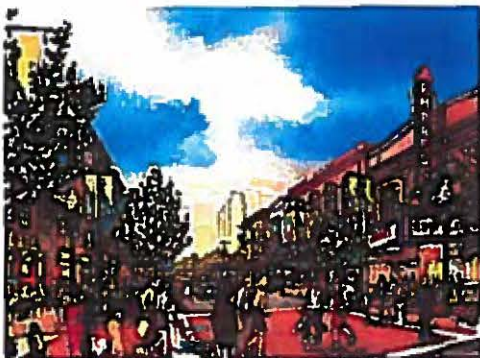
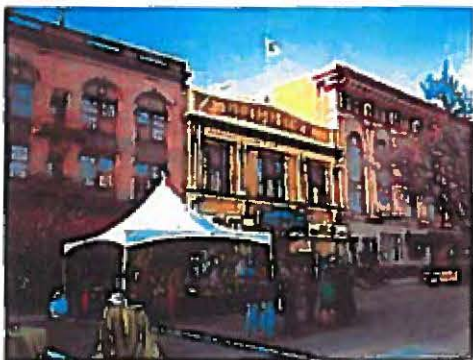
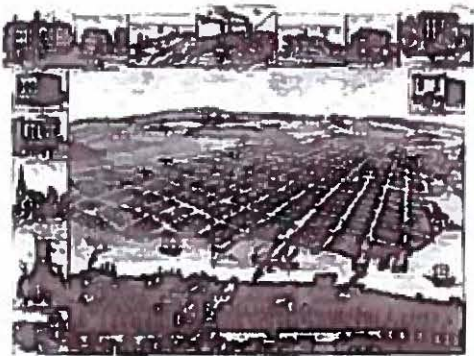


Downtown Vallejo Specific Plan

Vallejo, California



Adopted by Vallejo City Council
September 20, 2005
Ordinance No. 1553 N.C.
Resolution No. 05-321
Amended July 12, 2007
Amended December 18, 2008
Amended November 29, 2011
Amended June 26, 2012
Amended July 23, 2013

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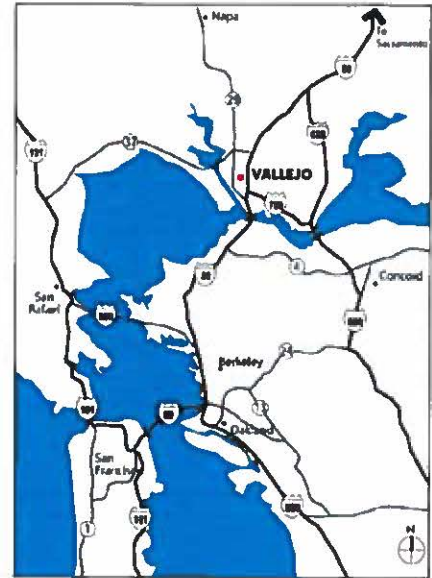
I. INTRODUCTION

The Vallejo Downtown Specific Plan provides a comprehensive vision and framework for development within approximately 97.2 acres in the Downtown area. The Specific Plan includes standards that are specific to Downtown Vallejo (also referred to as Downtown). These standards and guidelines provide sufficient direction to implement the community's vision while retaining the flexibility to respond to changes.

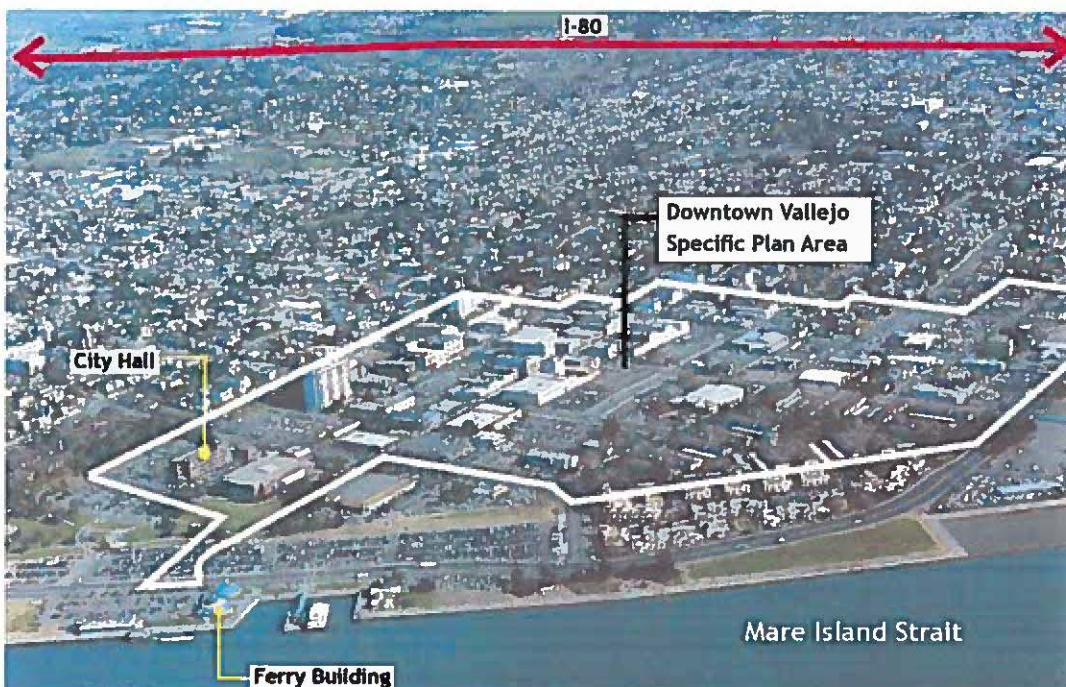
In the recent past, there has been great interest in enhancing Downtown. Public projects such as the Georgia Street extension, the construction of Unity Plaza, renovations to existing buildings such as the Empress Theater, and developer interest in providing downtown housing have provided the impetus for the City to consider adopting a Specific Plan for Downtown. The purpose of the Specific Plan is to:

- Provide a comprehensive vision to coordinate public investments and to facilitate private investments
- Provide an opportunity for the community to formulate a vision for Downtown in order to guide the City's efforts
- Signal the City's commitment to encouraging development in Downtown
- Support the City's economic development goals and develop a basis for a comprehensive marketing strategy.

The Specific Plan is intended to guide investment in Downtown over twenty years. However, the Specific Plan is not intended as a static document, and may be updated within the twenty year period. A number of sites are identified as appropriate for development in the near term and it is anticipated that these initial projects will act as catalysts to spur additional development.



Vicinity Map



Aerial View: Vallejo Downtown

The primary focus of the Specific Plan is to introduce high density mixed-use housing while revitalizing existing retail and commercial areas. In addition, the Specific Plan focuses on improvements to the physical environment through development standards and design guidelines, both for public improvements and for private developments.

BACKGROUND

Downtown Vallejo provides an exciting opportunity to reinvigorate the historic and civic heart of the community. It has a strong character marked by its historic buildings, attractive pedestrian environment and its relationship to the surrounding historic neighborhoods and the Waterfront. Typical of Bay Area downtowns, Downtown Vallejo has also suffered from the decline of its retail base due to trends that have focused commercial developments away from urban cores and into areas with closer access to freeways.

More recent and current shifts in economies and a revitalized interest in urban life have fortunately resulted in reinvestment in, and revitalization of, downtowns. Vallejo is excellently positioned to see its Downtown revived. Downtown's integral character includes many beautiful historic structures, its interconnected, walkable street network which remains largely intact, and the community's clear and identifiable love for this place. Additionally, Downtown sits just above and adjacent to its Waterfront, which is also undergoing a major master planning effort.

In the 1950s, Downtown was the target of redevelopment set in motion by an influx of people and businesses. Redevelopment of a twenty-four block area drastically altered the urban fabric and terrain with demolition, waterfront fill, and street widening. Many historic buildings were lost, including the Carnegie Library and the Julia Morgan Women's Club. The lower Georgia Street area from Sacramento Street to the Waterfront was completely demolished. Over time, numerous surface parking lots and oversized streets have diluted the "fine grain" of the urban fabric and have impacted the image of Downtown. Fortunately, the underlying structure of Downtown's walkable, interconnected street network and a sufficient number of buildings remain intact.

There has been a growing appreciation of Vallejo's and specifically Downtown's heritage and architectural legacy. In the early eighties, the community successfully worked to designate the residential neighborhood to the east of Downtown as an Architectural Heritage District listed on the National Register of Historic Places. In 2000, Georgia Street between Sonoma Boulevard and Sacramento Street was designated as a "Main Street," with the intent of revitalizing the historic downtown. Celebration events such as the Empress Theater Gala in 2003, as well as the weekly Saturday Farmers' Market and Wednesday Night Celebration, attract the community to Downtown. The resurgence of interest in downtowns along with a renewed interest in more urban lifestyles makes Vallejo's Downtown ideally poised for revitalization.



View to Waterfront



Empress Theater Gala (2003)



"Wednesday Night Celebration"

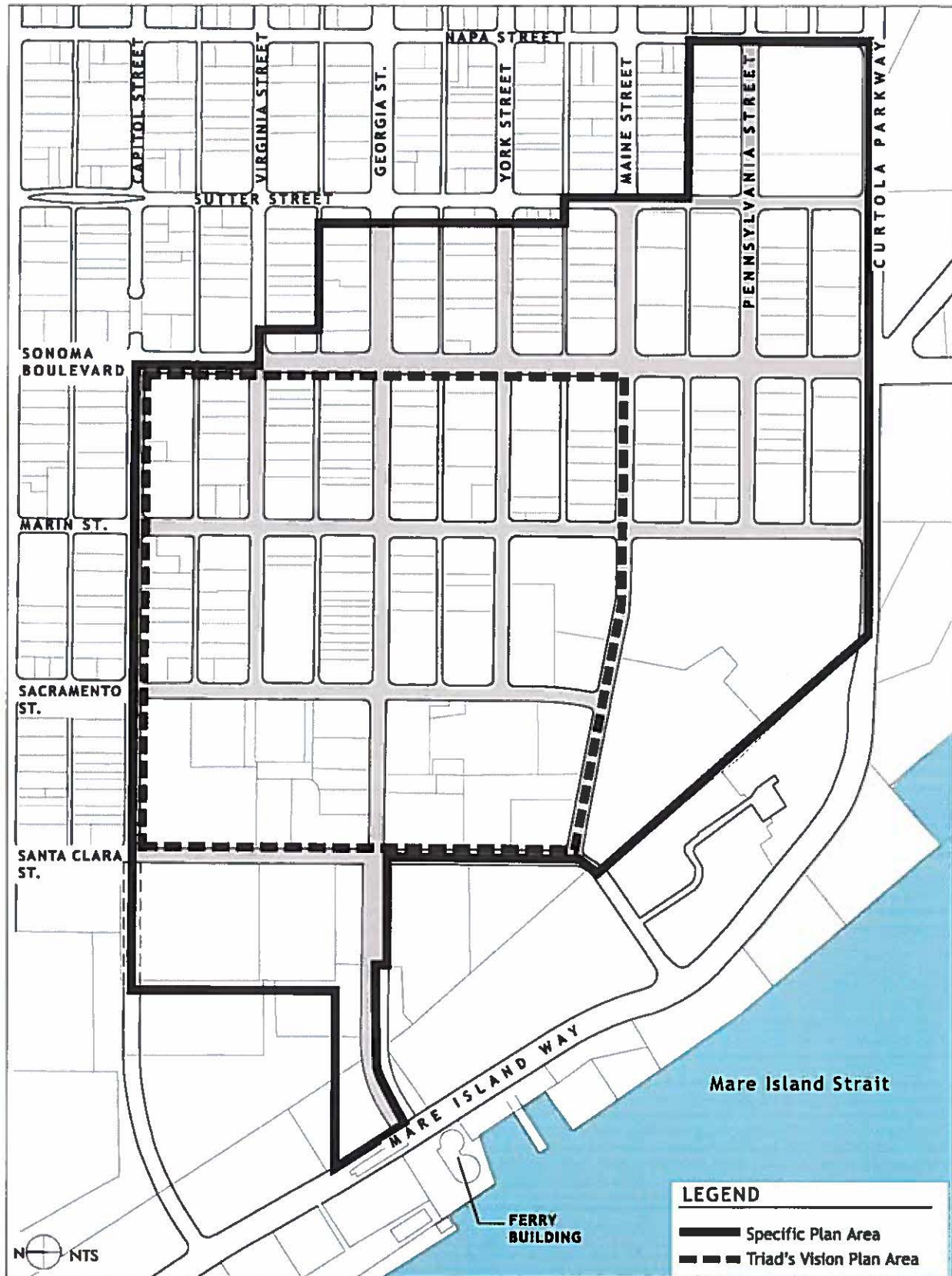


Figure 1.1: Specific Plan Area



Downtown Advisory Group Meeting



Downtown Advisory Group Meeting

PLANNING PROCESS

In early 2002, the City and the Redevelopment Agency initiated discussions with Triad Communities L.P. ("Triad"), a development group that was interested in considering a feasibility plan for a public/private partnership redevelopment of the area bounded by Sonoma Boulevard, Maine Street, Santa Clara Street and Capitol Street (See Figure 1.1). Triad was specifically interested in introducing high-density mixed-use housing on several public parking lots owned by the City as a way of jump starting reinvestment efforts in Downtown. The Triad team presented a Downtown Vision Plan to the community and the City Council which formed the basis of a Memorandum of Understanding (MOU) between the City and Triad.

As a follow-up to the Vision Plan, the City Council initiated a Specific Plan process in January 2004 with the creation of a 50 person Downtown Advisory Group (DAG). The role of the Downtown Advisory Group was to provide input into the preparation of the Specific Plan by the public/private partnership team that was hired to prepare the Plan.

The one year planning process included workshops with the Downtown Advisory Group. In addition, there were study sessions with the Planning Commission and the City Council prior to the adoption of the Plan. The community outreach efforts confirmed the community's strong desire to see a revitalized downtown and to reach a general consensus on several of the issues. Based on public input, a vision statement and a set of goals were developed that provided the basis for the Specific Plan.

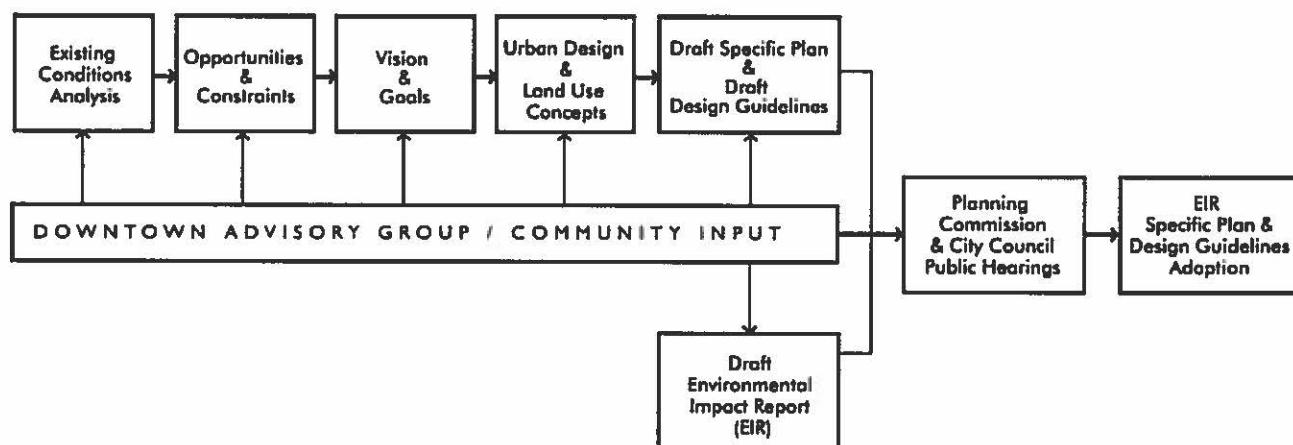


Figure 1.2: Planning Process

PURPOSE AND INTENT OF THE SPECIFIC PLAN

The Specific Plan (the Plan) is used as a tool for long-term implementation of the General Plan, specifically as it relates to the Downtown and general area described by the Plan's boundaries. The Plan is intended to establish the nature, character and intensity of development and reinvestment in order to more specifically define the physical framework of the area. The Plan includes clear policies that provide illustrative descriptions, graphic representations and guiding principles, and serve as the "zoning ordinance" for Downtown with specific regulations (standards) that apply to the Plan area. In addition, the Plan identifies improvements to streetscapes and public open spaces.

The authority for specific plans was established under California law (Section 65451 et. Seq.) to provide a greater level of specificity in planning a site of special interest or value to a community. As required by law, a specific plan must contain a text and diagram (s) which specify all of the following in detail:

- The distribution, location and extent of uses of the land, including open space, within the area covered by the plan
- The proposed distribution, location and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities to be located within the area covered by the Plan area and needed to support the land uses described in the Plan
- Standards and criteria by which development will proceed and standards for the conservation, development and utilization of land resources, where applicable
- A program of implementation measures including regulations, programs and financing measures necessary to carry out the stated actions

The Plan is intended to guide the development and redevelopment in the area over a span of twenty years. The Downtown Specific Plan components are not intended to be static; rather, they are meant to provide a framework for development that clearly expresses the community's vision.

A Specific Plan provides the best and most effective opportunity to implement a vision for Downtown.

The vision for Downtown includes many differing ideas and interests such as, but not limited to, the desire to introduce opportunities for more housing, mixed-use and employment, to encourage more local retail use, to protect historic resources, to promote cultural activities, and to make the streets more friendly and usable to pedestrians. Some of these ideas and interests conflict with one another and would be difficult, if not impossible, to achieve under the current land use policies and zoning regulations adopted for Downtown.

to a given area. For instance, encouraging the addition of dense new housing in Downtown means the introduction of more people. Housing largely influences the success of retail, employment, and cultural/entertainment growth in a downtown setting. The introduction of more housing provides a greater population base to support these land uses and promotes a healthy and safe 24-hour downtown.

A Specific Plan allows the City to incorporate incentives for property owners that will encourage reinvestment and/or certain desired land uses.

The current, traditional zoning in the Downtown area offers few incentives for property owners to improve or redevelop their properties. Current zoning merely sets forth what types of land uses can or cannot be established in the Downtown area. As the Specific Plan provides opportunity for more flexible planning, it can include measures tailored to promote or facilitate reinvestment. It is common for a Specific Plan to include incentives in an effort to achieve the vision of the Plan area. Examples of incentives often included in a Specific Plan are:

- Density or floor area bonuses offered for promoting certain preferred land uses (e.g., mixed use and residential, mentioned above) or for private funding of a public improvement such as public art
- Setting special parking standards for Downtown due to proximity and direct access to alternative modes of transit (e.g., ferry service, proposed Bus Transfer Center)
- A reduction in the requirements or reciprocal use of off-street parking for mixed-use projects where the proposed land uses have differing peak demands for parking
- Establishing an amnesty program for the Plan area, which would encourage property owners to legalize building improvements
- Including public benefits such as public parking for projects that may need additional parking and can't be accommodated on-site.

This Specific Plan promotes "sustainability" with infill development.

A Specific Plan is required to address public improvements. The Plan must identify the distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support construction and build-out of the Plan area. Downtown's existing infrastructure, currently under utilized, will serve as an asset in promoting infill development, a core principle of "smart growth," which advocates a mix of uses with housing choices in walkable neighborhoods.

The current land use policies and zoning regulations for Downtown are very traditional and limited in their purpose and allowances. For example, most of Downtown Vallejo is located in the Pedestrian Shopping and Services Zoning District which regulates building height limits without providing any guidance in how development should be sited or designed in Downtown. While this Zoning District permits a variety of land uses, the primary intent of the District is to promote pedestrian shopping and services. This intent overshadows other equally important interests such as promoting housing, mixed-use and employment land uses.

A Specific Plan provides the opportunity to set broader policies and land use regulations that cannot be achieved with current zoning. These policies and land use regulations are unique to Downtown and will ensure implementation and realization of the Specific Plan's goals and objectives.

A Specific Plan will allow flexibility in the current traditional planning and zoning standards.

In order to promote revitalization in Downtown, the existing policies and traditional zoning regulations which allow for little flexibility require change. As noted above, a Specific Plan allows the City to craft and adopt policies and regulations that would be specific to Downtown. In particular, building flexibility into the land use regulations allows Downtown to grow consistently with the vision. Examples of unique policies and flexible land use regulations that would depart from, and are not currently permitted by, the current traditional zoning provisions include:

- Introducing provisions that would allow varying land uses to be mixed in one building
- Permitting density or building height bonuses for mixed-use projects which provide ground floor retail with residential units
- Creating a specific area to promote certain types of desired land uses such as arts and entertainment uses
- Creating more specific land use regulations for individual sites or smaller areas to promote or protect, among others, historic resources, the general building scale of an area, and transitions between Downtown and the adjacent residential neighborhoods
- Establishing regulations that would phase out or discourage certain land uses which are perceived as a nuisance, have the potential to discourage people from visiting Downtown and do not advance the goals of the Specific Plan.

A Specific Plan facilitates the introduction of more housing and mixed-use in downtown.

A Specific Plan can be used as an instrument to introduce uses that are specific

REQUIRED CONSISTENCY WITH THE VALLEJO GENERAL PLAN

The Vallejo General Plan sets forth the blueprint for development and build-out in the City. The General Plan designates the proposed general distribution, location and extent of land uses for housing, commerce, industry, open space, educational facilities and other public facilities, accompanied by a statement describing standards of population and building intensity for each land use area. Furthermore, the General Plan establishes the goals and policies applicable throughout the Vallejo planning area, with some goals and policies that are specific and unique to the Downtown area (see Appendix C: General Plan Conformance for additional details).

The Downtown Vallejo Specific Plan has been prepared in accordance with the requirements of Section 65451 of the State of California Planning and Zoning Law. In addition to serving as the long-range plan for Downtown, the Specific Plan has been prepared to provide the basic zoning regulations and standards for the Plan area. As such, the Specific Plan must be consistent with the Vallejo General Plan. The Specific Plan is in substantial conformance with the goals and policies of the Vallejo General Plan in that:

- The Plan proposes to expand mixed-use and employment opportunities in the Downtown area and preserve existing retail and service uses, reinforcing Downtown as a strong focal point for the City and surrounding neighborhoods
- The Plan focuses on the retention and development of cultural, governmental and recreational facilities which would attract residents and visitors to Downtown
- The Plan provides opportunities for the development of higher density, high-quality multiple-family residential housing in the Downtown. Such housing would facilitate the development and retention of new retail, services and employment uses, as well as promote a safe and lively environment for the area
- The Plan improves the pedestrian environment by introducing traffic-calming measures, mid-block pedestrian routes, and attractive public spaces, making it safer and more appealing for pedestrian travel
- The Plan promotes a pedestrian link between Downtown and the Waterfront, providing easy and direct access to the public waterfront open spaces and ferry service
- The Plan would create opportunities for, and facilitate, new infill development which is appropriate for the location and consistent with smart growth philosophies and sustainable development
- The Plan considers and respects the historic and architectural resources of Downtown by identifying potential resources and by setting forth zoning regulations that are appropriate

to ensure the protection and enhancement of such resources

- The Plan includes a set of Design Guidelines that ensures compatibility of new developments with the existing context.

