space network.

#### Definitions, “O.”

**Office: Business, Service and Professional, Administrative.**

1. **Business, Service.** Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include “Bank, Financial Services,” which is separately defined.
2. **Professional, Administrative.** Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include: Accounting, auditing and bookkeeping services, advertising agencies, attorneys, business associations, chambers of commerce, commercial art and design services, construction contractors (office facilities only), counseling services, court reporting services, design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services, doctors, educational, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, photographers and photography studios, political campaign headquarters, psychologists, secretarial, stenographic, word processing, and temporary clerical employee services, security and commodity brokers, writers’ and artists’ offices.

#### Definitions, “P.”

**Parking Facility, Public or Commercial.** Parking lots or structures operated by the City or a private entity, providing parking either for free or for a fee. Does not include towing impound and storage facilities.



**Personal Services.** Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include: barber and beauty shops, clothing rental, dry cleaning pick-up stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), locksmiths, massage (licensed, therapeutic, non-sexual), nail salons, pet grooming with no boarding, shoe repair shops, tailors, tanning salons. These uses may also include accessory retail sales of products related to the services provided.

**Plant Nursery.** A commercial agricultural establishment engaged in the production of ornamental plants and other nursery products, grown under cover either in containers or in the soil on the site, or outdoors in containers. The outdoor production of ornamental plants in the soil on the site is instead included under “Crop Production, Horticulture, Orchard, Vineyard.”

Also includes establishments engaged in the sale of these products (e.g. wholesale and retail nurseries) and commercial-scale greenhouses (home greenhouses are included under “Residential Accessory Use or Structure”). The sale of house plants or other nursery products entirely within a building is also included under “General Retail.”

**Printing & Publishing.** An establishment engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices. “Quick printing” services are included in the definition of “Business Support Services.”

**Public Safety Facility.** A facility operated by a public agency including fire stations, other fire preventive and fire fighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities. May include ambulance dispatch on the same site.

#### Definitions, “Q.”

No specialized terms beginning with the letter Q are defined at this time.

#### Definitions, “R.”

**Recycling - Small collection facility.** A center where the public may donate, redeem or sell recyclable materials, which may include the following, where allowed by the applicable Transect Zone:

**Reverse vending machines.** Small collection facilities which occupy an area of 350 square feet or less and may include a mobile unit.

**Residential Care.** A single dwelling or multi-unit facility, licensed or supervised by a Federal, State, or local health/welfare agency, that provides 24-hour nonmedical care of unrelated persons who are disabled and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Does not include day care facilities, which are separately defined.

1. **Small, in a Home.** A residential care facility that provides care, supervision, or assistance for 8 or fewer clients in a place of residence. Clients in care are from different family households and are not related to the head of household.
2. **Large.** A residential care facility that provides care, supervision, or assistance for 9 or more clients.

#### Definitions, “S.”

**School, Private or Public.** Includes the following facilities:

1. **Elementary, Middle, Secondary.** A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May also include any of these schools that also provide room and board.
2. **Specialized Education/Training.** A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include:

Art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), Seminaries/religious ministry training facility

Does not include pre-schools and child day care facilities (see “Day Care”). See also the definition of “Studio: Art, Dance, Martial Arts, Music, etc.” for smaller-scale facilities offering specialized instruction.

**Storage, Outdoor.** The storage of various materials outside of a structure other than fencing, either as an accessory or primary use.

**Storage Facility: Personal Storage Facility, Indoor; and Warehouse.**

1. **Personal Storage Facility, Indoor.** Structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand.

**Studio - Art, Dance, Martial Arts, Music, etc.** Small-scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities include: Individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

**Definitions, “T.”**

**Temporary Parking Lots.** Parking lots that are not permanent, are only intended to fulfill a short-term need, and ultimately will be replaced by a permanent building or structure. Temporary Parking lots are not subject to the parking location regulations and liner requirements for above grade parking in the Building Form Standards, but must comply with all landscaping standards.

**Theater (Cinema or Performing Arts).** An indoor facility for group entertainment, other than sporting events. Examples of these facilities include: Civic theaters, facilities for “live” theater and concerts, and movie theaters.

**Transit Station.** A lot or structure used for the purpose of parking, loading and unloading freight and passengers from train or bus transportation. May include parking facilities and other commercial amenities to service transit passengers.

**Transit Stop.** A location where buses stop to load and unload passengers. A transit stop may or may not include a shelter or a pullout.

**Transitional/Supportive Housing.** A state licensed residential dwelling occupied with a 24-hour per day resident attendant directly employed for the temporary care, assistance and supervision of not more than eight adults, with or without children, who require transitional housing accommodations made necessary due to conflict or threat of personal harm arising from the person’s former living arrangement.

**Definitions, “U.”**

**Utilities.** Installations or facilities or means for furnishing to the public, electricity, gas, steam, communications, water, drainage, sewage disposal, or flood control, irrespective of whether such facilities or means are underground or above ground; utilities may be owned and operated by any person, firm, corporation, municipal department or board, duly appointed by state or municipal regulations. Utility or utilities as used herein may also refer to such persons, firms, corporations, departments, or boards.

**Definitions, “V.”**

**Vehicle Sales and Rental.** A retail or wholesale establishment selling and/or renting automobiles, trucks, vans, trailers, motorcycles, and/or scooters with internal combustion engines. May also include repair shops and the sales of parts and accessories incidental to vehicle dealerships. Does not include the sale or rental of trailers, boats, and/or RVs; businesses dealing exclusively in used parts, auto wrecking and/or salvage; the sale of auto parts/accessories separate from a vehicle dealership (see “Auto Parts Sales”); or service stations (see “Auto Service Stations”).

**Vehicle Services.**

1. **Minor Maintenance and Repair.** Incidental minor repairs to include replacement of parts and service to passenger cars, but not including any operation defined as “automobile repair, major,” or any other operation similar thereto.
2. **Major Maintenance and Repair.** General repair, rebuilding or reconditioning of engines, motor vehicles or trailers; collision service including body or frame, straightening or repair, overall painting, or paint shop.
3. **Service station.** A building and/or lot or use having pumps and storage tanks where motor vehicle fuels or lubricating oil or grease or accessories for motor vehicles are dispensed, sold, or offered for sale at retail only; where deliveries are made directly into motor vehicles, including greasing and oiling on the premises and car washing; and where repair services is incidental to the use. Incidental accessory retail sales are limited to 1,800 square feet of convenience market.

**Definitions, “W.”**

**Warehouse.** Facilities for the storage of furniture, household goods, or other commercial goods of any nature. May include an outdoor storage component, provided that the outdoor storage is not the primary use. Does not include warehouse, storage, or mini-storage facilities offered for rent or lease to the general public (see “Storage Facility: Personal Storage Facility, Indoor”); warehouse facilities

primarily used for wholesaling and distribution (see “Wholesaling and Distribution”); or terminal facilities for handling freight.

**Wholesaling and Distributions.** An establishment engaged in selling merchandise to retailers; to contractors, industrial, commercial, institutional, farm, or professional business users; to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Examples of these establishments include: Agents, merchandise or commodity brokers, and commission merchants, assemblers, buyers and associations engaged in the cooperative marketing of farm products, merchant wholesalers, stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment.

**Wireless Telecommunications Facility.** Public, commercial and private electromagnetic and photoelectric transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television transmission facilities utilizing hard-wired or direct cable connections.

#### Definitions, “X.”

No specialized terms beginning with the letter X are defined at this time.

#### Definitions, “Y.”

No specialized terms beginning with the letter Y are defined at this time.

#### Definitions, “Z.”

No specialized terms beginning with the letter Z are defined at this time.