RELATIONSHIP TO CEQA

The Downtown Vallejo Specific Plan is subject to the California Environmental Quality Act (CEQA) statutes and guidelines. While extensive environmental review must be completed prior to adoption, the Plan considers, addresses and mitigates a number of existing environmental conditions and constraints which include but are not limited to the following:

- Potential historic and archaeological resources have been identified. Archaeological Resource Service (ARS) prepared an assessment of potential resources within the Plan area which is provided in Appendix A: Historic Evaluation Summary. The Plan addresses and identifies measures to minimize impacts on historic buildings. (A full report is available as a Background Report- See *Downtown Vallejo Specific Plan Historic Resources Assessment*)
- Potential traffic and parking impacts have been studied. Kimley-Horn Associates, transportation consultants, prepared a study which assesses existing (2004) and projected (with Plan build-out) traffic and resulting level of service impact at local intersections. The Plan incorporates recommended improvements to intersections in order to ensure safe travel and to maintain City-adopted levels of service standards. In addition, this study includes an assessment of, and recommendations for, public parking needs, which have been incorporated into the Specific Plan.
- Water, wastewater (sewer) and storm water drainage facilities and improvements have been assessed to ensure that Plan build-out can be adequately serviced. Studies have been completed to determine service capacity limits. Recommendations for improvements to infrastructure have been incorporated into the Plan.

BACKGROUND REPORTS

A partial bibliography is included in the Specific Plan as Appendix E. This Specific Plan is based on data collected in a series of background reports and technical memoranda which include the studies listed below:

- *Downtown Vallejo Specific Plan Historic Resources Assessment*, Archeological Resource Service, July 2004. This report provides a summary of historic and archeological resources evaluation for Downtown and suggestions on next steps.
- *Traffic and Parking Assessment*, Kimley Horn and Associates, October 2004. This report provides the background data and a summary of 2004 parking and traffic conditions in Downtown Vallejo.

In addition, prior reports that were used in the development of the Plan include:

- *Vallejo: Its Downtown and Its Waterfront: A Review of Current Conditions and Plans, and thoughts about the Future*, Jacobs Macdonald - City works, September 4, 2001. This memorandum outlines the issues in Downtown Vallejo and suggests ideas for improvement.
- *Downtown Vallejo*, Strategic Economics, August 2001. This memorandum outlines recommendations for enhancing downtown's economic viability.
- *Keyser Marston Associates Fiscal Impact Analyses*, Keyser Marston Associates, September 22, 2003. This memorandum presents findings on the fiscal impact of the Project during build-out and upon completion.
- *Review of Fiscal Impacts and Tax Increment Benefits of the Triad Communities Project*, Bay Area Economics, October 13, 2003. This memorandum assesses the fiscal impacts and economic benefits of Downtown redevelopment.
- *Vallejo: Waterfront/Downtown Master Plan for Public Spaces*, Wallace, Roberts and Todd, LLC. Vallejo Station is a multi-modal transportation facility which is a component of the Vallejo Waterfront Master Plan. Jointly funded by the Metropolitan Transportation Commission, the State of California, and the Federal Transit Administration, the Station will serve as the North Bay's primary transit terminal, providing access to Baylink ferries and express buses serving San Francisco.
- *Vallejo Waterfront/Downtown Project, Draft Environmental Impact Report*, EIP Associates, December 2002. This study assessed the potential environmental impacts of the Vallejo Waterfront Project [This document is being redrafted as of November 2004].

2. SITE & CONTEXT

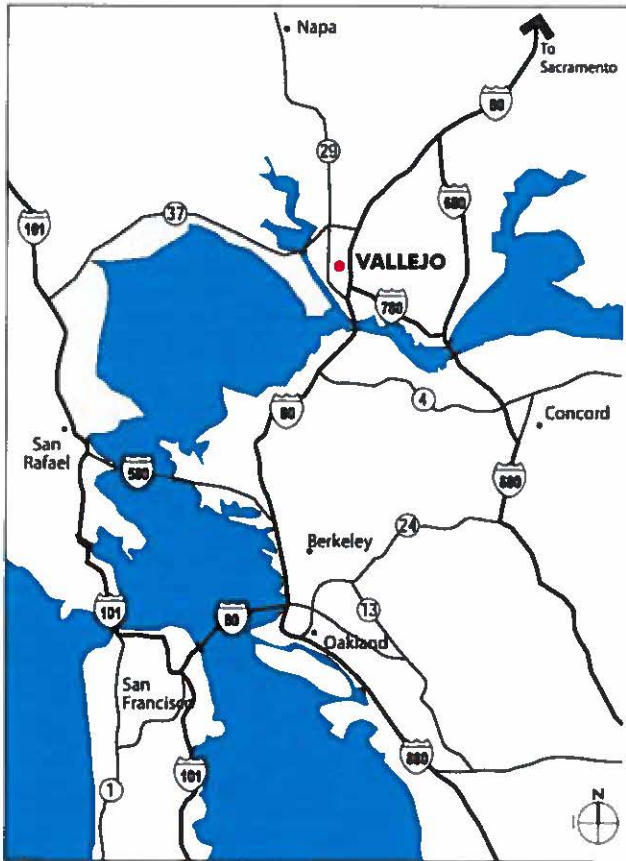


Figure 2.1: Regional Context

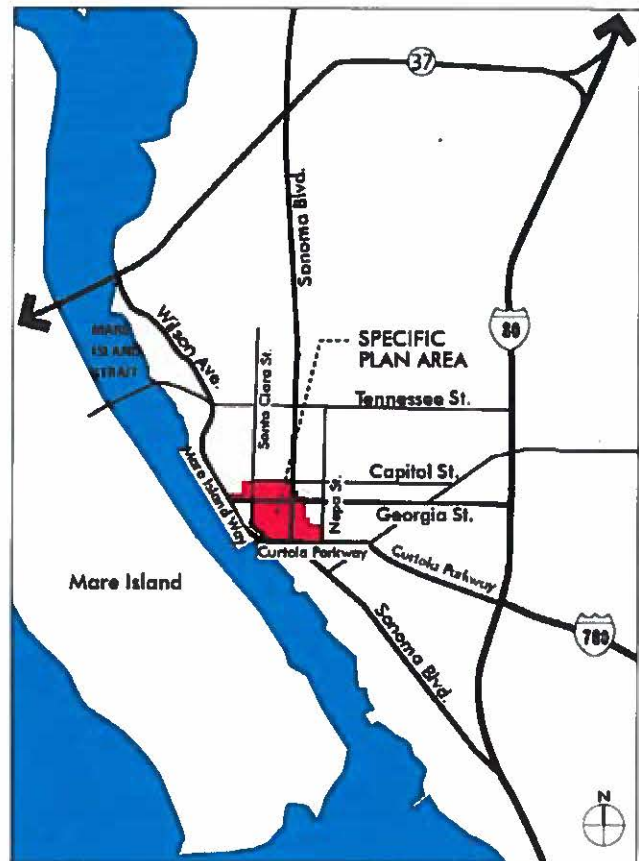


Figure 2.2: Local Context

REGIONAL CONTEXT

Vallejo, in Solano County on the northern end of the San Francisco Bay, is 35 miles northeast of San Francisco and 55 miles southwest of Sacramento. It is served by Interstates 80 and 780, and State Routes 37 and 29 (Sonoma Boulevard), which runs through the east edge of the Downtown Specific Plan area. Curtola Parkway and Georgia Street connect Downtown from I-80. Public transportation is provided by the Baylink Ferry and Vallejo Transit bus service.

SPECIFIC PLAN AREA

Vallejo's Downtown is located on the western side of the City, adjacent to the Waterfront. The approximately 97.2 acre Specific Plan Area (the Plan Area) that defines Downtown is bounded by Capitol Avenue to the north and Curtola Parkway to the south. The eastern edge is defined by portions of Sonoma Blvd., Sutter Street, and Napa Street. The western edge is defined by Santa Clara Street, containing City Hall and the JFK Library. An important part of the Plan Area is the "leg" that includes the extension of Georgia Street from Downtown to the Waterfront. Downtown is compact, entirely contained within a radius of 1/4 mile (an approximately 5 to 10 minute walking distance).



Sonoma Boulevard



Curtola Parkway

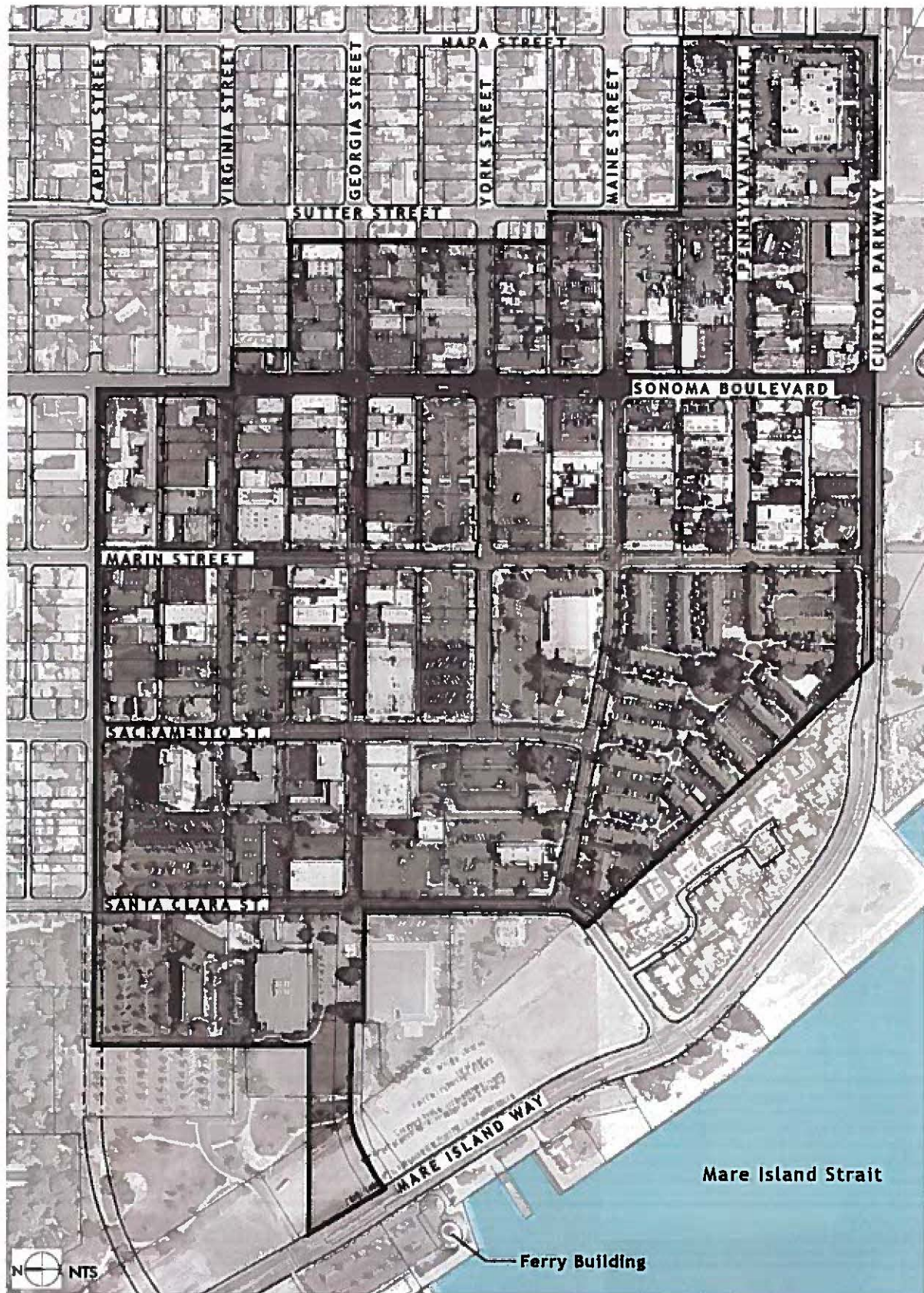


Figure 2.3: Specific Plan Area (Aerial Photo 2004)

At the center of the Downtown area is "Old Town," the original commercial core with Georgia Street as the primary retail spine. To the north and east of the Plan Area are several historic single-family neighborhoods. The integrity and level of maintenance of these neighborhoods provide Downtown with a strong core of adjacent residences. Vallejo's Waterfront runs along the western edge of Downtown at a lower elevation, providing Downtown with great views of the water.

The Specific Plan Area includes portions of two redevelopment areas: the Vallejo Central Redevelopment Area and the Southwest Downtown Redevelopment Area (see Figure 2.4). A concurrent project next to Downtown Vallejo is the Vallejo Waterfront/Downtown project, which covers an approximately 126-acre area and is proposed to be a mixed-use development intended to contribute to the revitalization of the waterfront and its neighborhoods. The project includes Vallejo Station, a multi-modal waterfront transportation facility and the associated development within and surrounding the Station.



Historic Georgia Street (circa 1930)



Historic Neighborhood (circa 1930)

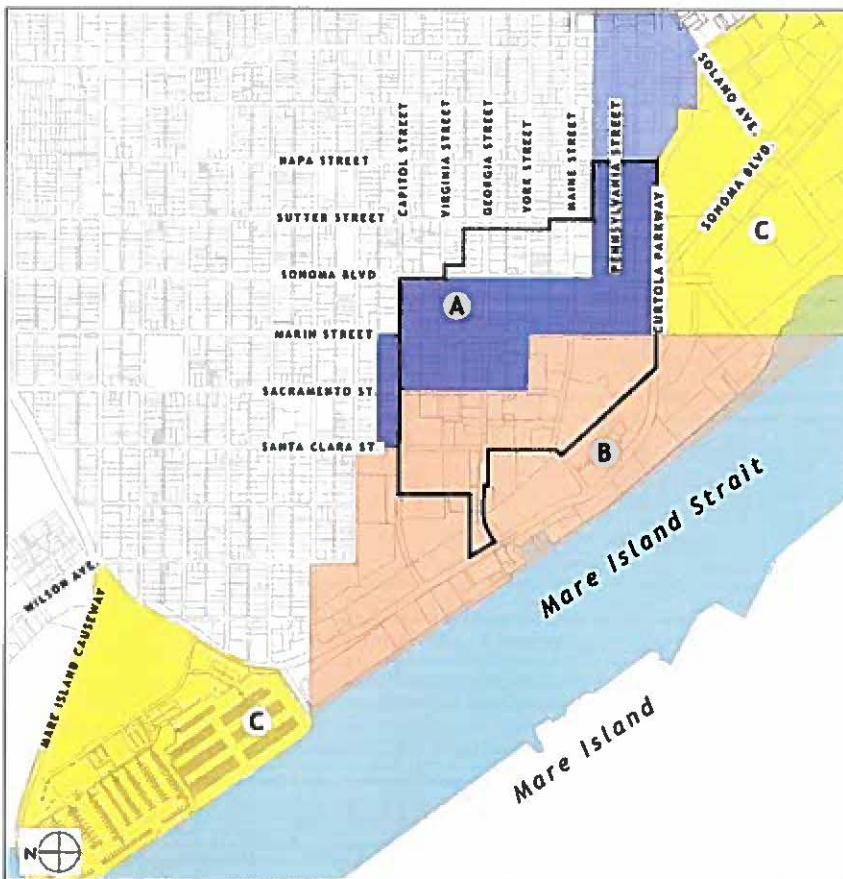
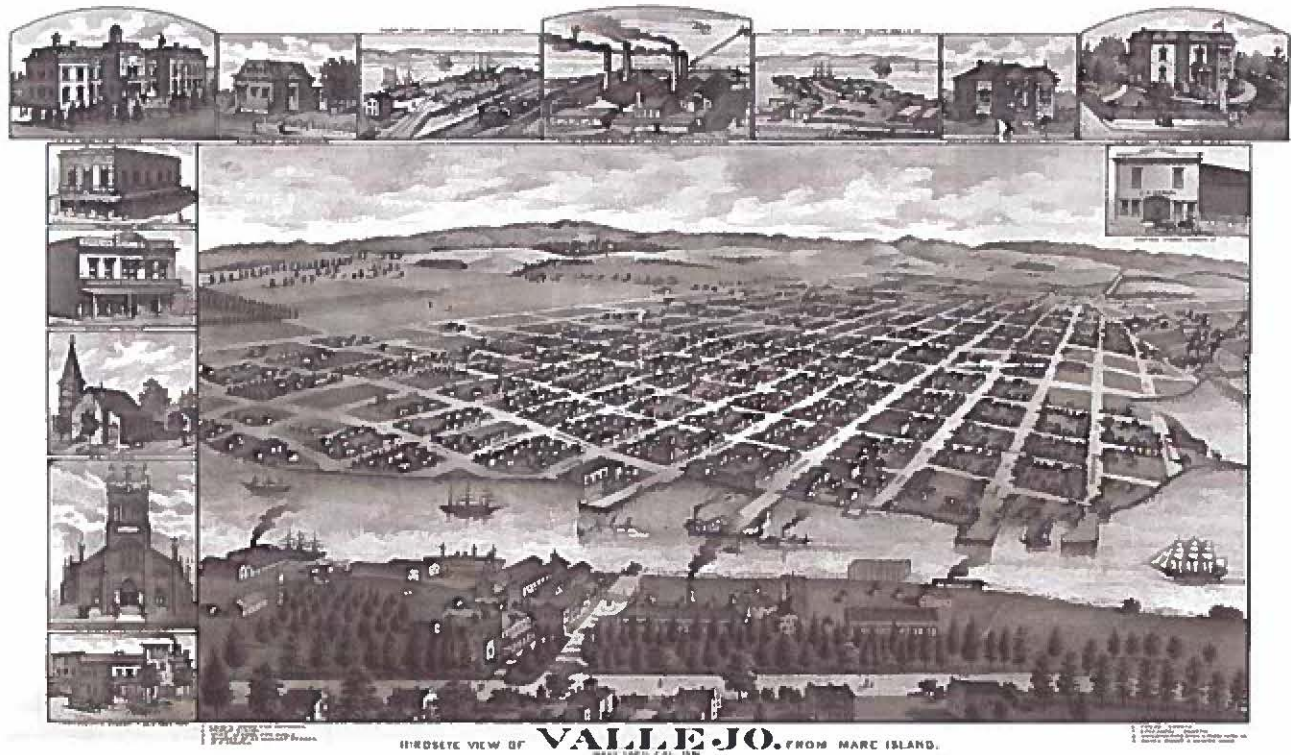


Figure 2.4: Redevelopment Areas

LEGEND

- A Central Redevelopment Area
- B Marina Vista Redevelopment Area
- C Waterfront Redevelopment Area



Historic Image of Vallejo



Georgia Street (1941)



Santa Clara Street (1919)



Georgia Street (1907)

HISTORIC OVERVIEW

Downtown Vallejo had its beginnings as the home to the State Capital at two times during the 1850s. The city was incorporated in 1867, and named after Mariano Guadalupe Vallejo, a Mexican officer who helped settle the area. The Mare Island Naval Shipyard, established in 1854, was integrally tied to the economy of Vallejo until its closure in 1996. The shipyard sparked the City's initial growth and because of Vallejo's crucial geographical position and its direct access to the bay and San Francisco, the City became a transportation center in the 1860s.

The proximity of Downtown to Mare Island linked Vallejo to military activity and a heritage in ship building. The Downtown was firmly established by 1880 and, with the City's new growth, watched its businesses grow more prosperous. In the 1920s, a number of important buildings were built in Downtown along with charming residential neighborhoods. Georgia Street was designed to be the main retail corridor connecting Downtown with the waterfront and included a number of significant buildings. Today, Downtown proudly exhibits some of the finest historic buildings.

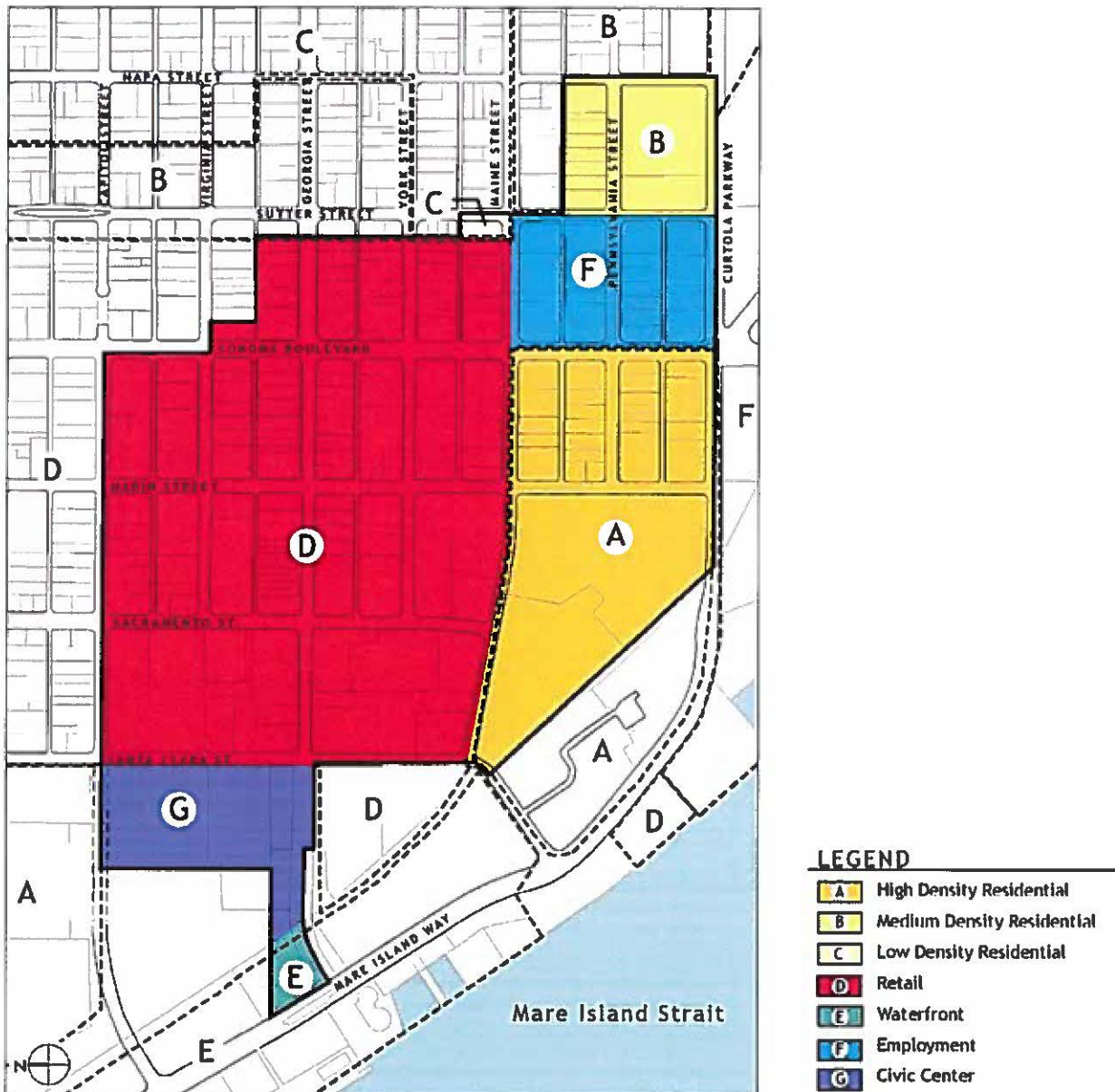


Figure 2.5: General Plan Map (Pre-Specific Plan Adoption)

EXISTING CONDITIONS (CURRENT/PRE-SPECIFIC PLAN)

General Plan

The predominant General Plan land use designation prior to the adoption of this Specific Plan in Downtown was Retail. Residential designations include High-Density Residential, defined in the General Plan as permitting residential densities that are greater than 17.4 dwelling units per acre and characterized by multi-family development, and Medium-Density Residential (8.8 to 17.4 dwelling units per acre), which permits attached or detached residences and townhouses. Other designations in the Downtown area include Civic Uses, the Waterfront, and Employment uses.

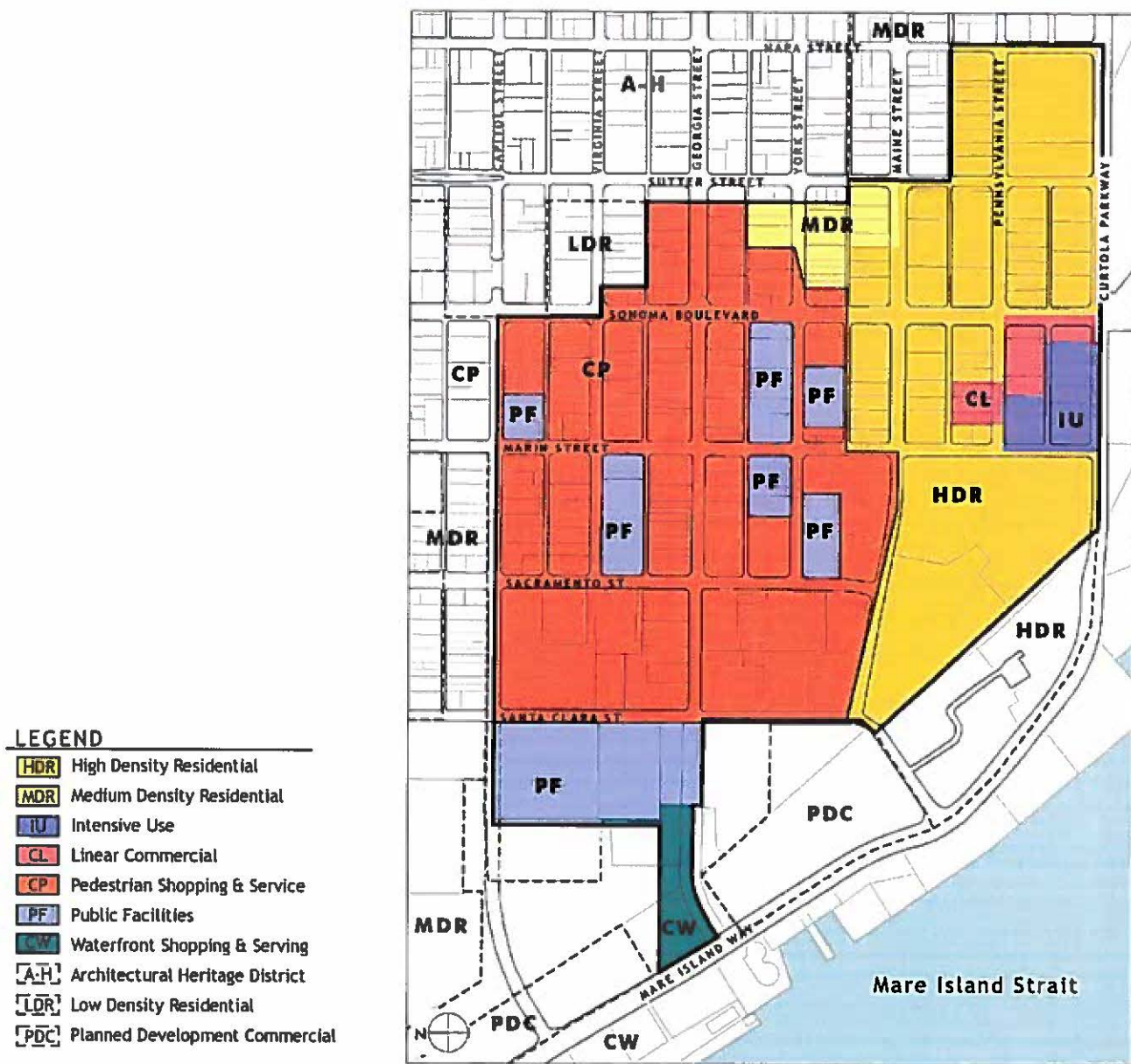


Figure 2.6: Zoning Map (Pre-Specific Plan Adoption)

Zoning

Prior to the adoption of this Specific Plan, the Downtown included a variety of zoning districts. The primary zoning was CP (Pedestrian Shopping and Service) District. The PF (Public Facilities) District includes City Hall, the JFK Library, and public parking lots. Other commercial districts include CL (Linear Commercial), CW (Waterfront Shopping and Serving) and the IU (Intensive Use) District. The residential categories include HDR (High Density Residential) and MDR (Medium Density Residential).

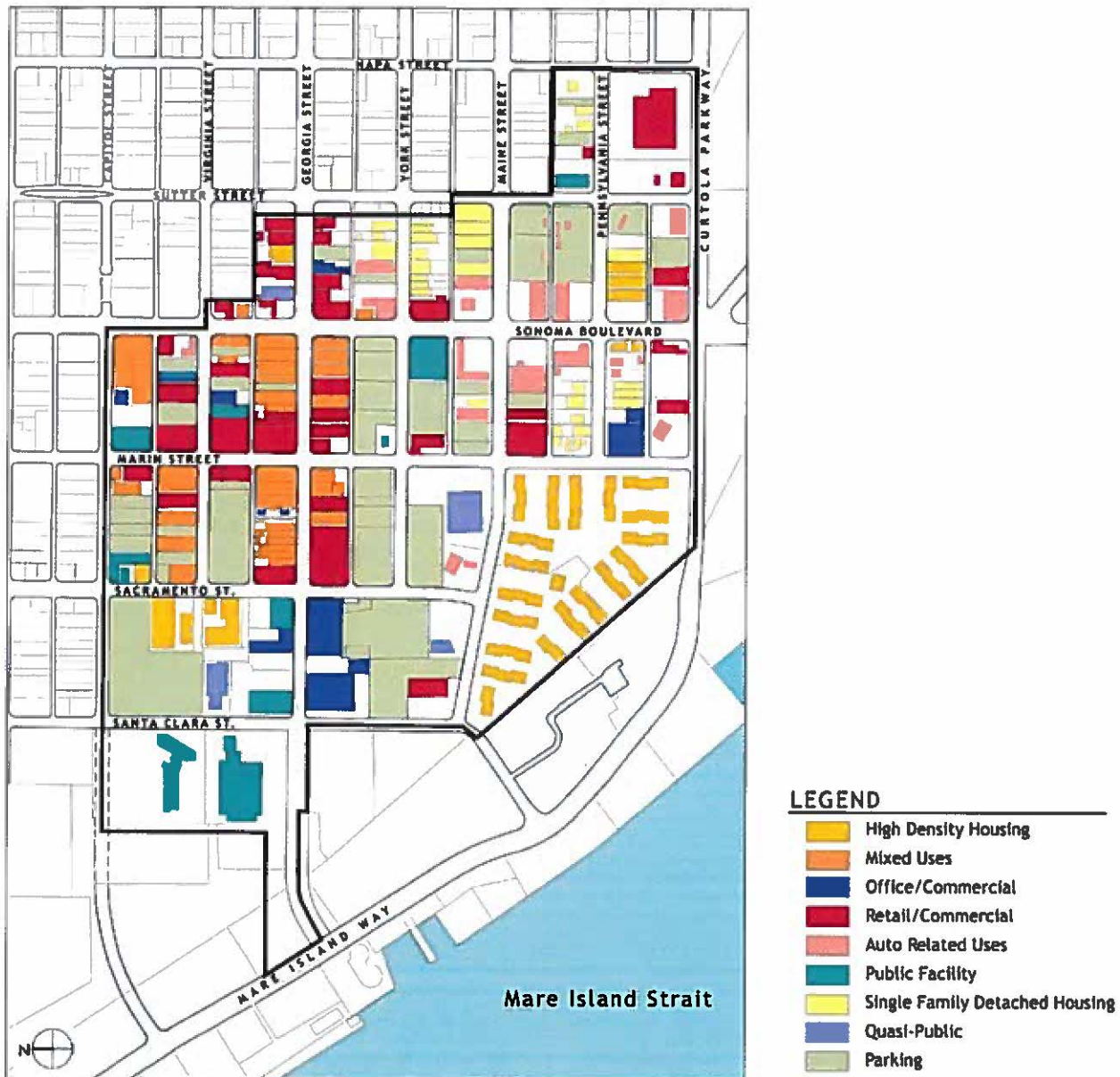


Figure 2.7: Land Use (Current/Pre-Specific Plan)

Land Uses

The land uses in Downtown were identified using the City's GIS information and a visual survey of the area. Figure 2.7 indicates the mix of uses in Downtown in 2005. The dominant uses include retail and commercial. Service commercial uses, such as automobile services, are clustered around Pennsylvania Street.

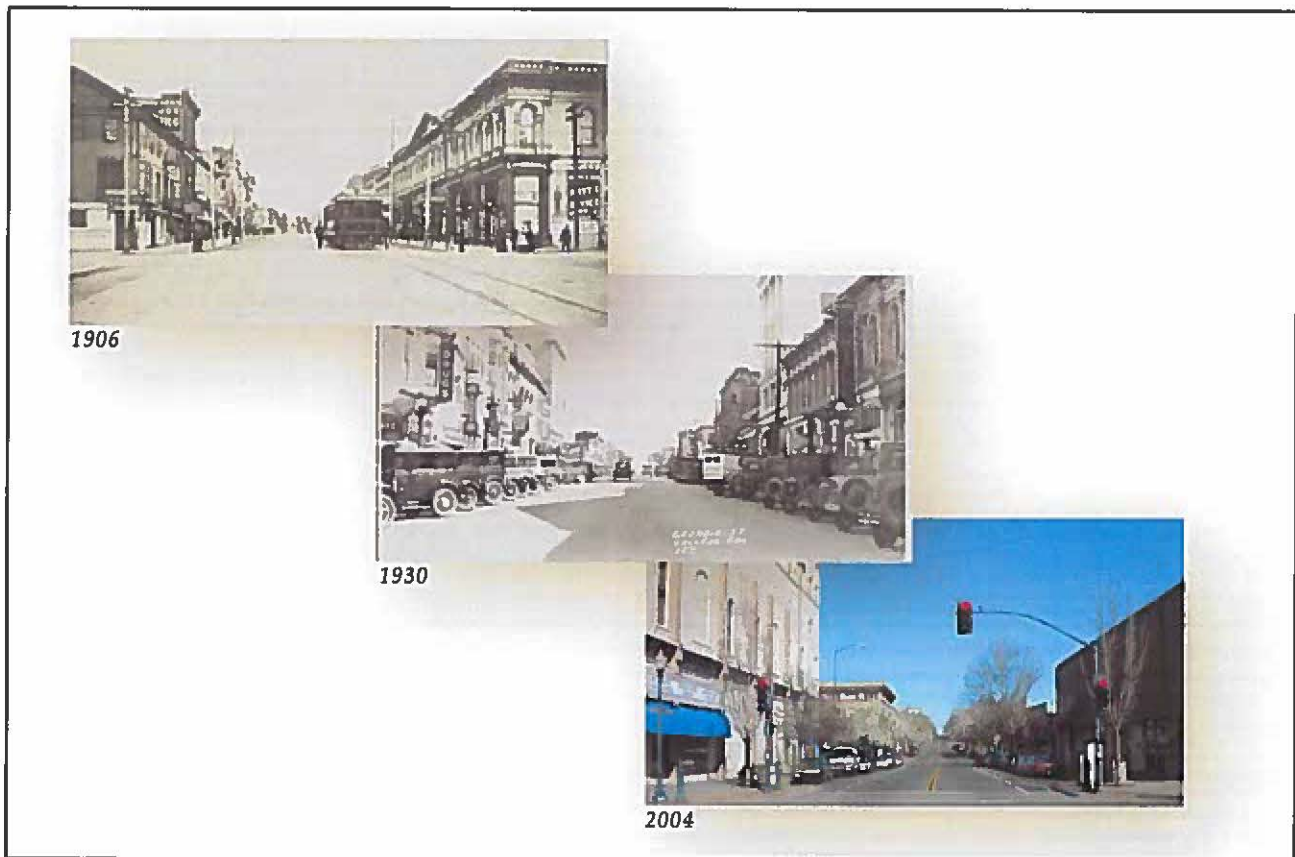
High- and medium-density housing of predominantly rental units accounts for approximately 17.5 acres. Although there are several underutilized parcels in Downtown, there are relatively few vacant parcels (not including public parking lots).

There are seven public parking lots equaling 8.2 acres of the total Specific Plan area in addition to the public parking at City Hall. There are also large surface parking areas associated with private developments.

A consistent feature in Downtown's land use structure has been Georgia Street's ability to remain primarily a retail street. A two-block stretch of Georgia Street, between Sonoma Boulevard and Sacramento Street, is designated a "Main Street"

2. SITE & CONTEXT

as part of the Main Street Program under the National Trust for Historic Preservation. The uses along Sonoma Boulevard (State Highway 29) as it runs through Downtown are predominantly commercial/retail with about 30% of the businesses being auto-oriented.



Georgia Street Over Time

The area to the west of Santa Clara Street and north of Georgia consists of the civic and public buildings with City Hall and the JFK Library. The 10.7 acre Southwest Downtown District includes 236 units of affordable housing that was developed with a density of 22 units per acre.

The area between Maine Street and Curtola Parkway is dominated by a mixture of uses including some office/commercial, single family housing, high density housing, and a large amount of auto-related businesses.



City Hall



Marin Street



JFK Library/Unity Plaza

The following sections are a summary of a study of Downtown parking and transportation conditions. For further details, refer to background report *Existing Traffic and Parking Analysis*, Kimley Horn and Associates, October 2004.

Traffic

Traffic circulation in the Specific Plan area is comprised of through and local movements traveling in the Downtown for a variety of reasons. The ferry terminal, Civic Center, and other Downtown employers attract large numbers of commuters. Schools in the Downtown vicinity, surrounding residential neighborhoods and Mare Island, currently being redeveloped, are uses served by the existing circulation system. Major arterial streets passing through Downtown provide connections to four state and interstate highways serving Vallejo. The Downtown contains one of the City's three Transit Centers, and the Waterfront is both a passive and an active recreational attraction.

Despite all of this activity, the dense grid system of streets adequately accommodates traffic needs to access, and pass through the Downtown.

	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay*
Signalized Intersections				
1. Mare Island Way / Maine Street	A	5.1	A	6.7
2. Mare Island Way / Carolina Street	A	4.4	A	3.2
3. Sacramento Street / Tennessee Street	B	10.7	B	10.1
4. Sonoma Boulevard / Tennessee Street	C	23.5	C	31.3
12. Marin Street / Virginia Street	A	3.3	A	3.9
13. Sonoma Boulevard / Virginia Street	A	2.8	A	4.1
14. Mare Island Way / Georgia Street	A	8.4	A	7.7
15. Santa Clara Street / Georgia Street	A	4.6	A	5.5
16. Marin Street / Georgia Street	A	5.1	A	5.9
17. Sonoma Boulevard / Georgia Street	A	9.2	B	14.9
20. Marin Street / York Street	A	3.2	A	3.1
21. Sonoma Boulevard / York Street	A	3.2	A	4.1
25. Sonoma Boulevard / Maine Street	A	4.4	A	5.1
Unsignalized Intersections				
5. Santa Clara Street / Carolina Street	A	7.98	A	8.38
6. Sonoma Boulevard / Carolina Street	C	22.2	D	27.6
7. Santa Clara Street / Capitol Street	B	10.1	B	10.9
8. Sacramento Street / Capitol Street	B	11.8	B	11.2
9. Marin Street / Capitol Street	A	10.0	B	10.2
10. Sonoma Boulevard / Capitol Street	C	15.3	C	21.1
11. Sacramento Street / Virginia Street	A	7.80	A	7.87
18. Sutter Street / Georgia Street	B	11.6	C	15.5
19. Sacramento Street / York Street	A	9.3	A	9.2
22. Santa Clara Street / Maine Street	A	7.66	A	8.42
23. Sacramento Street / Maine Street	B	10.9	B	10.4
24. Marin Street / Maine Street	A	8.92	A	9.27
26. Sutter Street / Maine Street	B	10.7	B	10.4
27. Sonoma Boulevard / Pennsylvania Street	C	16.6	C	22.5
28. Marin Street / Curtola Parkway	D	27.5	D	26.9
29. Sutter Street / Curtola Parkway	B	11.1	B	10.4

*Average Controlled Delay based on methods of the 2000 Highway Capacity Manual, Transportation Research Board, Special Report 209

Table 2.1: Level of Service Summary (Kimley-Horn and Associates, October 2004)

Traffic volumes in 2004 range from highs of 16,000 vehicles per day on Sonoma Boulevard (State Highway 29) and 17,500 vehicles per day on Curtola Parkway to less than 1,000 vehicles per day on some of the internal Downtown streets.

During the peak hours of the day, intersections meet or exceed the City's level of service standard of LOS D as shown in Table 2.1.

Parking

Parking in Downtown Vallejo consists of public on-street parking, public off-street parking, and private off-street parking facilities. As of 2004, there are nearly 1,500 on- and off-street public parking spaces in the Specific Plan area, with nearly 800 spaces on-street and about 700 spaces in off-street municipal parking lots. There are also about 560 private off-street parking spaces in the Specific Plan area. During the weekday peak period, only about half of the municipal off-street parking spaces in the Specific Plan Area are occupied, as shown in the table below, indicating substantial reserve parking capacity in Downtown today. Saturday parking occupancies are slightly less than weekday conditions.

Public Parking	Total Spaces	Weekday Occupancy					
		9:00 - 11:00 AM		12:00 - 3:00 PM		4:00 - 7:00 PM	
		Spaces Occ.	% Occ.	Spaces Occ.	% Occ.	Spaces Occ.	% Occ.
Off-Street	706	346	49%	322	46%	312	44%
On-Street	767	376	49%	424	55%	386	50%
Total	1473	722	49%	746	51%	698	47%

Table 2.2: Public Parking Supply and Occupancy in Plan Area [Source: Kimley-Horn and Associates, October 2004]

Transit

Downtown Vallejo is served by several transit systems. Vallejo Transit provides the primary bus service downtown with nine bus routes covering the entire City. Three of Vallejo Transit's routes provide connections to BART or the communities of Fairfield and Vacaville. Vallejo Transit maintains the York & Marin Transit Center located on York Street between Marin and Sacramento Streets. The Transit Center provides timed-transfer between many of the City's bus routes and routes connecting to the City's Sereno Transit Center and the Curtola/Lemon Park & Ride Lot. Other than the York & Marin Transit Center, Vallejo Transit has bus stops in Downtown on Santa Clara Street, Marin Street, Sacramento Street, Maine Street, and Sonoma Boulevard. Other transit agencies that serve Downtown Vallejo include Benicia Transit and Napa Valley VINE.

Downtown Vallejo is also served by the Baylink Ferry System with direct service to San Francisco. The York & Marin Transit Center is planned to be replaced with a new Bus Transfer Center located on an Extension of York Street between Sacramento and Santa Clara Streets within easy walking distance of the Downtown core, the proposed Waterfront development, and the ferry terminal. This new center will provide twelve bus bays, passenger shelters, limited public parking, and a transit office with lobby, public restrooms, ticket sales and a driver break room.



Figure 2.8: Existing Parking Lot Locations (2005)



Surface parking lots result in streets that are not "pedestrian-friendly."

LEGEND

- Public Parking
- Private Parking

Surface Parking Lots

An excess of surface parking lots in Downtown disrupts the continuity of building form. Almost 22% of the Downtown's land area is consumed by parking lots, many of which are less than half full during peak demand times. Furthermore, the streets in Downtown are very wide, contributing to the "vacant" feeling and lack of definition of urban structure caused by these surface lots. Central to the Specific Plan is the directing of investment and development to underutilized and idle land resources to maximize local benefit.

DOWNTOWN STRUCTURE

The structure of Downtown can be seen as layers that include the street network and other open spaces which form the public realm in Downtown. Public and private buildings adjacent to the public realm help to define and reinforce the public spaces. Community events such as the Farmers' Market and other festivals regularly showcase Downtown and its historic structures. Described as having "good DNA," the entire Downtown lies within a quarter mile radius of its center – a comfortable walking distance. An organic balance is rooted in Downtown's street grid and a pedestrian-scaled block of 300 feet x 400 feet.

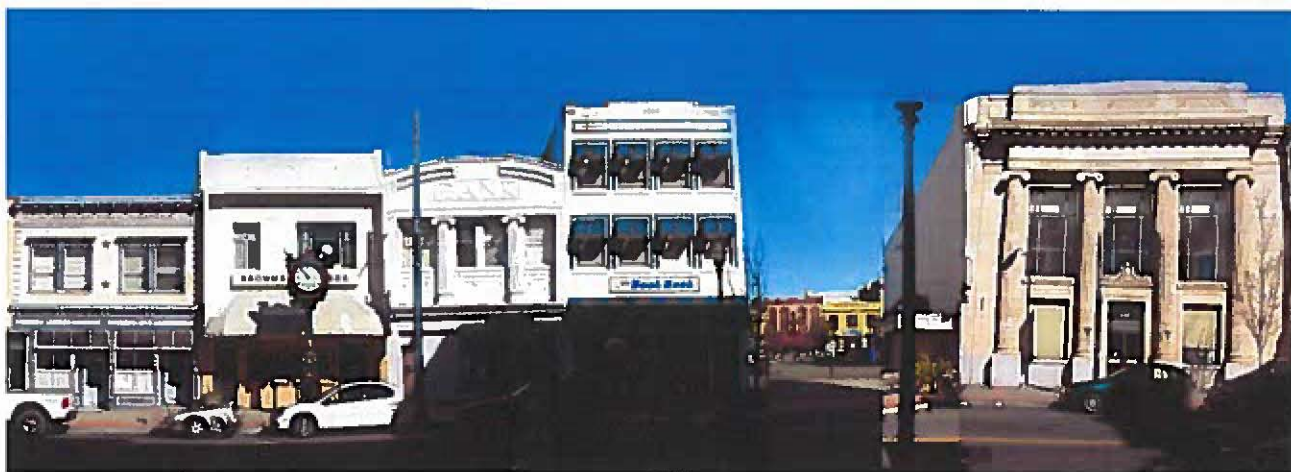
The urban fabric and framework of the Plan Area, and its adjacency to the Waterfront, quality access and regional connections, provide an exceptional opportunity for physical revitalization, economic development and the creation of new jobs and a significant number of new residences. The following sections of this chapter describe the components of Downtown that position Downtown Vallejo for additional development.



Downtown Streetscape



Downtown Open Space



Downtown Buildings

Circulation

Downtown Vallejo has a strong identifiable grid of interconnected streets and alleys. Downtown consists of a walkable street grid with blocks of approximately 400 feet by 300 feet divided by an alley 16 feet wide. With the exception of the streets near the waterfront, the downtown grid is consistent and has been well maintained over time to provide a good basic circulation framework. The entire Specific Plan area falls within a quarter mile walking radius.

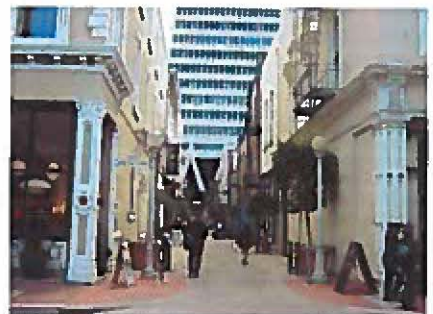
Another positive element of the circulation is the series of alleys that pass through at least fifteen of the blocks in the Plan area. These alleys afford opportunities for shared vehicular access away from the main streets to reduce the need for curb-cuts and to facilitate service access that could otherwise conflict with pedestrian activity. Additionally, alleys can also be used creatively to become links within the open space and pedestrian network in Downtown.



Pedestrian-Friendly Street



Paseos as Gathering Places



Alleys as Pedestrian Connections



Figure 2.9: Circulation (2005)

LEGEND

- Public Alleys
- Public Streets
- Future Public Street
- Paseos

2. SITE & CONTEXT



Figure 2.10: Building Height and Massing (2005)

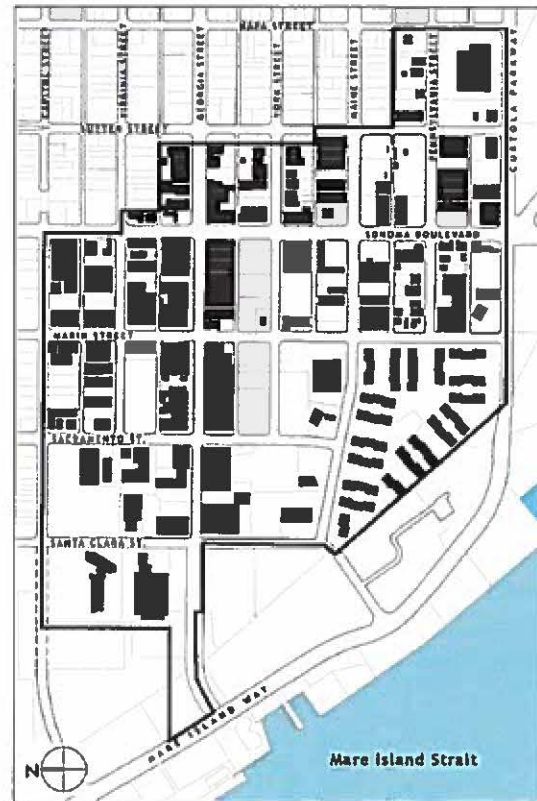


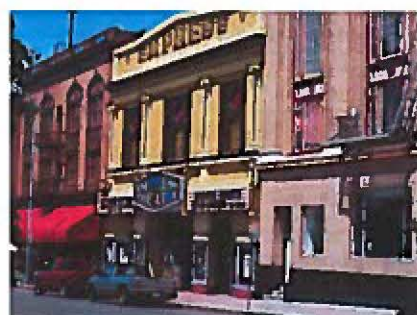
Figure 2.11: Downtown "Figureground" Map (2005)

Building Height and Massing

Downtown consists largely of 3- to 4- story buildings, with a number of taller buildings. The Marina Towers, at 148 feet, is by far the tallest building in Downtown (see Figure 2.10). Most buildings have a massing typical of more traditional urban buildings with bulkheads, storefront display windows, transom windows, and a middle section that extends to a parapet (flat) roof line. These buildings establish a scale and rhythm along the street that define the recognizable character of Downtown. Of particular note are the blocks along Georgia Street between Sonoma Boulevard and Sacramento Street made up of an almost unbroken "street wall" of historic storefront buildings. For the most part, Downtown includes a fine grain of development ("grain" is defined as the scale of buildings) including the level of detailing associated with the building design. However, several nodes in Downtown lack physical definition due to poorly proportioned buildings and streets, vacant parcels and surface parking lots. This is illustrated in Figure 2.11 which includes what is typically known as the "Figureground"- a map that illustrates the relationship of building to open space and streets.



Marina Towers



2-3 story buildings along Virginia Street



Figure 2.12: Historic Resource Diagram

HISTORIC RESOURCE EVALUATION

Downtown Vallejo's historic buildings contribute largely to its community character and identity. The Downtown Specific Plan Area currently contains one structure listed on the National Register of Historic Places (The Naval and Historical Museum, 734 Marin Street) as well as a California State Landmark (Original State Capitol at 301 Georgia Street). In addition to these two sites, the City of Vallejo has designated five other structures as landmarks (the First City Hall at 715 Marin Street, the Alibi Clock located at 316 Georgia Street, the Empress Theater at 338 Virginia Street, the Masonic Temple at 707 Marin Street and Red Men's Hall at 431 Georgia Street).



Naval and Historic Museum



Empress Theater



Masonic Temple



Red Men's Hall

A preliminary assessment of the historic and archeological resources was conducted by Archeological Resource Service in 2004. Of the 238 properties evaluated, 17 buildings were determined to be of individual importance and 9 to have the potential to be of individual importance if their integrity were restored. Nineteen were determined to be possible contributors to a potential historic commercial district, 25 could contribute to a potential historic commercial district if their integrity were restored, and 41 structures were determined to have potential local importance but would be non-contributing to historic districts (See *Appendix B: Historic Evaluation Summary*).

MARKET FACTORS

Housing

Vallejo's strategic location already provides the impetus for change. As buyers in the Bay Area seek a high quality of life at more affordable prices, Vallejo is primed to accommodate residential development in an urban downtown setting. Downtown Vallejo offers buyers a unique opportunity including:

- Transit orientation
- Adjacency and views to the Waterfront
- Ferry access to downtown San Francisco
- Proximity to core Bay Area
- Historic downtown character

These, accompanied by a more affordable price-point, are strong attributes that the Bay Area buyer will consider. Additionally, Downtown may benefit from the synergy of high quality development on Mare Island and along portions of the Waterfront.

Retail

Fundamental to the success of Vallejo's downtown revitalization is the rebuilding of its retail component. Downtown will need to provide goods and services tailored to the specific needs of the newly created and older nearby neighborhoods. These goods and services could eventually be supplemented with specialty retail, attractive to both residents and visitors. The retail must be convenient, pedestrian-friendly, and connected to the urban lifestyle.

For decades, Vallejo's Downtown has been plagued by low demand, a high vacancy rate, poor retail environment, and a failure to adapt to changed competitive circumstances. The re-introduction of mixed-use "for sale" and rental urban housing will attract empty nesters, singles, couples without children, and non-traditional households. Properly managed, the Downtown retail environment will benefit from the customer base provided by the addition of residential households.

Marketing

Vallejo is poised to benefit from the demographic, economic, political, and environmental trends supporting the type of "smart growth" TOD (transit-oriented development) projects envisioned in this Specific Plan.

Careful attention to the design, marketing and pricing of the projects anticipated in this plan will be critical for the private investor. Still, success will require a strong partnership and coordinated effort among land owners, merchants, tenants, and the local government.

This Specific Plan addresses a variety of policies and actions that need to be implemented for the revitalization goals to be achieved. Included are:

- Attractive streetscapes and public areas that encourage walking and gathering
- Street designs that maximize on-street parking and create a sense of arrival rather than of "passing through"
- Incentive programs to promote the retail, entertainment, arts and support services needed to make Downtown a more balanced neighborhood
- Land use regulations that encourage the types of development and occupancies that will contribute to achieving the Downtown goals, and prevent those that inhibit them
- Development standards and design guidelines that ensure high quality while encouraging private investment
- Systems for preserving the identified historic structures
- On-going advocacy and funding for Downtown safety, maintenance, code enforcement, and marketing
- Short and long-term financial strategies to carry out all of the programs and projects provided in this plan.

LEGEND

- 1 Catalyst Sites-Phase 1
- 2 Catalyst Sites-Phase 2
- C Opportunity Sites-Central Downtown
- O Opportunity Sites-Outer Downtown

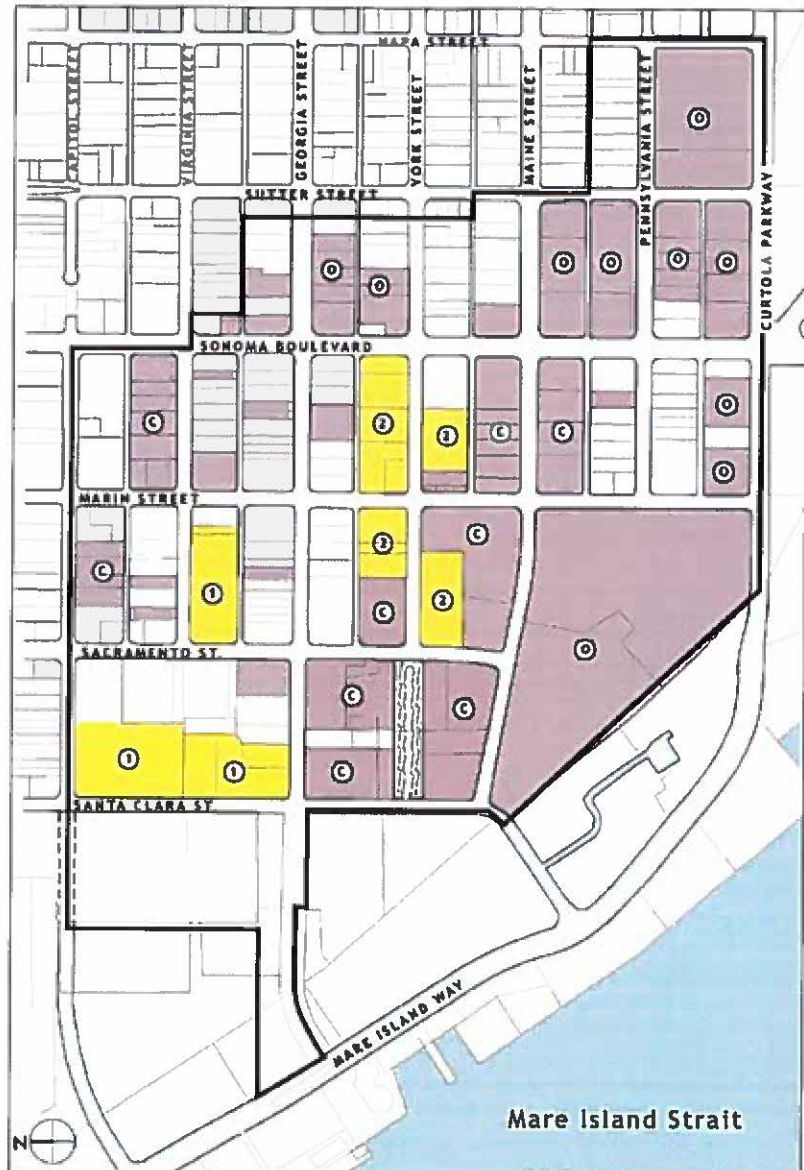


Figure 2.13: Catalyst and Opportunity Sites

CATALYST AND OPPORTUNITY SITES

A number of parcels have been identified as “catalyst” and “opportunity” sites within the Specific Plan area. These sites include City-owned public parking lots and parcels that have the potential for new development in the near term, such as the Housing Authority and Credit Union sites on Georgia Street and Santa Clara Street. Seven parcels totaling 8.4 acres have been designated “Catalyst Sites”. Of the Specific Plan area’s 97.2 total acres, 41 acres have been identified as “Opportunity Sites,” comprising 42% of the total land area. This designation grew from a process that identified vacant lots, surface parking lots, single-story commercial structures, and sites with low building coverage. Opportunity Sites are identified to provide a sense of potential development capacity in Downtown and to accommodate future growth. Opportunity Sites will be developed over time by property owners.

3. VISION

INTRODUCTION

This chapter identifies a range of elements that contribute to a vibrant and livable downtown. It includes a vision statement that will become the basis for the goals and policies included in the Specific Plan and Design Guidelines. The vision statement incorporated here is the result of the visioning plan that preceded the Specific Plan. The community and the City Council provided input in defining the vision.

ELEMENTS OF A SUCCESSFUL DOWNTOWN

Every downtown is unique, but the basic elements that contribute to making it a desirable place can be identified. The most important of these is people. No downtown is successful without people. People activate a downtown, keep it safe, and create the energy that sustains it over time. A successful downtown is a clean and safe place with a distinct and memorable quality that is its "Community Character."

Distinct Identity

Downtown is the heart of a community - a public place that is easily accessed. It is recognizable with memorable qualities that define its "sense of place." Identity is generally defined by a downtown's physical setting and characteristics. Its buildings, streets, and civic spaces tell a story about its history, the care it receives, and the pride it creates. In its identity, one recognizes downtown's history, its culture, and its activities. A downtown's character is established through attractive and well maintained streets and sidewalks, and a layering of historic buildings alongside new development. Downtown events also form part of this character through community festivals, cultural events, and celebrations that promote community activity. A downtown should be a place with pleasant discoveries and surprises uncovered with every visit.

Diversity of Uses

Successful downtowns have a variety of uses and amenities that entice people to arrive and linger. Downtown is a place for commerce, a place to live, a place to work, a place to shop, play and recreate.

A successful downtown includes a mix of uses including housing at appropriate densities to create a downtown that is active 24 hours of the day. Vibrant and varied retail and entertainment opportunities offer choices to residents and visitors. Uses such as entertainment venues, specialty retail or restaurants whose primary or only location is in downtown add to its identity and desirability.



Historic Building



Farmers' Market



Mixed-Use Building



Pedestrian-Scaled Street

Walkability

A walkable downtown supports a place where people come to work, visit and stay. Walkability is encouraged by small block sizes that are between 300 to 400 feet in length, and is sustained by spatial quality and a quality of experience while traveling between destinations. Small identifiable districts with views and connections to significant destinations and street activity encourage pedestrian movement. A comprehensive parking strategy that supports accessibility by car is important because the key to walkability is not getting the cars out of downtown, but getting people out of their cars and staying in and moving about downtown on foot.

Traffic-calmed, pedestrian-scaled streets and public spaces that are landscaped with shade trees and attractive furnishings, lighting and fixtures define a pedestrian-friendly downtown. The sidewalks are designed not only to link one block to another, but to serve as public spaces where community members can meet and congregate.

Connections and Linkages

A well-connected downtown network of streets, sidewalks, and open spaces helps to support easy access to all locations by all modes. Streets in downtown are interconnected to maintain choice and accessibility. They have attractive, well-maintained sidewalks throughout, with pedestrian-scaled lighting and furnishings. They include controlled and enforced on-street parking wherever possible to support local retail as well as provide a buffer between vehicular traffic and pedestrians on the sidewalks. Downtown streets are linear public spaces that belong primarily to people and yet can provide pedestrian comfort while moving traffic within the downtown.

Views are also significant elements of a downtown's connectivity. Clear movement and way-finding through a place are supported by views to important features. Signage and lighting also ensure connectivity, ease of movement and accessibility.



Street with Sidewalk and On-street Parking

Parking

Downtown parking is best treated comprehensively, rather than on a parcel-by-parcel basis. One of the crucial components of a successful downtown is accessible, easy-to-find and affordable parking, without excessive parking lots which are counterproductive to clustering of retail. A mixed-use development strategy will ensure a balanced program with adequate, yet not excessive, parking. On-street parking is critical to the overall program, promoting retail activity in Downtown by creating easy access for potential shoppers. At the heart of such a development strategy, by relieving the congestion normally associated with downtown travel, is the successful promotion of transit and pedestrian travel to and between destinations in Downtown.



Parking Garage with Retail

Attractive Physical Environment

The layering of an attractive public realm with historic buildings and high quality new buildings forms the backdrop for human interaction in a successful downtown. Well-designed streets, sidewalks and open spaces help to define a memorable downtown. An attractive, well-maintained and well-lit downtown promotes safety, expresses a sense of well being, and illustrates its stability.

Unique and identifiable streetscape elements and furnishings, beautiful and thriving landscaping, well-used and desirable public spaces, and upgraded and well-maintained buildings refine the character of these downtowns. Downtowns are places that welcome both residents and visitors and provide discoveries over time.

Landmarks, public art, signage and gateways help to establish a few more significant and distinct features in successful downtowns and provide a sense of arrival, visual markers, and way-finding opportunities.

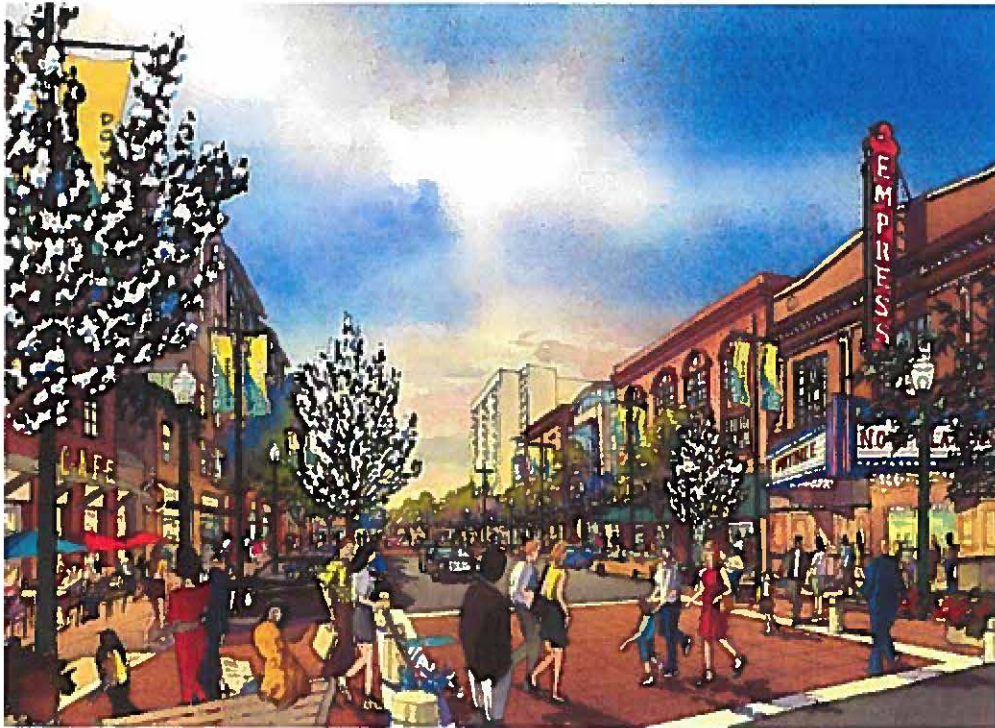


Public Art

DOWNTOWN VALLEJO

In Vallejo, several projects currently underway will have a positive impact on Downtown. The renovation of the Empress Theater will give rise to additional nodes of activity in and around Virginia Street.

The Specific Plan for Downtown also intends to strike a balanced relationship between two other Plans currently underway or recently completed: the Bus Transfer Center Plan and the Waterfront Master Plan For Public Spaces. The Specific Plan for Downtown Vallejo will coordinate with goals of these Plans to ensure that projects work together toward a common end of community and Downtown revitalization. This Specific Plan is not seen as a static plan but as a framework for future investment and reinvestment within Downtown.



Virginia Street Rendering



Vision of Downtown Vallejo

VISION FOR A LIVABLE DOWNTOWN

Downtown will become the focus of community pride as the revitalized “heart” of Vallejo. It will be an authentic, vibrant, vital, economically stable, attractive and walkable place that capitalizes on its historic character and its location. Downtown will be a place for people to live, work, shop and participate in civic and cultural events.

At the heart of Vallejo’s Downtown community visioning process is the concept of sustainable development. Sustainability in this context calls for a balance to be achieved among three often competing interests: the environment, the local economy, and social equity. While many successful downtown renovations throughout the country have been realized over the past twenty years, only some of them have truly embraced the notion of sustainability.

Over a proposed ten to twenty year period, Vallejo’s downtown seeks to accomplish the following:

- Mix land uses
- Promote compact building design
- Create a range of housing choices
- Create walkable neighborhoods
- Foster attractive buildings with a strong sense of place
- Promote inclusion of “green” building principles
- Preserve public spaces and critical environmental areas
- Encourage density infill on previously developed sites
- Locate development in close proximity to public transit
- Make development decisions predictable, fair and cost effective
- Encourage community and stakeholder collaboration
- Stimulate revitalization through public/private partnerships

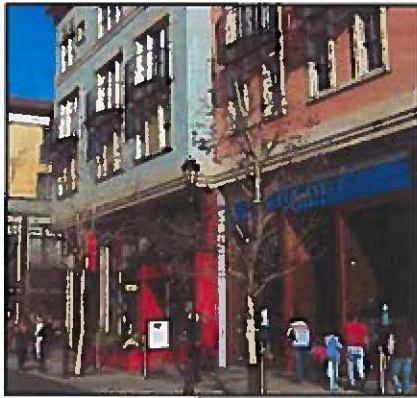
These goals are intended to create a vibrant, visually distinctive place vital in its mix of housing, offices, shopping, entertainment and recreation within a compact area ideal for social interaction and quality of life. The general enjoyment of civic and cultural life will occur within a fabric woven from the City’s unique waterfront location and historic charm. It will become a place of superior quality of design, well- maintained character, and a destination that will be recognized as uniquely Vallejo.



Downtown is a People Place By Day...



...And By Night



Mixed Use Buildings

By mixing land uses this Specific Plan stresses the importance of designing structures to create retail opportunities along the street level with housing or offices above. Office development should also be clustered within Downtown to create synergy with daytime residents.

By promoting compact building design, this Specific Plan seeks to restrict and eventually eliminate the creation of new surface parking lots. With downtown improvements, current landowners of surface parking lots will be encouraged to develop those parcels into more productive uses such as buildings, outdoor public retail plazas or parks.

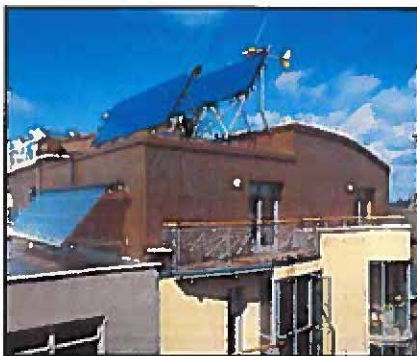
This Specific Plan encourages the creation of a range of housing including high quality for-sale and rental housing, affordable housing. Inclusionary housing should also be required to be upgraded or renovated to achieve quality standards compatible with newer structures being created in Downtown and older preserved historic buildings. For-sale products should be diverse and feature lofts, flats, town homes and live-work opportunities. Any efforts to develop low-density, suburban style detached housing in Central Downtown area should be disallowed.

By creating walkable neighborhoods, this Plan goes beyond the desirable and essential components of connectivity. The streetscapes in this Specific Plan include street trees in parking islands, widened sidewalks and interesting street furniture, which will encourage retail and civic participation by residents and visitors alike. This Specific Plan prohibits the widening of any Downtown streets to accommodate automobiles (except for the segment of Georgia Street between Sacramento Street and Santa Clara Street which is anticipated to be widened to match the rest of Georgia Street). The street sections include extensive requirements for street trees in parking islands which should not be removed by future development.

Narrowness and enclosure of streets foster intimacy and safety. Truck loading and unloading occur in alleys, away from most pedestrian activity. Recognition, communication and community are inherent in great streets. Shopkeepers are more involved with maintenance of their public realm and store frontages. Residents watch out for each other's safety and well-being. The "social contract" implicit in great streets, as a function of great neighborhoods, is the understanding among participants that people are never "on their own." Crime is greatly reduced in environments such as this.

By fostering attractive buildings with a strong sense of place, this Specific Plan acknowledges that in Downtown Vallejo, they are a part of something special. Structures erected in livable cities, large and small, evoke a commitment to history and a desire to leave a legacy that future generations will enjoy.

The Downtown Design Guidelines address building facades and details for shutters, sills, cornices, frames, signs, and lights, colors and textures, and landscaping. It emphasizes a strong sense of verticality, shelter from wind, and compactness of building "footprint". Most importantly, a strong sense of place is one in which memorable buildings, streets, plazas, parks and people dominate the urban landscape. It is outstanding physical spaces that draw people to congregate.



Green Building w/ Solar Panels

By promoting "green" building principles, this Specific Plan seeks to encourage a continuation of the energy-efficient philosophies already underway in the Downtown civic area. Renovation of existing buildings generally imposes fewer burdens on the environment than new construction, so the potential of fixing up older buildings for mixed uses should be encouraged. All designs in the Downtown Specific Plan area should include "whole-systems" design principles to make structures highly energy-efficient. All green techniques can combine to create a sense of community pride in the places to live and work.

By encouraging infill projects on previously developed sites, this Specific Plan seeks to offer incentives to developers to reuse properties. Higher densities do not mean structures that are insufficiently articulated or of nondescript design. Higher density projects demand good design, diversity and interest. Well-designed density on infill sites provides more opportunities for parks and public spaces in those areas most sensitive to Vallejo's citizens.

By developing in proximity to transit, this Specific Plan suggests that a strong resident pedestrian orientation to Vallejo's existing ferry and proposed Bus Transfer Center may likely increase the financial viability of that same public transportation, without necessitating the creation of even more expensive commuter parking areas. With well-maintained and reliable public transportation systems, Downtown residents can be expected to support such systems and to limit usage of their automobiles as much as possible for non-commute use.

In making development decisions predictable, fair and cost-effective, the City of Vallejo has made a commitment to expedite the permit review process with its explicit Design Guidelines and programs. This is not an invitation to shortcut or reduce the quality of the facilities being proposed; rather, it is an advantage to processing plans in a timely manner, as long as those applicants adhere to the policies and design standards specified in this document and promote the goals of this Specific Plan.

Downtown will benefit greatly from the existence of public/private partnerships between developers and the City. The partnership concept allows for both sets of expertise to blend and gives the downtown setting its greatest chance for success. Public/private partnerships require that the public and private entities share information to solve problems collaboratively and with full support from the community.



Transit Center

4. LAND USE POLICIES

INTRODUCTION

This chapter establishes the goals, policies and programs that will guide development in Downtown. These policies are intended to describe the vision for the type and intensity of activity in the Specific Plan area. The goals and policies defining the land use framework are intended to promote flexibility, to introduce new uses while existing viable uses are maintained, and to promote an intensity of development that is appropriate in a downtown setting.

The Specific Plan focuses on the inclusion of housing in Downtown as the most critical element of revitalization. Residents bring a consistent population and activate the area throughout the day and night. Residents also bring a market base that supports local businesses and transit beyond that of a daytime employment population alone. A downtown that is activated by a mix of business, retail, and residential activities provides an economically viable, self-sustaining area that will thrive over time. As Jane Jacobs describes in *The Death and Life of Great American Cities*, the “eyes on the street” concept is the only effective method of reducing illicit downtown activities and promoting the health, safety and general welfare of downtown.” This Chapter outlines the goals, policies and programs that define the land use framework for Downtown. The land use framework is reinforced with a set of Land Use Regulations detailed in Chapter 8. The following section describes the various policies that support the goals of the Specific Plan.

DOWNTOWN HOUSING

LU GOAL 4.1: DEVELOP A SIGNIFICANT AMOUNT OF NEW HOUSING IN DOWNTOWN.

New housing in Downtown is key in achieving several objectives for the City and the region as a whole. The most important of these objectives is that housing in Downtown will add vitality by providing activity during both the day and night. New residents will also enhance the customer base for Downtown retail businesses, including the potential for a new grocery store. Higher density residential development adjacent to and within walking distance of the ferry terminal and the proposed Bus Transfer Center will promote transit ridership.

Policy 4.1.1: Provide for a variety of housing types throughout Downtown.

A variety of residential types should be provided to create a downtown that is accessible to different sectors of the community. Housing prototypes that are appropriate in Downtown include multi-family flats and apartments, condominiums, townhomes, “flexible” live-work options, and mixed-income housing (market rate and affordable units).

Policy 4.1.2: Encourage residential development on upper floors of existing Downtown buildings where appropriate.

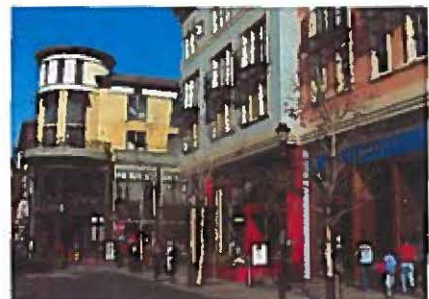
Multi-family rental and “for sale” residential development is appropriate on upper floors of existing buildings particularly in Central Downtown. These units will provide choices in housing for a segment of the population that could include students, artists and other single person households and small families.

Program 4.1.a: Ensure development of “Catalyst Sites” with high quality mixed-use housing/ commercial.

The City-owned parking lots and the Housing Authority site in Downtown provide excellent development opportunities in Downtown. These sites



Townhouses



Mixed-Use Housing

are identified as "Catalyst Sites" (Figure 2.14). When developed as mixed-use housing/commercial projects, they will serve as indicators of positive change in Downtown. These early projects on the City-owned parking lots and the Housing Authority and Credit Union sites being proposed by Triad Communities must be well designed and constructed as they will become prototypes for future development in Downtown.

A MIX OF USES

LU GOAL 4.2: ENRICH THE MIX OF DOWNTOWN USES.

Downtown Vallejo has a limited range of uses within its boundary today. As discussed in Chapter 2: Site & Context, the existing uses consist predominantly of retail and service uses in addition to civic facilities. Based on a resurgence of interest in urban living, Vallejo's Downtown can include a mix of new uses with the introduction of housing.

Policy 4.2.1: Support existing viable uses while encouraging a new mix of uses.

The Specific Plan includes land use regulations (Chapter 8) that allow for new uses such as higher density mixed-use housing and a variety of other housing types that do not currently exist in Downtown. While the goal is to introduce and promote new uses, notably housing, in Downtown, the existing viable uses will be maintained. This policy anticipates that these many viable service-oriented businesses will remain and be enhanced by new residential and commercial activities.

Program 4.2.a: Actively promote the "recycling" of underutilized land.

In addition to the Catalyst Sites there are several sites identified as Opportunity Sites. These undeveloped or underdeveloped sites account for 42% of the Specific Plan area. Based on improvements made in Downtown with the development of Catalyst Sites and streetscapes, it is anticipated that these Opportunity Sites will be developed or redeveloped over the next ten to twenty years. This further supports the bold vision of transforming Downtown into an exciting, vibrant mixed-use district with a variety of new residential, retail, employment and recreation opportunities. Because all of the Opportunity Sites are privately owned, the City should work with property owners to inform them of the potential for development based on the changes instituted with the adoption of this Specific Plan.

Policy 4.2.2: Promote a variety of retail uses that serve the local community and contribute to an active pedestrian environment.

Successful downtowns incorporate a variety of retail opportunities ranging from those that serve the Downtown residents to specialty retail and restaurants that serve the needs of the entire community and visitors. To be successful, retail must be clustered and located appropriately.



Surface Parking- Downtown Vallejo

Program 4.2.b: Develop an overall retail strategy to attract desired retailers to Downtown both in the near and long term.

The City should initiate a long-term retail strategy and provide incentives in a formal Marketing Plan to attract desired retailers in the short- and long-term. The City's Economic Development Division should work with a formal organization of Downtown property owners and other stakeholders to develop strategies for retail attraction and retention.

Program 4.2.c: Pursue the inclusion of a grocery store in Downtown as part of the near-term strategy.

A grocery store should be promoted as an integral part of a mixed-use Downtown. A specific and targeted effort will be necessary to incorporate a grocery store in Central Downtown.

The Specific Plan incorporates a variety of measures intended to implement its goals and policies. The following measures included in the Plan help to execute Goal 4.2 and Policy 4.2.2:

- *Designation of some streets in Central Downtown as "Retail Frontage Streets" requiring buildings along the street to be designed to accommodate retail uses in the future. These streets include Georgia Street, Sonoma Boulevard between Capitol Street and Curtola Parkway, Virginia and York Streets between Sonoma Boulevard and Sacramento Street, and Marin and Sacramento Streets between Capitol Street and Maine Street (see Figure 4.1)*
- *Identifying appropriate interim uses in retail spaces until such time as there is a market for retail uses, and prohibiting "boarded up" storefronts even during transition periods*
- *Promoting outdoor dining facilities in Central Downtown with the widened sidewalks.*
- *Encouraging flexibility in land use regulations to promote as much development and redevelopment with a mix of uses, by not having separated land uses identified on a land use map.*

Policy 4.2.3: Encourage the development of mixed-use office buildings in proximity to the proposed Bus Transfer Center.

While the introduction of residential and retail is critical for the near-term revitalization of Downtown, it is important that there be a sufficient employment base to ensure that Downtown is a true mixed-use district and to provide an important daytime customer base for retail establishments and restaurants. The proposed Bus Transfer Center is planned as the primary bus station in Downtown Vallejo. Employment-oriented mixed-use buildings with appropriate retail and residential uses are sensible when adjacent to the Bus Transfer Center and should be encouraged.



Retail Storefronts



Outdoor Dining



Retail Storefronts

LEGEND

■ Retail Frontage Streets

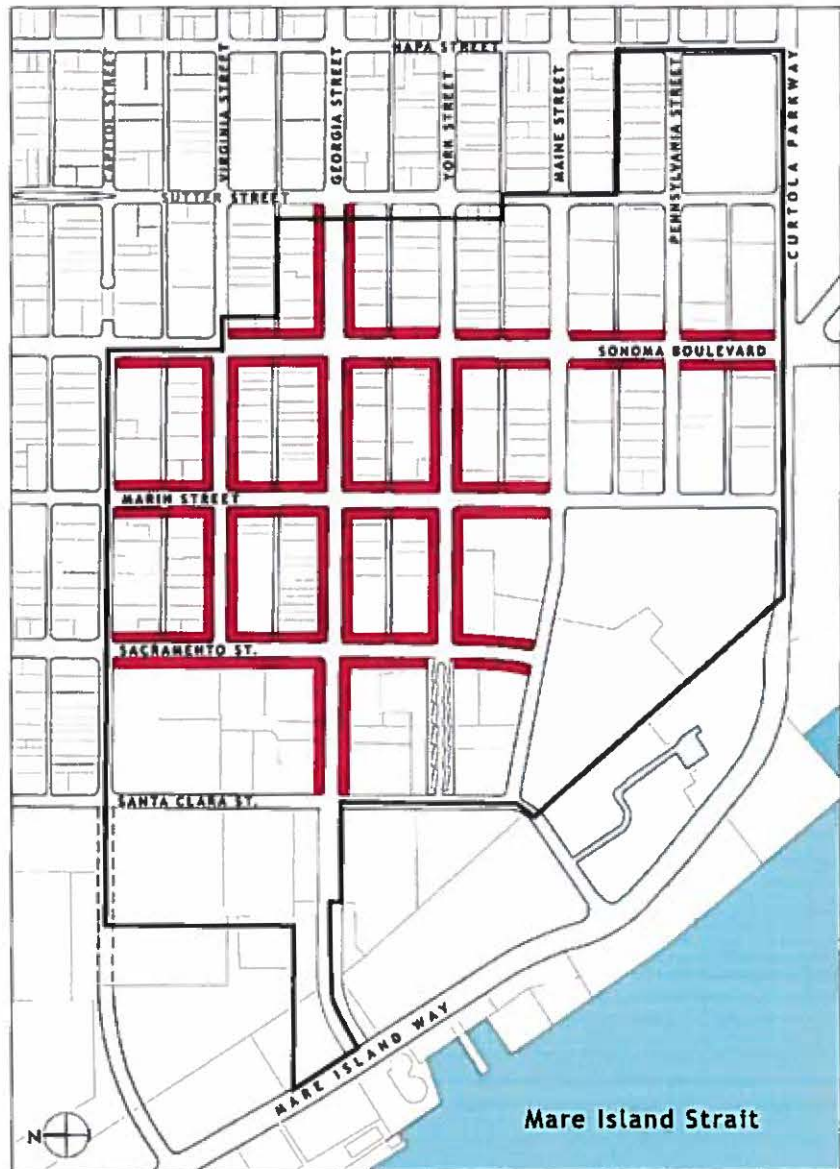


Figure 4.1: Retail Frontage Streets

One component of Vallejo's Waterfront Master Plan is Vallejo Station, a multi-modal transportation facility. Jointly funded by the Metropolitan Transportation Commission, the State of California and the Federal Transit Administration, the Station will serve as the North Bay's primary transit terminal, providing access to Baylink ferries and express buses serving San Francisco.

Policy 4.2.4: Promote a variety of incubator spaces and office spaces in Outer Downtown.

A variety of office spaces should be provided Downtown that cater to the changing and evolving patterns of technology and work. While attracting large offices may be essential, it is equally important to provide a base for smaller firms with flexible spaces. This policy could include live-work units in Downtown. Additionally, it is anticipated that larger office buildings will locate in Downtown along Curtola Parkway.

INTENSITY OF USES

LU GOAL 4.3: ACHIEVE AN INTENSITY OF DEVELOPMENT CHARACTERISTIC OF A DOWNTOWN.

As discussed earlier in this chapter, there are multiple parcels in Vallejo that are appropriate for new or redevelopment, particularly the seven City-owned parking lots totaling approximately 8 acres. These sites provide a tremendous opportunity to jump-start the first phase of new downtown development. Development on these parcels will trigger additional investment and will become examples for future revitalization, setting the standard for new development in Downtown. Higher housing densities ensure that projects will be viable; they will provide the critical mass of population needed to support local businesses and transit. Central Downtown is the logical location for the more intensive densities to be focused, with a transition of intensity as housing in Outer Downtown moves towards adjacent neighborhoods.

Policy 4.3.1: Encourage the highest intensity of uses in Central Downtown.

Downtown is the most appropriate location for more intensive development in Vallejo. Higher intensities of development increase the ridership base and are necessary to support investment in new and existing transit facilities. The floor area ratios and building heights in the Development Standards (Chapter 9) have been designed to reflect this policy.

Policy 4.3.2: Preserve and restore historic buildings.

While higher intensity developments should be encouraged, it is equally important to ensure that existing, significant historic buildings and resources are not torn down to make way for bigger developments. When reviewing new development in the Downtown area, potential historic resources should be assessed. Potential historic resources within the Specific Plan area are identified on Figure 2.12 and summarized in Appendix B (Historic Resource Assessment) of this Plan.

Program 4.3.a: Require further, in-depth study to determine the potential for significant historic resources.

When reviewing and prior to approving proposals for building improvements, expansions or demolition of properties and buildings listed in Appendix B (Historic Resource Assessment), an in-depth study of the building shall be prepared to determine if the building is a significant historic resource. The results of this in-depth study shall be used to determine the appropriateness of the proposed building improvements or activities and the recommended actions to be implemented.

Program 4.3.b: Consider incorporating incentives to facilitate historic preservation.

The City should consider appropriate incentives for property owners with historically significant buildings. A program such as a Transfer of Development Rights (TDR) should be studied as one potential incentive. Such a program will enable the development potential on properties with historic buildings to be transferred to other properties in Downtown.



Outdoor Dining

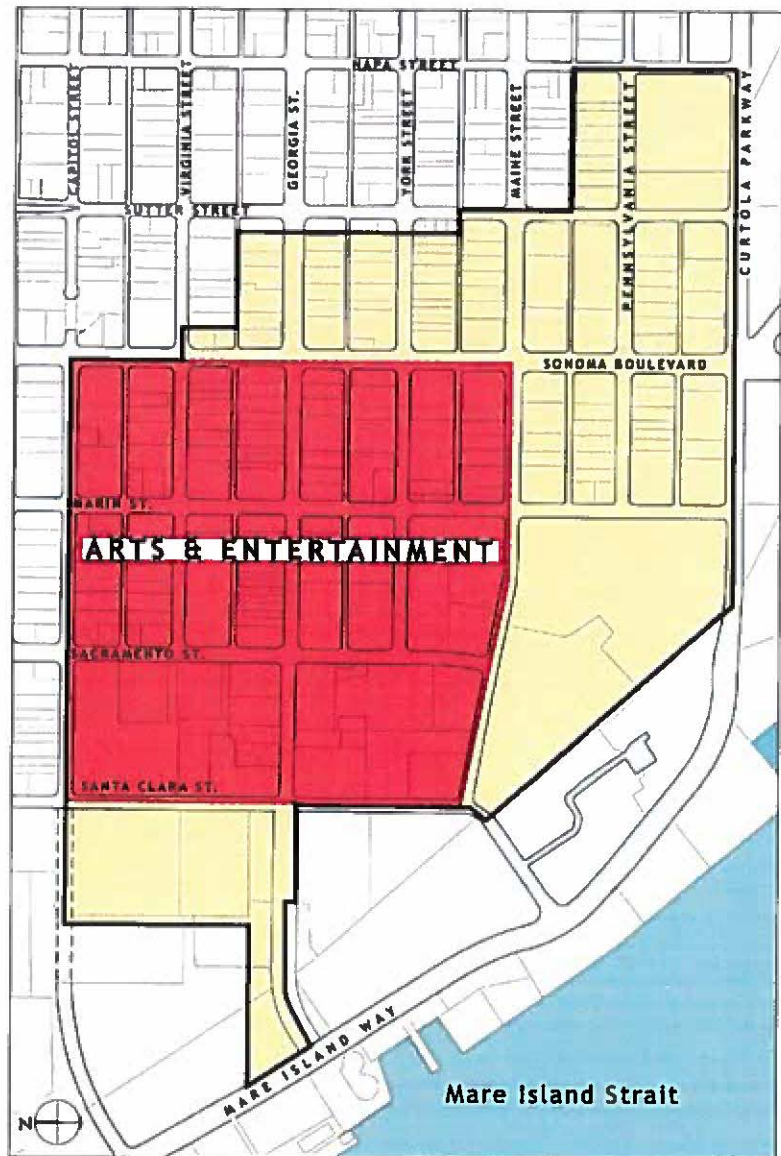


Figure 4.2: Arts and Entertainment district

Arts and Entertainment district

Policy 4.3.3: *Promote Central Downtown as Vallejo's Arts and Entertainment district.*

With its clustering of civic and cultural facilities including City Hall, the JFK Library, the Empress Theater, the Auto Museum and the Naval Museum, Central Downtown is poised to become the Arts and Entertainment district. The City should encourage museums and other arts and cultural facilities to locate in this area, as well as restaurants, cafes and other entertainment uses.

Program 4.3.b: Locate any future Performing Arts Center (PAC) within the Arts and Entertainment district.

The community of Vallejo has indicated its interest in including a permanent Performing Arts Center within its Downtown. While this may be a long term objective, the Empress Theater fulfills the objective of a PAC in the near term. No specific sites have been reserved or purchased for a future PAC. However, the City should consider locating it in Central Downtown, close to the Civic Center and in close proximity to the proposed multi-modal parking facility.

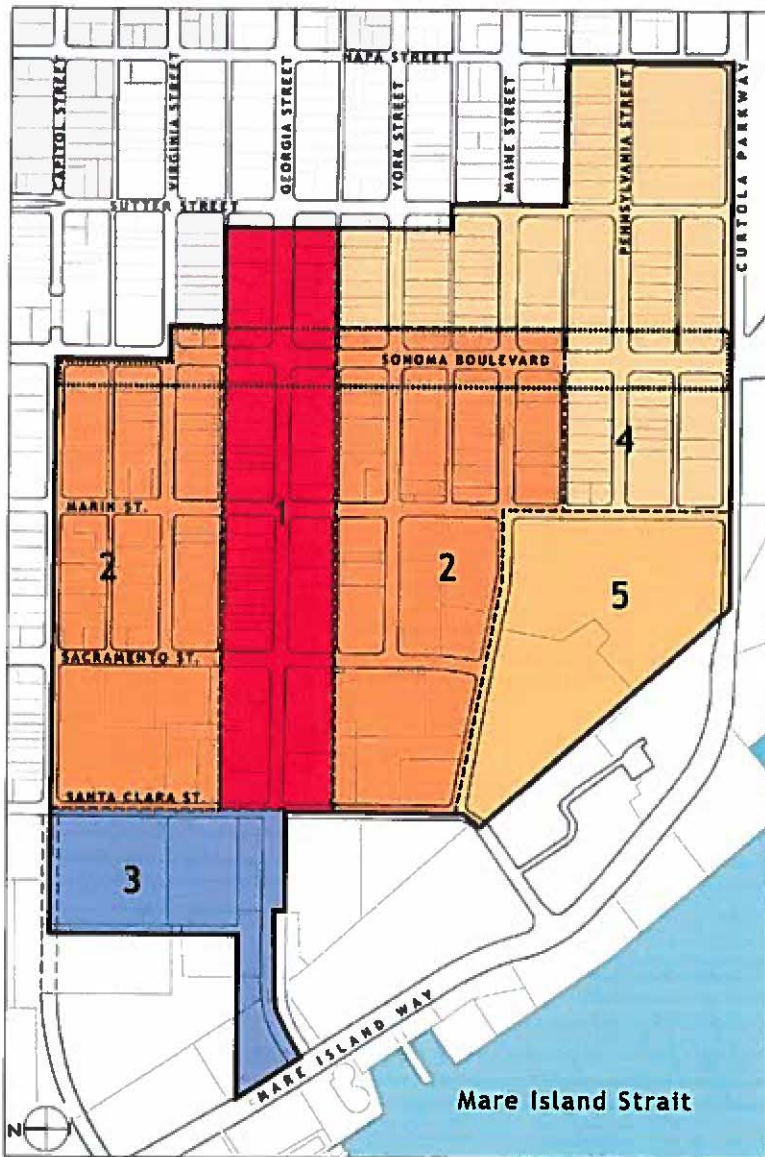


Figure 4.3: Districts Map

LEGEND

- 1. Georgia Street Corridor
- 2. Central Downtown
- 3. Civic Center
- 4. Outer Downtown
- 5. Southwest Downtown
- Sonoma Boulevard Overlay

Program 4.3.c: Develop a marketing program to attract restaurants and specialty retail in Central Downtown.

The City should work with an organization of property owners and developers in adopting a marketing strategy, to attract unique specialty retail stores and entertainment venues in order to promote the Arts and Entertainment district and to provide Vallejo with a unique identity.

LAND USE FRAMEWORK

The Specific Plan focuses on encouraging a mix of uses in Downtown. In order to allow the flexibility for a range of uses, the land use framework does not establish a traditional land use map differentiating land use classifications. Rather, the appropriate mix of uses for Downtown builds on the existing character, described below in the establishment of districts within Downtown.

DISTRICTS

The 97.2 acre Specific Plan area is divided into five districts, illustrated on the Districts Map (Figure 4.3). Each district has unique characteristics that inform potential development and land use conditions. These districts serve as the regulatory zones within the Specific Plan area, and the permitted land uses and development standards vary for each district as described here and elaborated in Chapter 8: Land Use Regulations, Chapter 9: Development Standards, and the Downtown Vallejo Design Guidelines.

Downtown Vallejo is defined by five districts within the Plan area. These five districts include:

- Georgia Street Corridor
- Central Downtown
- Civic Center
- Outer Downtown
- Southwest Downtown

Additionally, an Overlay Zone has been identified along Sonoma Boulevard in order to ensure that development along this street fronts and addresses the street in a pattern consistent with Downtown. Creating specific overlay zones provides an additional level of control on specific parcels to ensure additional levels of place-specific development regulations for the appropriate use of, and development within, these zones. Below are district descriptions and objectives.

Georgia Street Corridor

The Georgia Street Corridor encompasses the area on the north and south sides of Georgia Street, commencing just west of Sutter Street and extending to Santa Clara Street. It is about 15 acres and serves as the pedestrian-focused retail spine for Downtown Vallejo.

Currently, the Georgia Street Corridor consists primarily of older, one- to three-story buildings, with one four-story building, that are generally narrow in width with storefronts at street level. Most buildings within this district back onto public alleys, providing access for deliveries and service. This district has the highest concentration of older, historically significant buildings in the Specific Plan area, several of which may be eligible for the National Register. The purpose of the Georgia Street Corridor is to promote a “Main Street” environment in Downtown Vallejo, with a focus on facilitating local- and community-serving retail uses.

The land use regulations for this district are intended to:

- Preserve appropriate existing uses and provide opportunities for new retail and service uses by setting limitations on other ground-level land uses such as administrative and professional services (office) and residential
- Encourage the preservation and reuse of the historically and



Georgia Street Corridor



Georgia Street Historic Building

architecturally distinctive older buildings

- Establish development standards that respect the historic character, scale and pattern of development within this district
- Establish development standards that promote new development that is pedestrian in design, scale and function.

Central Downtown

Central Downtown encompasses about 36 acres and borders the Georgia Street Corridor to the north and south. The district is defined by Sonoma Boulevard, Capitol Street, and Santa Clara Street. On the south, it is bordered by Maine Street and extends into the alley between Maine Street and Pennsylvania Street for the block extending from Sonoma Boulevard and Marin Street.

Central Downtown is envisioned to be developed with the most intensive land uses and variety of buildings with a focus on mixed-use development. The existing buildings in this district range in size and scale from older, narrow-parcel one-story structures, to more recent multiple-story structures on larger parcels. As is the case with the Georgia Street Corridor, Central Downtown contains a number of older, historically significant buildings, including the Empress Theatre, the Masonic Lodge and the Casa de Vallejo Apartment Building. The Naval Museum, located on Marin Street, is listed on the National Register of Historic Buildings. The broad variety of land uses within this district includes residential, retail, personal services, entertainment, religious institutions, and public facilities and services. This district contains all of the City-owned public parking lots that currently serve Downtown Vallejo, excepting the City-owned property in the Civic Center district.



Central Downtown

Central Downtown will support a diverse mix of land uses and higher intensity development that help to create an identifiable Arts and Entertainment district and to facilitate growth and activity in Downtown Vallejo. Central Downtown provides the greatest opportunity for growth and new development of residential uses, professional office uses, an arts center and other entertainment, community-serving retail uses, and restaurants and entertainment venues. Higher density residential and mixed-use development are appropriate and encouraged in this district given its urban scale and setting and its proximity to both the Georgia Street "Main Street" district and public transit.

The land use regulations for this district are intended to:

- Create opportunities for new arts and entertainment land uses while preserving the existing
- Permit a broad variety of land uses to facilitate mixed-use development
- Enhance Central Downtown's identity as an Arts and Entertainment district
- Create opportunities to establish new retail and service uses such as a grocery store, drug store and restaurants that would serve future residents of Downtown and the community at large
- Create opportunities to develop new professional office land use in



Casa de Vallejo

order to promote increased employment in Downtown Vallejo

- Promote the development of the Bus Transfer Center that would serve Downtown Vallejo and the community at large
- Establish development standards that would permit greater densities and intensities, where appropriate.

Civic Center

Civic Center encompasses about 9 acres located west of Santa Clara Street and is bordered by Santa Clara Street, Georgia Street, Mare Island Way and the Capitol Street extension (undeveloped right-of-way). This area includes the City Hall and the JFK Library. The purpose of this district is to concentrate civic and public facilities and to promote public land uses that would support Downtown Vallejo. This district provides a key link between Downtown Vallejo and the Waterfront. This district also includes the recent extension of Georgia Street from Santa Clara Street to Mare Island Way. This extension is an important element of the Civic Center and incorporates the civic open space of Downtown, including Unity Plaza and the proposed Festival Green.

The land use regulations for this district are intended to:

- Preserve existing civic uses
- Ensure that any future development in this district is related to a civic use
- Reinforce Downtown's primary civic open space with Unity Plaza and Festival Green.



Civic Center

Outer Downtown

Outer Downtown encompasses 26 acres and provides a transition between Downtown Vallejo and the neighborhoods bordering Downtown to the south and east. This district is defined by Curtola Parkway to the south, Marin Street to the west, Napa Street to the east, and is also set back from Sonoma Boulevard and Sutter Street. This district contains a number of single- and multi-family residential structures developed on smaller parcels, interspersed with low intensity offices and small businesses. Outer Downtown contains the highest concentration of automotive uses in Downtown including auto sales, automotive service and outside storage.

In Outer Downtown, the scale of buildings and intensity of uses will be lower than in Central Downtown to provide a transition to the adjacent neighborhoods. New development is envisioned as a mix of land uses and intensities, with building heights that result in appropriate physical transitions between commercial, and higher intensity, uses and the adjacent neighborhoods. Buildings are generally expected not to exceed 50 feet in height.

The purpose of the Outer Downtown district is to allow a diverse mix of land uses and development that are more compatible with the more auto-oriented character of the area while respecting the scale and character of



Outer Downtown

adjacent neighborhoods. This district provides the greatest opportunity within the Specific Plan area for mixing medium-density residential and live/work studios with service commercial uses, including small businesses that specialize in custom manufacturing/cottage industry.

The land use regulations for this district are intended to:

- Permit a broad variety of land uses
- Encourage the preservation and reuse of older buildings for residential use, small businesses and live-work
- Encourage opportunities for establishing live/work studios and small businesses for custom manufacturing and cottage industry
- Establish development standards that require a transition to the scale and development pattern of neighborhoods bordering the Specific Plan area.

Southwest Downtown

Southwest Downtown encompasses about 10 acres along the southern border of the Specific Plan area and is bordered by Maine Street, Curtola Parkway, Marin Street, and Santa Clara Street, and the apartment complex to the southwest. This district is unique in that it does not follow the historic street grid pattern of Downtown Vallejo and has been developed as a lower quality two-story apartment complex that is suburban in scale and character. The apartment complex provides rental housing for low- and moderate-income residents and is designed as a self-contained community. Given its proximity to Central Downtown and public transit, and due to the large single-ownership of land, this 10-acre site has potential for redevelopment opportunities in the future that would incorporate more intense, higher quality residential mixed-income use with a more urban character, providing local retail and services in addition to mixed-income housing.

It is not anticipated that this parcel will redevelop in the near term. However, in the long-term the purpose of the Southwest Downtown District is to create standards that would allow redevelopment to expand mixed income (including affordable) housing and retail uses within Downtown Vallejo.

The land uses regulations and development standards for this district are intended to:

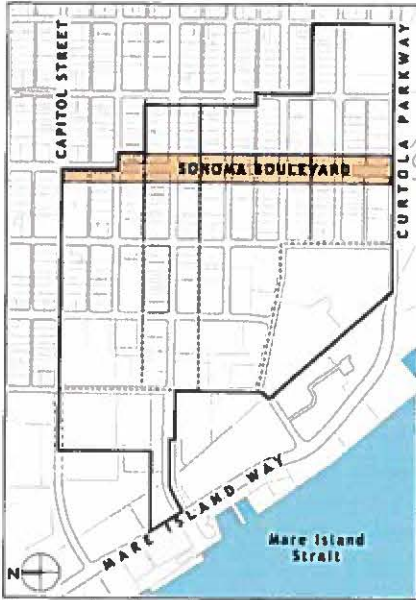
- Permit the continuation of the existing residential land use and housing improvements at the current density until the entire 10-acre area is considered for redevelopment
- Require that the process include a comprehensive plan for the entire 10 acres to be redeveloped as one project designed and approved through a Master Plan process when redevelopment occurs
- Permit higher residential densities and a mix of local retail and office uses once redevelopment occurs
- Establish development standards that require the extension of the current historic street grid pattern of Downtown.



Southwest Downtown



Townhomes



Sonoma Boulevard Overlay

Sonoma Boulevard Overlay

Sonoma Boulevard Overlay encompasses parcels that front onto the streets on either side. This overlay was established to require all buildings to front onto the street. The land use regulations and development standards for this overlay district are intended to:

- Encourage mixed-use buildings with retail on the ground floor
- Prohibit residential uses on the ground floor
- Require buildings to define a street wall and face onto the street
- Establish development standards that require buildings to be placed on the property line with no setback from the sidewalk.

DEVELOPMENT PROGRAM

A potential development program was considered in projecting the build-out forecast for Downtown in a fifteen to twenty-year time-frame. The Plan assumes that the anticipated development in Downtown could include up to 2,283 dwelling units and 591,700 square feet of commercial development including live-work. These numbers were projected to provide a scenario to evaluate infrastructure capacity and future needs as well as traffic projections and other environmental impacts. However, it should be noted that the actual development may vary from these initial projections. The development program shown in Table 4.1 indicates the potential distribution of development within the various districts in Downtown. These numbers were based on development on Catalyst and Opportunity Sites (See Figure 2.13, Chapter 2).

These sites were identified as the most likely sites for redevelopment. Other property owners are not precluded from making improvements to their property consistent with the Specific Plan.

	Sites	Residential units	Commercial /Live-work
Catalyst Sites – Stage 1	4.56 ac	478 units	43,800 sf
Catalyst Sites – Stage 2	3.84 ac	360 units	52,000 sf
Opportunity Sites – Central Downtown	10.83 ac	745 units	174,500 sf
Opportunity Sites – Outer Downtown + Southwest Downtown	23.18 ac	670 units	291,400 sf
Other Opportunity Sites (less than 0.4 acres)	3.22 ac	30 units	30,000 sf
Total	45.63 ac	2283 units	591,700 sf

Table 4.1: Downtown Development Program

5. URBAN DESIGN

INTRODUCTION

The Urban Design section addresses the character of the built environment in Downtown by setting forth a framework of goals and policies that reinforce the overall vision. The goals and policies address improvements to the public realm as well as new private development. A detailed set of land use regulations (Chapter 8), development standards (Chapter 9), and design guidelines (Downtown Vallejo Design Guidelines, a companion document) address specific details such as built form, private open spaces, landscaping and materials.

Downtown's existing framework of walkable streets and blocks, its collection of historically significant buildings, and its adjacency and views to the Waterfront and nearby historic neighborhoods have already made Downtown Vallejo a memorable location. Because the physical environment is such a visible indicator of its economic health and revitalization efforts, improvements to Downtown can play a major role in influencing public perception of Downtown.

The intent of the Specific Plan is to help guide reinvestment to enhance, repair and maintain Downtown's physical environment. The addition of housing and the implementation of comprehensive streetscape improvements in Downtown will create an attractive "backdrop" for social interaction and economic vitality. The adoption and implementation of this Specific Plan, continued efforts towards new and reinvestment, and a physically enhanced and improved public realm will ensure the continuation of Vallejo's strong character into its future.

The following sections include topics and policies that highlight the elements in Downtown that are important to the enhancement of Downtown's unique character.

A DISTINCT IDENTITY

UD GOAL 5.1: EMPHASIZE DOWNTOWN VALLEJO'S IDENTITY AS AN AUTHENTIC PLACE.

Downtown Vallejo has an underlying structure that includes a wealth of assets, which can be built upon and enhanced. Building on its existing assets will enhance Downtown's identity. Its location adjacent to the Waterfront, the views and vistas afforded by its topography and its existing urban structure of interconnected streets and blocks are elements that lend themselves well to enhancements without requiring major structural changes. While it is important to preserve historic buildings, it is equally important to engender relationships between buildings across time, including those built in the present.

Historic Resources

Downtown Vallejo proudly exhibits its past with several historically significant buildings, especially in "Old Town". (For the purposes of this



Georgia Street as "Main Street"



Creative reuse of historic buildings



Historic building in Downtown Vallejo

document, Old Town is defined as the four-block area defined by Sonoma Boulevard, York Street, Sacramento Street and Virginia Street). Recently, the community of Vallejo has displayed its understanding of the significance of historic structures, illustrated by the two historic districts listed on the national Register of Historic Places. It is important that any new development in Downtown coexist harmoniously with the historic buildings.

Policy 5.1.1: Require preservation and reuse of existing historic buildings in Downtown.

Downtown Vallejo has seven buildings listed as local landmarks, including one building on the National Register and two on the State of California register. A preliminary study by Archeological Resource Service (See Appendix B: *Downtown Vallejo Specific Plan Historic Resources Assessment*) identified several buildings that have the potential either to be individually significant or to contribute to a historic district. These historic buildings must be retained and celebrated as part of Downtown.

Program 5.1.a: Use the list of potential historic buildings and resources identified in Appendix B as a guide for Downtown historic preservation.

The consultant team of Archeological Resource Service (ARS) conducted a historic structures evaluation of the buildings in Downtown. Based on criteria listed in the National Historic Preservation Act, the team identified a preliminary set of both potentially significant buildings, individually and as contributors to a district. Until a more detailed assessment is performed, this initial list (included as Appendix B) should be used as a reference of historically significant buildings.

Program 5.1.b: Consider applying for a National Register Historic Commercial District designation for a portion of Central Downtown.

The City should evaluate the potential for designating a portion of the Central Downtown as a National Register Historic Commercial District as outlined in the ARS report.

Program 5.1.c: Consider incentives to assist property owners in façade restorations of historic buildings.

In addition to the historic commercial buildings, the ARS report identified clusters of single family housing on Pennsylvania Street and York Street as a potential historic resource at a local level. These houses add a layer of charm to the area and should be preserved. In order to facilitate this, the City should develop a list of incentives to ensure equitable development opportunities to all property owners. A program such as a Transfer of Development Rights (TDR) should be studied as one potential incentive. Such a program will enable the development potential on properties with historic buildings to be transferred to other properties in Downtown.

Policy 5.1.2: Ensure that new buildings respond to the historic design elements of Downtown, without becoming overly stylized or sentimental.

While it is important to restore and revitalize the existing stock of historic buildings, it is equally important to ensure that new buildings do not imitate

or copy architectural styles. Rather, the focus should be on respecting the scale and building heights of the existing buildings with architectural designs that are more contemporary for the new buildings as outlined and illustrated further in the Design Guidelines.

Policy 5.1.3: *Require that restorations of historically significant buildings conform to the Secretary of the Interior's Standards for Rehabilitation.*

The Design Guidelines reference the Secretary of Interior's Standards for Rehabilitation for restoration and rehabilitation of historic buildings as the primary source of guidelines for historic building restoration.

Georgia Street as Primary Retail Corridor

Policy 5.1.4: *Maintain and enhance Georgia Street as the primary retail corridor with a "Main Street" character.*

Georgia Street has always been the main commercial corridor of Downtown with a number of historic buildings expressing the importance of this street in the community. This street lends itself by nature to a concerted effort in the enhancement of a pedestrian-focused, specialty retail location.

In August 2000, a segment of Georgia Street between Sonoma Boulevard and Sacramento Street was adopted as a "Main Street" as part of the National Trust for Historic Preservation's Main Street Program. According to the Main Street Program, "Vallejo's main street celebrates the historic area where pioneers, sailors, shipbuilders, farmers, merchants and citizens gathered to shop, eat, watch parades, buy produce, stage rallies, listen to music, attend theater productions and enjoy each others company."

The entire segment of Georgia Street between Sutter Street and Santa Clara Street should, by requirement, portray a main street character. This requires specific and intentional land uses along Georgia Street with careful, pedestrian-focused design and detailing.

While the two-block segment of Georgia Street between Sonoma Boulevard and Sacramento Street displays storefront windows, the rest of Georgia Street, especially the length between Sacramento and Santa Clara Streets, currently includes large buildings that do not relate well to the street and do not include retail uses. Active ground floor retail along the entire length of Georgia Street is essential in portraying a pedestrian-friendly environment.

The following measures included in the Plan help to execute Goal 5.1 and Policy 5.1.4:

- *Recommended Streetscape improvements for the segments of Georgia Street between Sutter Street and Sonoma Boulevard and between Sacramento Street and Santa Clara Street*
- *Development standards and design guidelines that require a ground-level retail storefront character along Georgia Street's entire length.*



1906



1930



2004

Georgia Street Over Time

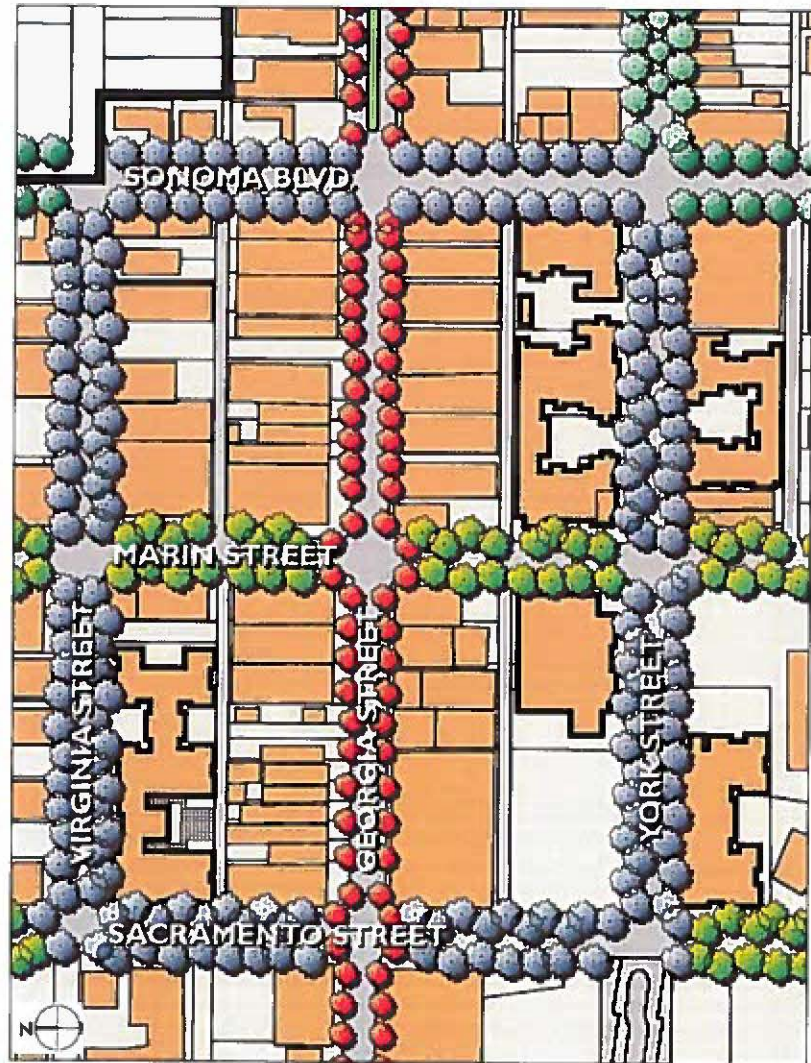


Figure 5.1: Vallejo Square

Vallejo Square

Policy 5.1.5: Focus early efforts on enhancing the streetscape around Old Town with “Vallejo Square.”

The four-block area bounded by Sonoma Boulevard, Virginia Street, Sacramento Street and York Street is referred to as “Old Town.” This part of Downtown contains several historic buildings including the Naval and Historical Museum.

“Vallejo Square” is a term that is used to define the streets around Old Town. It is envisioned to include enhanced and differentiated streetscape elements including special paving and street furnishings. Vallejo Square will pay a subtle homage to the past with its medallions and brick pavers and include custom, high-quality light fixtures and street furnishings. Vallejo Square will also become the “art walk” with strategically placed public art and medallions. Conceptual design details for Vallejo Square are included in the Design Guidelines.



Vallejo Square Location

Program 5.1.d: Incorporate interpretive design on sidewalks especially along Vallejo Square.

Interpretive designs help to tell stories and illustrate the history of a place in small, meaningful ways. This “place-making” element will provide a unique sense of identity and could be used as a funding mechanism towards these improvements.

Program 5.1.e: Include special paving and unique street furniture along Vallejo Square.

Vallejo Square will be defined by the street furniture and paving details along its sidewalk. An enhanced street furniture palette that is contemporary is incorporated in the Design Guidelines for all the streets that define Vallejo Square. The paving details and streetscape elements such as the light fixtures, benches, trash receptacles will be unique to Vallejo Square.

Program 5.1.f: Build on existing street tree palette to enhance Vallejo Square.

Currently, there are many Aristocrat pear trees that define Virginia Street. They are incorporated into the existing tree palette along with other accent trees (see Chapter 9: Development Standards for additional details).



Marker on Sidewalk

Festival Green

Program 5.1.g: Design Festival Green and establish Unity Plaza as the primary civic space in Downtown.

Festival Green is the open space extending between Unity Plaza and Mare Island Way along the north side of the recent Georgia Street extension and is part of the Waterfront/Downtown Project. It provides an opportunity to incorporate an enhanced civic space connection between Downtown and the Waterfront. Because of its location, this space will become the central open space serving Downtown. A conceptual design for this enlarged civic space is included in the Design Guidelines.

Program 5.1.h: Utilize Festival Green and Unity Plaza for various community events.

Festival Green should be designed as a multi-purpose space that can be used for various events including the existing Saturday Farmers' Market and the Wednesday Night Celebration, among others.



Festival Green and Unity Plaza



Figure 5.2: Street Network



Capitol Street Steps

CONNECTIONS

UD Goal 5.2: COMPLETE THE CONNECTIONS AND LINKAGES INTO AND WITHIN DOWNTOWN.

In Downtown, the well-connected framework of walkable alleys, streets and blocks provide a strong framework on which to build and maintain connections. Currently, the streets are too wide and contribute to downtown blight. With enhancements, and narrowing, the streets also become the most significant visual, unifying elements in downtowns.

Policy 5.2.1: Maintain and enhance the existing street grid pattern, the alleys and the paseos as active corridors throughout Downtown.

The current framework of the street and alley grid provides a strong framework for a pedestrian-focused Downtown. The City should ensure maintenance of this network of existing alleys as redevelopment occurs. Additional paseos and pedestrian connections should be included with new developments in Central Downtown.

Policy 5.2.2: Require extensions of the Downtown street grid pattern for future Southwest Downtown redevelopment.

The existing Southwest Downtown development disrupts the Downtown grid and does not connect to Downtown's fabric. Currently, both Pennsylvania and Sacramento Streets terminate at the Southwest Downtown District, reducing connectivity and disrupting Downtown's traditional pattern of blocks and streets. If Southwest Downtown undergoes a comprehensive Master Plan process for new development, the above-mentioned streets should be required to extend and reconnect with Downtown.

Program 5.2.a: Strengthen the primary connections between Downtown and the Waterfront.

Enhancing and maintaining Downtown's relation to the Waterfront in particular is important in defining the full character of Downtown's bayside location. The recent extension of Georgia Street to Mare Island Way enhances Georgia Street's importance as the main corridor connecting the neighborhoods to the east with the Waterfront. It is also important to maintain the views to the waterfront which preserve and emphasize the visual connection. Although not within the Specific Plan boundary, it is important that pedestrian connections across Mare Island Way to the Ferry Building and the Waterfront are enhanced. Traffic calming measures and wide, specially paved or demarcated access should be included across Mare Island Way.

In addition, the extension of Capitol Street to Mare Island Way, as shown in this Plan, will provide another important connection between Downtown and the Waterfront. The pedestrian connection across Mare Island Way at Capitol Street should be treated similarly to the connection at Georgia Street.

Policy 5.2.3: Encourage pedestrian access through and within new projects to connect to the broader Downtown circulation system.

Public access should be included as part of larger private developments wherever feasible in Central Downtown to provide midblock connections between the streets and the alleys and to provide clearly defined pedestrian connections between parking structures and the public streets.

Program 5.2.b: Extend "Georgia Mall South" to connect to the Bus Transfer Center.

Georgia Mall South is an existing paseo that is aligned with Georgia Mall North to the north of Georgia Street. This paseo should be extended to connect to the proposed Bus Transfer Center.

Program 5.2.c: Extend the Virginia Street paseo to Santa Clara Street.

Virginia Street terminates at Sacramento Street. There is an existing pedestrian paseo that extends through part of the block between Sacramento and Santa Clara Streets. This paseo should be extended all the way to Santa Clara Street as it provides an important connection from Central Downtown to the Civic Center.

Program 5.2.d: Incorporate a connection to link Virginia Street to Indian Alley.

Any building on the vacant parcel on Virginia Street should incorporate a



Georgia Mall Paseo



Paseos



Figure 5.3: Public Realm Framework

ENHANCED PUBLIC REALM

UD GOAL 5.3: REVITALIZE THE PUBLIC REALM FOR PEDESTRIAN COMFORT.

Improving the quality of the pedestrian environment – the public realm – should be a primary goal in Downtown. The existing street grid and the small block sizes are of a pedestrian scale. Streetscape design enhancements will reduce the visual scale, slow traffic, and create a more balanced and safer pedestrian environment. Similarly, where buildings once stood, there are now several surface parking lots that disrupt the street wall and act as “holes” in the urban fabric. Infill development on these key sites will help to reestablish the public realm and reconnect pedestrian movement in Downtown.

Traffic Calming

Policy 5.3.1: *Ensure that streets in Downtown are designed to provide a balance between the needs of pedestrians and traffic flow.*

Streets in downtown serve a dual purpose of providing a comfortable space for people to walk from one location to another while allowing traffic to flow through. These streets have to be designed to be “pedestrian-scaled,” with wide sidewalks and the inclusion of appropriately scaled furniture, interesting storefronts and building facades that line the streets.

Policy 5.3.2: *Maximize on-street parking in Downtown to provide a buffer between the street and sidewalk zones.*

Downtown streets are an important public asset that can be used to accommodate several functions. In addition to moving people and cars, they are normally used to accommodate on-street parking. The typical street right-of-way in Downtown is 80 feet and this section can accommodate parking on both sides of the street (described in further detail in Chapter 6- Circulation and Parking). On-street parking contributes to the enhancement of pedestrian safety by providing a buffer between the pedestrians on the sidewalk and the cars on the streets.

Program 5.3.a: Incorporate midblock crossing and bulbouts where appropriate.

The intersections of streets in central Downtown should include bulbouts to provide safe pedestrian connections across streets. Bulbouts or curb extensions extend the sidewalk or curb line into the street, reducing the street pavement width. Bulbouts calm traffic speeds and improve pedestrian crossings while providing location for landscaping and public amenities. They shorten crossing distances and reduce the time pedestrians are exposed to traffic. They also improve visibility for pedestrians and motorists.

In addition, midblock crossings should be incorporated where appropriate to provide direct connections to paseos and other pedestrian accessways.

Program 5.3.b: Coordinate with Caltrans to develop a plan for traffic calming along Sonoma Boulevard.

Sonoma Boulevard (State Route 29) is a CalTrans street maintained and regulated by the California Department of Transportation. Any street improvements to Sonoma Boulevard will require CalTrans’ approval. The City should work with CalTrans to consider options to incorporate traffic calming, introducing street trees along the stretch of Sonoma Boulevard between Capitol Avenue and Curtola Parkway.



Wide Sidewalks



On-Street Parking



Bulbout

Streetscape

Policy 5.3.3: *Ensure a visually attractive, cohesive and safe pedestrian environment with streetscape improvements.*

Streets are valuable public investments and represent significant publicly-owned and accessible land resources. As such, they should be well-designed

public spaces in addition to transportation corridors. Enhancing the design of the street provides opportunities for access to businesses and commerce, public gatherings, easy pedestrian movement and lively interaction among citizens. They serve as significant linear open spaces. The primary transportation function of Downtown streets should be to provide slower but clear vehicular access balanced with well-proportioned sidewalks for pedestrians to access businesses, stroll and window shop. In addition to the streets and their sidewalks, alleys are important components of Downtown's street system and have the opportunity to provide unique urban spaces and pedestrian connections, along with their more functional nature of access and deliveries.

The ratio of the width of the street section to the height of adjacent buildings, locations and sizes of trees and other planting, the widths and numbers of drive lanes and the dimensions of pedestrian ways all help to determine the spatial characteristics of streets. The urban spatial form of Downtown Vallejo streets help to create a recognizable and identifiable "sense of place". Chapter 9 (Development Standards) of the Specific Plan includes recommended street sections for different streets within Downtown. In Central Downtown modified street sections reduce traffic lanes, minimize pedestrian crossing distances, and visually narrow the street right-of-way widths by widening the sidewalks and including on-street parking on both sides, bike lanes in some locations, curb extensions at pedestrian crossings, and tree wells within the parking bays. Similarly, streets in Outer Downtown that serve a lower density neighborhood are reconfigured to include on-street parking and sidewalks that are not as wide as those in Central Downtown.

The following measures included in the Plan help to execute Goal 5.3 and Policy 5.3.3:

- *Street sections that provide pedestrian-friendly streets*
- *Standards for sidewalks in order to accommodate the various functions*
- *Development standards that include a list of trees for all streets in Downtown*
- *Design Guidelines that provide requirements for appropriate street furnishings, lighting, and landscaping.*



Fountain as "Placemaker"

Place-Makers & Place-Markers

UD GOAL 5.4: CREATE A STRONG SENSE OF ENTRY AND ORIENTATION WITHIN DOWNTOWN.

Place-makers and place-markers include public art, gateways and landmarks, signage and other elements that facilitate way-finding. They are thresholds announcing arrivals and departures in and out of Downtown. They provide legibility and add a distinct identity to a place.

Place-makers and place-markers help promote economic development, cultural tourism, downtown revitalization, and an improved quality of life for a community and can create a civic awareness and expressions of community

identity and culture.

Policy 5.4.1: *Encourage innovative markers at identified locations for Gateways.*

Gateways are identifiable markers that announce entryways. Entrances to downtowns should be marked with well designed and carefully placed identifiers that can help to create a memorable transition. The Gateway Location Plan identifies locations that are considered gateways to Downtown.

Policy 5.4.3: *Require new buildings located at or adjacent to Downtown Gateway locations to be designed with an emphasis in massing or architectural expression that reinforces the special characteristics of the site.*

Buildings located at the entrances to Downtown can serve as markers that announce one's arrival at a destination. Buildings at such locations should incorporate special architectural features such as vertical towers, spires or other distinct forms.

Program 5.4.a: Establish and maintain a comprehensive program to encourage public art throughout Downtown.

A commitment to public art greatly enriches the experience of Downtown, provides visual cues for way-finding and creates a memorable place. In addition to requiring private developments to incorporate public art, the City should have a comprehensive program including the establishment of an Arts Review Commission to be responsible for a public art program. The City of Vallejo should promote the work of local artists and designate locations for significant public art (such as gateways).

Program 5.4.b: Adopt a "one percent for arts" program to provide a centralized funding mechanism for public art in Downtown.

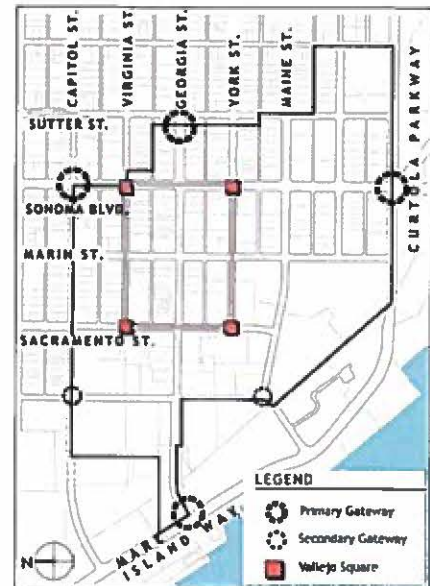
"One percent for arts" is a fee program that requires new development to provide an equivalent to one percent of the estimated construction cost of the building. For large developments and other significant projects the City should coordinate with developers to approve artwork that is publicly displayed as part of the project in lieu of the fee payment.

Policy 5.4.2: *Allow creative signage to provide an additional layer of visual amenity.*

Downtown signs should be creative and attractive without contributing to visual clutter. The Design Guidelines provide direction on the appropriate character of signage that ensures attractive way-finding and adds to the quality of the pedestrian environment throughout Downtown.

Program 5.4.c: Consider adopting a signage program that replaces dated Downtown signs throughout Downtown.

As part of the overall placemaking program, the City should consider replacing outdated non-historic signs to provide consistent street signage.



Gateway Location



Public Art



Signage



Park



Streetscape

Open Spaces

Downtowns are urban areas that typically include a series of small plazas and linear open spaces. In addition, there are civic plazas and squares that are associated with civic buildings. The primary civic space serving Downtown Vallejo will include Unity Plaza and Festival Green at the gateway to Downtown from the Waterfront. Because of its proximity to the Waterfront, it is envisioned that Downtown will benefit from significant additional open spaces provided along the Waterfront, as defined in the Waterfront Master Plan. Central Downtown will include public plazas and Outer Downtown could include small pocket parks with future development as part of private developments providing additional open spaces.

Policy 5.4.4: *Ensure that the design of public open spaces provides opportunities for public events and recreation.*

Public plazas act as community “living rooms” within Downtown. Their design should be flexible to allow for various activities such as music and farmers markets.

Policy 5.4.5: *Encourage creative uses of alleys as linear public spaces.*

Alleys are typically a functional element in the circulation system, but they also offer creative opportunities for use and enjoyment.

Downtown Vallejo is fortunate to have maintained many of its existing alleys. These alleys not only provide access to parking and services, but can also be outdoor places of interest for pedestrian movement and for commercial uses, outdoor seating, and cafes and restaurants.

Program 5.4.d: *Facilitate outdoor dining in Central Downtown.*

Outdoor dining facilities enrich the streetscape with activity. Outdoor dining should be permitted in Central Downtown where the sidewalks are designed to be wide enough to accommodate both seating and pedestrian movement.

Public Safety

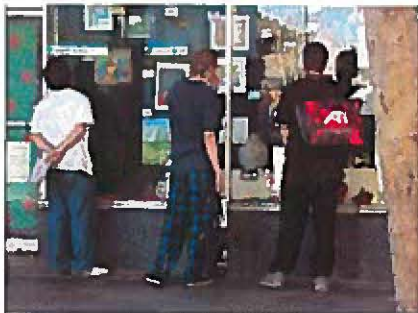
The perception of a safe environment is an important component of a successful downtown. Inactive, poorly maintained locations result in the perception of an unsafe environment. Careful planning and design can provide a sense of safety that is critical to keeping people in Downtown.

Policy 5.4.6: *Require property owners to maintain vacant storefronts with interim programs such as artwork installations.*

Property owners with vacant storefronts will be required to incorporate attractive displays or rotating artwork. Boarded up storefronts should not be allowed in Downtown.

The following measures included in the Plan help to execute Goal 5.4 and Policy 5.4.6:

- *Enhancements to the public realm to create a pedestrian-friendly environment*



Storefront Art Work

- *Introduction of additional housing which will increase the number of Downtown residents*
- *Buildings that require transparency at the street level providing a visual connection between the inside and outside of buildings and promotes a sense of safety and "eyes on the street" (a term that was coined by Jane Jacobs, a pioneering urban sociologist)*
- *Well-lit connections between the streets and parking areas and alleys.*

Additionally, the following measures included in the Plan help to execute Goal 5.1 and Policy 5.1.4:

- *A financing mechanism with the possible adoption of an Improvement and Maintenance District*
- *Establishment of a downtown business authority with oversight on maintenance and authority and assisting the City's code enforcement staff.*

ATTRACTIVE BUILDINGS

UD GOAL 5.5: PERMIT NEW BUILDINGS THAT ARE COMPATIBLE AND CREATIVE.

While it is important to preserve the attractive historic buildings, Downtown should also allow for new buildings within its setting. Buildings should be well designed and respond to the context. While new buildings and additions to buildings should be compatible with adjacent buildings in terms of its height and massing, they should not mimic historic styles in its entirety.

Policy 5.5.1: *Ensure that buildings contribute to the visual identity of Downtown Vallejo.*

The "sense of place" in Downtown Vallejo is created by buildings that have a consistent massing, scale and relationship to the streets, and by incorporating a wide variety of architectural expressions, materials, colors and details. Buildings serve as visual landmarks, help to define public spaces and provide an aesthetic identity for Downtown. They accommodate and integrate a variety of uses, services and activities. Like most traditional downtowns, Vallejo includes a mix of civic and private developments, and buildings with a diverse range of age and architectural character. These varying uses, scales and aesthetics help to create interesting and vibrant experiences for residents and visitors, pedestrians and drivers, drawing them back into the Downtown and encouraging all-day activity.

Downtown buildings demonstrate a consistency of massing, scale and relationships to the streets. Building frontages that line the edge of the street contribute to a recognizable "sense of place" of the public realm. Building facades designed with fenestration, cornice lines, massing and other compositional elements that are sympathetic to neighboring buildings and public spaces help create a sense of identity and recognition of the unique locale. This juxtaposition of both variety and consistency in design are clearly



Pedestrian Friendly Environment



"Eyes on the Street" Storefronts



Existing Historic Buildings in Downtown

identifiable in Downtown Vallejo. In this tradition, Downtown Vallejo will continue to include a mix of old and new buildings helping to provide a unique identity.

Policy 5.5.2: Ensure that new developments respond to the neighborhood context.

New buildings in Downtown Vallejo should be designed to reinforce the spatial qualities of downtown streetscapes while enhancing the rich architectural character. New buildings should be designed to be sensitive to their local context, respecting the compositional elements, scale and massing of neighboring buildings. Architectural massing should emphasize street intersections and other neighborhood gateways to further define spatial form of the streetscapes and public realm.

The Specific Plan includes Design Guidelines for the five districts (as described in Chapter 4: Land Use Framework) in order to ensure that new buildings are responsive to, and pick up cues from, the existing context. The Design Guidelines emphasize transition in bulk and scale between buildings of the different districts as development intensities change. All new buildings in downtown should be designed to include a modulated form that addresses the heights of adjacent buildings.

The Design Guidelines provide direction for project design including site orientation, scale and massing, roof forms, and general development composition. Buildings in Central Downtown will be required to acknowledge and maintain the “fine grain” of existing development, especially along Georgia Street.

Policy 5.5.3: Ensure that new developments, infill projects and building additions enhance the pedestrian environment at street level.



New Buildings should be sensitive to their context and creative in their overall design.

In order to promote a vibrant pedestrian environment and streetscape, downtown buildings should be required to provide a variety of architectural detailing at the pedestrian level in order to achieve a human scale and emphasize interaction between ground level uses and pedestrians in the public realm. Smaller-scale, traditional architectural elements and building components help establish a relationship to human scale, maintaining the pedestrian character of Downtown Vallejo. Additionally, at the ground level buildings should incorporate amenities and architectural elements that serve those in the public realm, such as bicycle racks, weather protection and art.

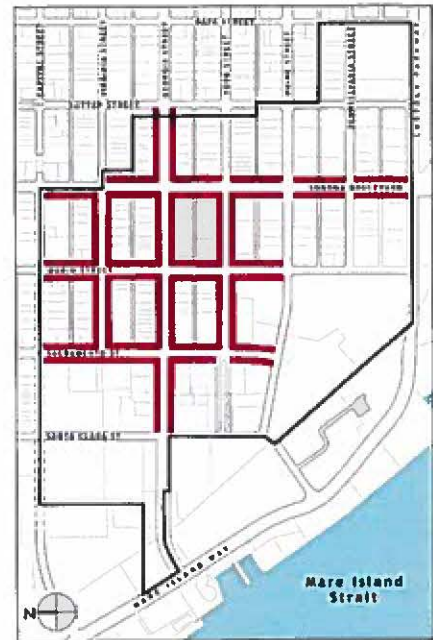
“Build-to” lines incorporated into the Development Standards require new buildings to reinforce the spatial form and characteristics of the streetscape, defining the street wall and concentrating activity on sidewalks and streets in the public realm (additional detail is included in Chapter 9: Development Standards.) Additionally, paseos and pedestrian alleys should be designed with a similar architectural treatment to public pedestrian streets.

Program 5.5.a: Require a retail building form on streets identified as “Retail Frontage Streets.”

Pedestrian activity and interaction at street level are encouraged by locating retail uses at the ground level. The streetscape facades of buildings are activated and enlivened by the storefronts with windows and doors that lend a sense of transparency to the public realm and help define the sidewalks. The Specific Plan identifies streets within Central Downtown where retail storefronts are required to be incorporated along the street frontage. These spaces are required to be emphasized with taller floor-to-ceiling height, weather protection and appropriate signage, and can be designed to include other interim uses such as live-work. Minimizing the visual impact of associated parking lots and garages, while providing for adequate parking for a mixed-use downtown, is required.

Policy 5.5.4: Require an architectural composition that is well-designed.

New buildings should be creative in their design and façade composition, incorporating a variety of details and architectural elements. Buildings should be designed with active, interesting facades of a variety of scales, and should demonstrate a sense of habitation and activity. High-quality materials that emphasize longevity and permanence should be used in the design of primary facades facing pedestrian streets.



Retail Frontage Streets

SUSTAINABLE DEVELOPMENT

UD Goal 5.6: ENCOURAGE SUSTAINABLE DEVELOPMENTS.

Policy 5.6.1: Include sustainable design concepts in site planning and building design.

Sustainability refers to the concept of designing, constructing and operating buildings and landscapes in an environmentally, economically and socially responsible way. Sustainable design and construction reduces energy and water use and uses materials more efficiently. Directing growth whenever possible into existing urban areas, such as downtowns, with infill development is one of the fundamental goals of sustainability. Infill ensures that the number of vehicle trips is reduced considerably.

Sustainable design also incorporates site planning concepts that reduce the impacts of storm water on utility systems by limiting impervious surfaces; by reducing the negative impacts of excess light pollution; by integrating with alternative transportation resources, and by incorporating water efficient landscaping and building systems.

Alternate sources of energy and heating/cooling equipment management can reduce other impacts on the natural environment. The incorporation of local/regional, recycled and renewable building construction resources, as well as the management of construction waste all contribute further to Sustainable Developments.

The following measures included in the Plan help to execute Goal 5.6 and Policy 5.6.1:

- *Providing incentives for compliance with the US Green Building Council's LEED (Leadership in Energy and Environmental Design) project as a method of evaluation of projects in Downtown*
- *Including sustainable building designs accredited by LEED as a floor area ratio bonus.*

6. CIRCULATION AND PARKING

INTRODUCTION

Downtown Vallejo is connected to several regional highways including State Routes 29 and 37 and Interstate Highways I-80 and I-780 by Sacramento Street, Mare Island Way/Wilson Avenue, Curtola Parkway and Georgia Street. In addition, Downtown Vallejo is within immediate proximity of the Ferry Terminal, which provides ferry connections to San Francisco. Vallejo Transit's proposed Bus Transfer Center, on an extension of York Street between Sacramento and Santa Clara Streets (to replace the existing York & Marin Transit Center), provides access to City-wide bus routes and express service to BART and reinforces alternative modes of transportation in Downtown.

Vallejo Station is to be a multi-modal transportation facility that serves as the primary transit center of the North Bay, providing access to Baylink ferries and express buses serving downtown San Francisco. The Station is a component of the Waterfront/Downtown Master Plan, funded by the Metropolitan Transportation Commission, the Federal Transit Administration, and the State of California.

Within Downtown Vallejo, there is an existing interconnected grid of streets that lends itself to promoting a balance between pedestrian and vehicular traffic. The Downtown is a relatively compact area designed around a pedestrian-scaled block system, with civic uses, transit facilities, waterfront recreational uses and residential neighborhoods all within walking distance. Presently many of the streets in Downtown Vallejo are excessively wide, encouraging high speeds. The Specific Plan includes designs to calm traffic, improve the pedestrian environment, and ensure adequate parking.

The Specific Plan envisions future transportation and parking improvements with the following:

- Streetscape designs that improve the pedestrian environment, including wider sidewalks, pedestrian amenities and landscaping
- Street sections that slow traffic and improve pedestrian safety by narrowing very wide streets, providing curb extensions at intersections and mid-block crossings to shorten crossing distances and, on select streets, space for shared bicycle streets
- Reconfiguration of street edges to provide 45°-50°-60° angled parking and parallel parking, and additional landscaping as a way to partially replace displaced municipal parking spaces
- New public parking garage(s) centrally located within Central Downtown
- A new Bus Transfer Center being planned by Vallejo Transit Authority.

LEGEND

- Primary Access Streets
- Internal Circulation Streets
- Alleys



Figure 6.1: Street Circulation

CIRCULATION

CR GOAL 6.1: ESTABLISH A WELL-DESIGNED, INTERCONNECTED AND PEDESTRIAN-FRIENDLY CIRCULATION SYSTEM.

Downtown Vallejo will be accessible by all modes of transportation. The circulation system takes advantage of the historic grid street pattern to disperse traffic over multiple routes and to create a convenient and walkable environment. The downtown street system is comprised of internal circulation streets and several primary access streets: Curtola Parkway, Sonoma Boulevard, Capitol Street and parts of Georgia and Sacramento Streets. The primary access streets accommodate higher traffic volumes and longer intra-city travel, while the internal circulation streets emphasize access to open space, parking and pedestrian circulation. Block sizes are pedestrian-scaled, and streets are reconfigured to be attractive, comfortable and safe, encouraging people to walk longer distances. Public spaces are integrated into the streets, encouraging social and economic activities.

The system envisioned in the Plan is designed to ensure that people can get Downtown, park once, and explore on foot. The Specific Plan encourages a non-hierarchical street system in Central Downtown which disperses rather than concentrates traffic. Street design emphasizes a multi-modal balance, reducing the width of existing streets and introducing urban design features to slow traffic and improve pedestrian safety, while continuing to accommodate delivery, transit, and emergency vehicles. The policies that support this goal follow.

Policy 6.1.1: Focus on pedestrian orientation within the circulation system.

Pedestrian travel is emphasized in the Specific Plan area. This can be achieved by reallocating street right-of-way and utilizing the excess pavement currently reserved for vehicular travel. Within the Downtown Core, the pedestrian realm of the streets will be enhanced through appropriate streetscape design. Such design will include widening of sidewalks, street trees in treewells, pedestrian-scaled lighting, street furniture, and other urban design features. The improvements to the streets is not anticipated to be completed all together, but in phases with proposed development projects. The existing circulation system will be enhanced with pedestrian paseos through larger blocks and mid-block crosswalks on retail-focused blocks. Intersections will include curb bulbouts to shorten crossing distances and unique pavement treatments to call attention to pedestrian crossings. A high-quality pedestrian environment and circulation are essential for a successful transit system. Downtown residents, employees and visitors are more likely to utilize transit when they can comfortably and safely walk to and from the Bus Transfer Center.

Program 6.1.a: Develop a street system of primary access and internal circulation streets within Downtown.

Vallejo's roadway system is comprised of a hierarchy of streets including arterials, collectors, and local streets. Traffic channels from the lower-order streets (e.g. locals) to high-order streets (e.g. arterials). This hierarchy concentrates traffic on a handful of key streets and forms barriers to walking. Downtown Vallejo will continue to have arterial and collector streets as primary access streets approaching and bordering the Plan area, but provides a non-hierarchical classification system of internal circulation streets within the core. Internal circulation streets will be of the same order, functioning to disperse traffic, provide many alternative routes, and to be equally desirable as pedestrian corridors. Primary access streets will utilize a way-finding system to direct visitors to parking, civic facilities, and key downtown destinations.

Program 6.1.b: Complete the Capitol Street extension between its current terminus and Santa Clara Street.

The extension of Capitol Street from Santa Clara Street to Mare Island Way is an important element of Downtown's grid street system. The extension provides an additional needed vehicular connection augmenting the limited existing connections to Mare Island Way. Additionally, it provides an important public pedestrian connection between the northern end of Downtown and the Waterfront.



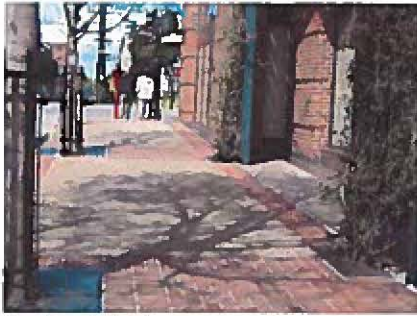
Mid-Block Crossing



Bulbout

Program 6.1.c: Design the Bus Transfer Center as an attractive and safe facility.

Encouraging transit reduces the automobile and parking demand in Downtown and increases pedestrian activity on the streets. The perception of the Bus Transfer Center as an arrival destination or a place to wait is an essential part of the transit experience. People who enjoy the center and feel safe using the center are more likely to use transit frequently. An attractive facility is one which is well-maintained, clean, and provides shelter and ample seating opportunities, shade and landscaping, and other amenities. A safe facility is well-lit, regularly and visibly patrolled, and potentially staffed during peak commute periods.



Textured Paving

Program 6.1.d: Widen the street right-of-way on the segment of Georgia Street between Sacramento Street and Santa Clara Street from 60 feet to 80 feet along the entire block, as properties are redeveloped, through dedication of right-of-way.

An 80 feet right-of-way matches the right-of-way on the adjacent segments of Georgia Street. This change is essential to developing a consistent street enclosure and streetscape, including wider public sidewalks, needed to extend ground floor retail activity to this block.

Program 6.1.e: Initiate streetscape improvements to incorporate elements of traffic calming, landscaping, pedestrian-scaled lighting, on-street parking, mid-block crossings, bulb-outs and textured paving where appropriate.

Encouraging walking and transit use requires establishing a safe, attractive, comfortable and interesting street environment. Slowing automobile traffic through traffic calming is a key element of this environment, as is reducing pedestrian exposure to traffic with shorter crossings. Pedestrians are buffered from moving traffic with on-street parking and street trees, and pedestrian safety and comfort is achieved with the installation and maintenance of landscaping, proper lighting, urban design features, and amenities such as seating, public spaces, and artwork.



On Street Parking

Program 6.1.f: Identify appropriate bike connections between Downtown, residential neighborhoods, and the Waterfront.

Like walking, bicycling is encouraged with safe, comfortable, and established connections. The City of Vallejo has established a variety of bicycle connections to Downtown, and the Plan establishes lower speed shared streets within Downtown.

Program 6.1.g: Develop a way-finding or downtown signing program to direct visitors to parking and key downtown destinations.

A way-finding or signing system accessing Downtown and within Downtown improves the efficiency of the circulation system and reduces unnecessary vehicular circulation on Downtown streets. Visitors, whether driving or on foot, benefit from directions to parking, public facilities, transit, and popular destinations.

PARKING

CR GOAL 6.2 : FACILITATE “PARKING ONCE.”

Parking is a fundamental component of any downtown. It is necessary to maintain retail and entertainment viability and to facilitate the economic growth of the downtown. Unlike suburban areas, the denser, more compact mixed-use nature of the downtown is not conducive to private parking corresponding to every building. Typical lot sizes in the Downtown Core make it infeasible for many existing buildings to provide on-street parking that is not “shared” in some way, and numerous private parking lots fronting streets would lead to an auto-oriented and less walkable downtown. While private parking exists, Downtown Vallejo, like most traditional downtowns, relies on public parking, both on-street and in municipal parking facilities.

One of the guiding principles for maintaining viable and vibrant downtowns and increasing street-level activity is the notion of parking once and walking to multiple destinations. This concept of shared parking not only reduces traffic congestion and excessive circulation, but it increases pedestrian activity, visibility of ground floor uses, and encourages public social contact. Shared parking can be implemented through agreements between private property owners but typically requires a strong policy and a long-range strategy of public investment in the downtown. Downtown Vallejo’s parking strategy considers both short-term visitor parking as well as long-term employee and resident parking needs. The strategy, discussed further in Chapter 9 Development Standards, is comprised of the following:

- Increase the effectiveness of the existing parking supply
- Plan for and strategically locate new parking facilities
- Establish funding mechanisms to finance the parking program
- Enforce downtown parking regulations
- Establish parking rates that reflect a pedestrian-oriented urban environment (see Parking Standards in Chapter 9).

Policy 6.2.1: Maximize on-street parking to serve short-term parking needs.

Curbside property in Downtown Vallejo is one of its greatest assets. On-street parking serves the short-term needs of visitors and shoppers, and is critical to the viability of the ground floor commercial uses. With new development replacing municipal parking lots, on-street parking should be maximized to: 1) temporarily replace the displaced municipal parking supply prior to the construction of parking structures, and 2) serve as the primary short-term parking supply for commercial retail.

Program 6.2.a: Implement angled parking in the Downtown Core on internal circulation streets of Capitol, Virginia, Marin, Maine, Sacramento, Santa Clara and York.

Angled parking is an efficient way to increase the on-street parking supply on lower speed, low volume Downtown streets. The benefits of angled parking include increasing on-street parking, particularly in front of retail stores, meeting the short-term demand of customers, buffering pedestrians from moving traffic,



Angled Parking

and ease of parking maneuvers. Angled parking adds to the “main street” atmosphere of Downtown streets (See Appendix A for details of on-street parking).

Program 6.2.b: Develop a parking management plan that incorporates time restrictions for on-street parking, particularly on streets where a retail frontage is desired or required.

Within the Downtown Core, on-street parking is intended to serve the short-term needs of ground floor businesses and patrons. Time restrictions are necessary to ensure parking turnover and to avoid long-term employee parking. In the periphery of the Downtown Core, longer time periods can be provided for employee and resident parking and as temporary long-term parking supply until the downtown parking structure is constructed.

Policy 6.2.2: *Provide for sufficient and not excessive parking.*

It is important to provide an adequate, but not excessive, supply of parking to meet peak demands during a typical month. A good rule of thumb is to provide about 10% to 15% more parking than is required to accommodate turnover. Adequate parking is only as good as its location. Ensure that new municipal parking facilities are located where demand is concentrated and conveniently accessible to uses in the Downtown Core. Excessive and consistently unused parking, however, encourages driving (even between destinations within the downtown) and gives the downtown an underutilized appearance.

Program 6.2.c: When needed, develop a parking structure at the northwest corner of Marin and York Streets developed through a public/private partnership. The City will evaluate ground floor retail surrounding any publicly owned parking structures as a revenue source and to maintain an active and attractive street.



Parking Garage with Retail

A detailed parking supply and demand study is used to justify the size of the parking structure. The location at Marin and York Streets provides a central location serving the core area of Downtown and lies within a two to three-block walk of the entire potential Parking Assessment District. Appendix A (Parking Study) contains detailed parking supply and demand analysis.

The proposed ferry parking structure, as part of the Vallejo Station project located west of Santa Clara Street and south of Georgia Street, would be well-utilized on weekdays by commuters, but would have available parking in the evenings and on weekends. While not included in the Specific Plan parking analysis, a parking structure of any size on that parcel of the Waterfront Project could provide for additional (but not essential) overflow parking supply adjacent to the Downtown Core.

The following measures included in the Plan help to execute Goal 6.2 and Policy 6.2.2:

- *Parking rate systems that are reflective of the Downtown character. Vallejo’s citywide parking rate system, primarily for suburban development patterns, is not applicable in Downtown. Downtown rates should take into account its walkable and transit-oriented characteristics, trip linking, lower auto ownership, and the availability of public parking.*

-
- *Requiring developers to provide adequate private parking for residents. Market demands, and some lending requirements, require that residential development provide reserved and secure parking. Adequate on-site residential parking ensures viable sales, promotes owner-occupied units, and reserves on-street parking for retail customers and residential visitors.*

Policy 6.2.3: *Protect adjacent neighborhoods from spillover parking.*

As the Downtown becomes more vibrant and parking becomes a commodity, there is an increased risk of spillover into adjacent neighborhoods to avoid parking charges or having to walk further. The following measure included in the Plan helps to execute Goal 6.2 and Policy 6.2.3:

- *Consider implementing on-street parking restrictions to prevent spillover parking in adjacent residential areas as needed. Regardless of the adequacy of the short- and long-term parking supply, this will be necessary as a portion of downtown employees may attempt to park in surrounding residential neighborhoods to avoid paying parking charges or to park closer to their place of employment. Parking restrictions in these neighborhoods reduce this impact reserving these spaces for residents and their visitors.*

Program 6.2.d: Provide long-term parking for employees.

While short-term parking is critical to the viability of the Downtown's commercial business, long-term parking for employees is equally critical. For commercial development which cannot provide on-site parking for its employees, there should be long-term parking facilities available in Downtown. Long-term parking can be provided initially in City municipal parking lots before they are redeveloped as well as on-street in selected areas in the periphery of the Downtown Core. Ultimately, long-term parking would be available in the proposed parking structure located at the corner of Marin and York Streets and, eventually, one or more additional public or private parking garages when demand makes such uses economically viable.

Policy 6.2.4: *Prohibit surface parking lots in Central Downtown.*

To promote an attractive and pedestrian-oriented environment in Central Downtown, the construction of surface parking lots should be prohibited.

Program 6.2.e: Prepare and implement a Downtown Parking Management Plan.

An integral component of the Downtown parking strategy, managing parking entails planning, design, construction, enforcement, and marketing and promotion of parking resources. As the revitalization projects start to develop, actively managing Downtown Vallejo's parking system focuses on establishing and enforcing on-street time restrictions and monitoring and adjusting these restrictions as needed. Ultimately, managing the system may include operating parking garages and setting parking charges.

The City should develop a Parking Management Plan that guides the planning and implementation of a Downtown parking system. This plan should have a short-term and long-term component. It should establish guidelines for setting time restrictions in the short-term, and managing off-street facilities in the long-term. The plan could include development of a way-finding system,



Potential Location for Future Parking Garage

a gradual introduction of parking charges, and the possibility of establishing a parking authority.

Policy 6.2.5: *Use parking policy to encourage the use of transit, bicycles, and other alternatives to driving alone to reduce demand for parking facilities.*

The parking policies identified in the Plan, including establishing lower parking rates than suburban areas, emphasizing short-term parking in the Downtown Core, and ultimately providing centralized fee parking, promote the use of transit, linked Downtown trips, and walking from surrounding neighborhoods. Collectively, these policies help reduce traffic and parking demand in the Downtown.

Policy 6.2.6: *Consider development incentives to encourage transit-oriented development (TOD) and other pedestrian-oriented development.*

Development incentives are an effective way to encourage the type of development that supports and promotes walking and transit use. Incentives could include reduced parking rates, floor area ratio or density bonuses, reduced impact fees, or other incentives such as parking exemptions for certain types of uses.

Program 6.2.f: *Provide bicycle parking facilities throughout Downtown and at transit centers.*

Secure bicycle parking is a major influence in a person's choice to use a bicycle for transportation. Bicycle parking facilities need to be in highly visible, well-lit public locations with pedestrian activity near important institutional destinations, office buildings, retail areas and at transit stops. About 50% of bicycle parking for commercial uses should be covered. The Bus Transfer Center should provide both bike racks and lockers.

Program 6.2.g: *Market and promote a Downtown parking strategy.*

The Downtown parking strategy should be marketed to the general public, visitors and businesses. Promotion of the Downtown parking system should do more than simply identify the number and location of parking spaces. The objectives of marketing the parking strategy are to:

- Disseminate short- and long-term plans to provide downtown parking
- Identify where parking is located and the way the parking system operates
- Increase customer convenience
- Inform the public about the need for consistent parking enforcement
- Educate the business owners and residents of the value of on-street parking
- Develop support for a Parking Assessment District.

Program 6.2.h: *The City should work with the downtown business authority and other organizations such as the Chamber of Commerce to*

develop and disseminate marketing and promotional material. In addition to promoting the Downtown uses and activities, it should include information on parking.

Marketing and promotional material include brochures and maps about the parking system, periodic newsletters to businesses updating the status of the parking strategy and parking plans, and innovative ways to educate the public, such as windshield cards or flyers.

Program 6.2.i: Adopt a long-term mechanism to fund public parking facilities.

The City will explore and adopt alternative ways to finance off-street parking facilities. It is recognized that financing municipal parking is a long-term venture and a mechanism needs to be established early to ensure that new development contributes (see financing strategies in Chapter 10: Implementation).

Program 6.2.j: Establish boundaries for a Parking Assessment District and develop in-lieu fee policies that will support creation and maintenance of an active downtown.

A Parking Assessment District can be utilized to finance the construction of a municipal parking structure, fund the reconfiguration of on-street parking, and/or fund the maintenance of the public parking supply. A new district should be created to fund construction of a parking facility. The City will undertake a Parking Assessment District study to identify the boundaries and the amount of the assessment.

TRANSIT

CR GOAL 6.3: ESTABLISH TRANSIT AS AN ATTRACTIVE ALTERNATIVE TO AUTOMOBILE USE WITHIN THE DOWNTOWN.

Downtown Vallejo is an active transit hub today. It is served by bus, ferry, and links to BART. Presently, 11% of Downtown residents use transit commuting to work (source: *U.S. 2000 Census, Journey to Work* data). Downtown Vallejo will continue to be transit-focused with the completion of the Bus Transfer Center and improved walking connections to the ferry.

Policy 6.3.1: The City will use its powers as a transit and planning authority to enhance the use of transit in Downtown.

The City of Vallejo, as a transit authority, has control over the quality of its transit service and facilities. The City should use this control to make transit a priority in Downtown, and to coordinate transit service and facilities with the planning of the type and intensity of transit-oriented development.

Policy 6.3.2: Promote the use of transit in new developments by requiring the installation of transit facilities where appropriate along transit routes.

New development situated on or near transit routes will be required to provide appropriate transit facilities such as bus stops, shelters, benches, lighting, concrete bus pads, and other transit stop amenities.



Bus Stops

6. CIRCULATION & PARKING



Recommended Parking Assessment District



Source: City of Vallejo Transportation Division



Transit Routes

Policy 6.3.3: *Ensure that Downtown bus stops and the transit center are safe, attractive, and well-maintained.*

As stated in Program 6.1.c, a safe facility is well-lit, regularly and visible patrolled, and potentially staffed during peak commute periods. An attractive facility is one of quality design and materials which is well-maintained, clean, and provides shelter and ample seating opportunities, shade and landscaping and other amenities.

Program 6.3.a: *Include transit amenities in the City's Capital Improvement Program and through the development review process.*

The City will include transit facility improvements in its Capitol Improvement Program focusing on access, lighting and regular maintenance to major bus stops and the Bus Transfer Center, and require new development to provide appropriate capital transit improvements along the frontage of properties on transit routes.

Program 6.3.b: *Ensure that police patrol of the Bus Transfer Center and transit corridors is a high priority, to discourage criminal activity.*

An essential component of a safe transit facility is regular and visible police patrol. The City's transit authority will coordinate with the Vallejo Police Department to provide such patrols and to ensure it is a high priority.

BICYCLE CIRCULATION

CR GOAL 6.4: *FACILITATE ACCESS TO THE DOWNTOWN AND THE WATERFRONT.*

Bicycle travel is a viable form of transportation in Downtown Vallejo. A quick way to make moderate length trips in downtown, bicycling reduces traffic and demand for parking. Because of Downtown's proximity to recreational facilities, people will want to travel through and within downtown to access the Waterfront, parks and open space. The street network and street design provide slower, traffic-calmed environments where bicyclists can safely share streets with automobiles.

Policy 6.4.1: *Provide shared streets within Downtown that accommodate bicycles.*

Within the Specific Plan area, bicyclists will share streets with motorists without the necessity of widening streets to implement Class II bike lanes or to designate Class III bicycle routes. This allows bicyclists to choose any street on which they feel comfortable riding.

Policy 6.4.2: *Use existing bicycle routes to access Downtown Vallejo.*

Downtown is already accessible by established bicycle routes along Curtola Parkway. Once arriving in Downtown, bicyclists should feel comfortable using any of the internal circulation streets to their destination.

TRANSPORTATION DEMAND MANAGEMENT

CR GOAL 6.5: REDUCE TRAFFIC AND PARKING DEMAND.

Transportation Demand Management (TDM) is a series of techniques to maximize the efficiency of the existing transportation system by reducing dependency on single occupant vehicles. The results of TDM are reduced traffic congestion, improved air quality, and reduced or eliminated need for costly new streets or widening of existing streets. TDM strategies can focus on three overall objectives: 1) increase transportation options for commute and other trip purposes; 2) changes in travel routes or modes of travel to reduce traffic congestion; or 3) reduction or elimination of trips due to efficient land use patterns or effective transportation substitutes.

Downtown Vallejo provides a number of options for travel regardless of the purpose. The implementation of TDM programs by the City or large employers provide the incentives to shift people to these other modes of travel. TDM programs may include vanpools, rideshare matching, transit and ferry fare subsidies, parking cashout programs, preferential parking for van or carpools, flex-time for employees, on-site shower and changing facilities for bicyclists, or other types of incentives.

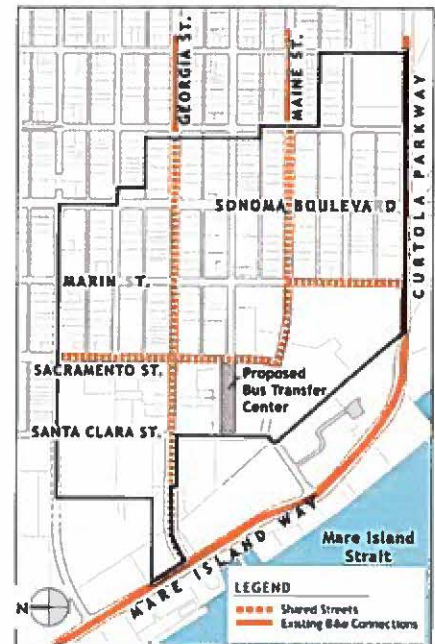
Policy 6.5.1: *The City will use its powers as a planning authority to require new development to include physical on-site elements of TDM programs.*

While it is difficult for the City to require employers to develop, implement, and maintain TDM programs for their employees, the City has the authority to require some of the support facilities for TDM through the development review process. Support facilities can include showers and locker rooms, on-site ATM machines, preferential parking areas, an alternative commute information kiosk, etc.

Program 6.5.a: *The City will promote TDM programs for City staff and new development in Downtown, focusing on office development near the Bus Transfer Center and within ½ mile of the ferry.*

The City should coordinate with the Solano County Transportation Authority to promote Transportation Demand Management (TDM) measures for City staff, and work with major employers in Downtown to promote TDM for their employees. Transportation Demand Management programs can be developed by individuals, employers, local agencies, or Transportation Management Associations. Programs vary depending on the needs of the individual or group but program components include the following:

- Carpool or vanpool rideshare matching services
- Vanpools (i.e. provision of vehicles, insurance and subsidies)
- Commute options information dissemination
- Direct marketing to employers, employer events, information, and information about pre-tax transit payment
- Emergency ride home services
- Bike loans



Bike Routes

- Carsharing programs
- Preferential carpool parking and/or services
- Financial incentives (i.e. parking cashout, subsidized transit fares, transit vouchers)
- Telecommuting options at the workplace
- Flexible work schedules

Program 6.5.b: Provide information on developing an employer-based TDM program, or forming or becoming a member in a Transportation Management Association.

As part of the promotion of the Downtown parking strategy, the City of Vallejo should coordinate with Solano Napa Commuter Information (SNCI) to provide information on commute options for downtown employers and employees including rideshare matching services, vanpool information, park and ride lots information and maps, transit information, and bicycle travel maps and guidelines.

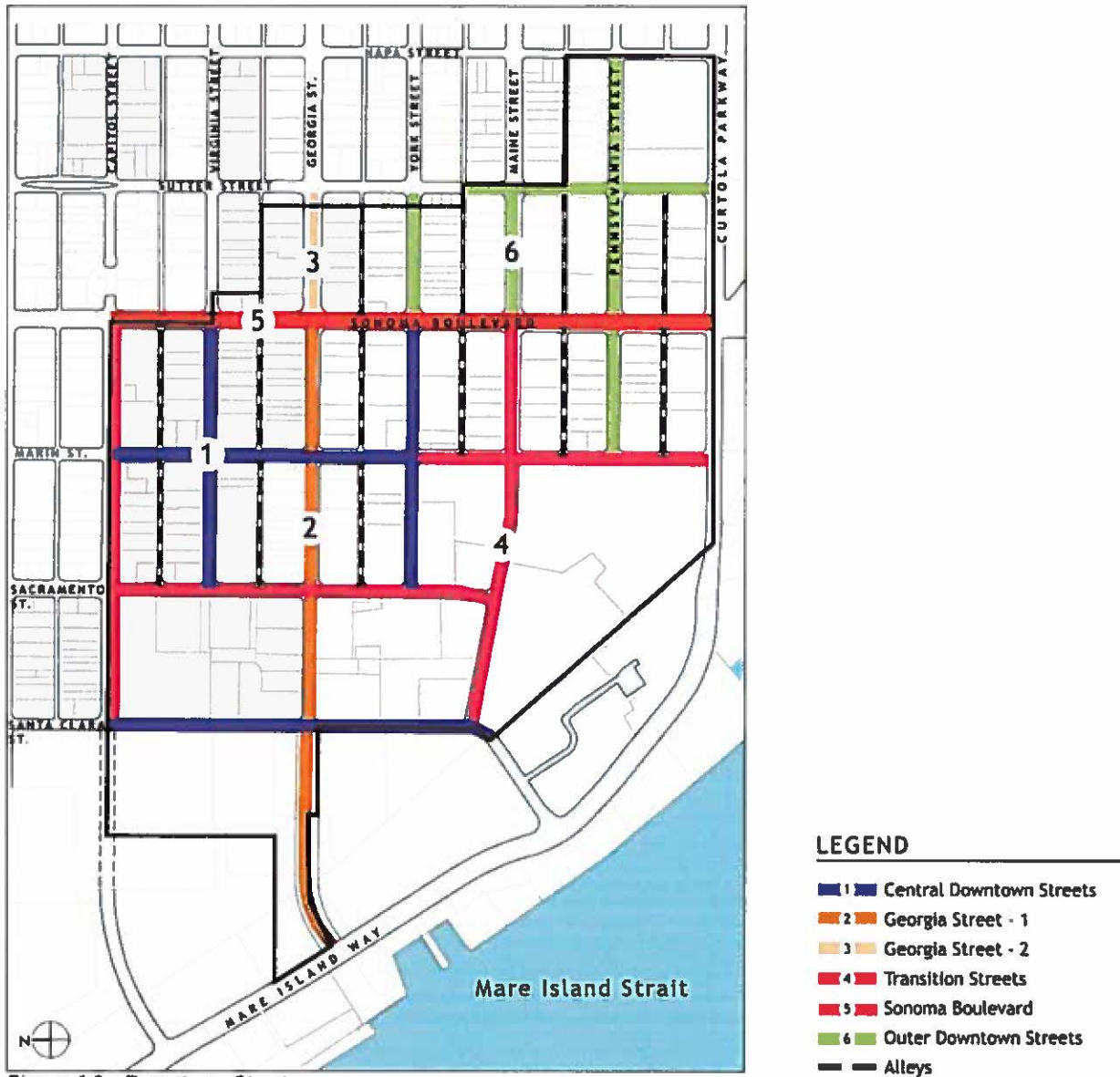


Figure 6.2: Downtown Streets

PUBLIC STREET STANDARDS

Downtown Vallejo Specific Plan contains 6 street types: Central Downtown Streets, Outer Downtown Streets, Transition Streets, two variations of Georgia Street, and Sonoma Boulevard. The streets in downtown generally have an 80 feet right-of-way. The sections indicate the ultimate configuration of streets in all of Downtown. Improvements and enhancements to the streets and streetscapes will be phased and coordinated with redevelopment in Downtown. The existing street configurations are modified to accommodate on-street parking within the right-of-way. Each of these street types are described in this section.

Central Downtown Streets



Central Downtown Streets

Central Downtown Streets are internal circulation streets that include Virginia Street and York Street between Sonoma Boulevard and Sacramento Street, and Marin Street and Santa Clara between Capitol Street and Maine Street. These streets provide primary pedestrian access to the interior of Downtown. Angled-parking spaces (55°) for short-term users are provided on one side of the street between landscaped curb extensions. Parallel parking is provided on the other side. Street trees are located in treewells in the sidewalks as well as in curb extensions in the parking lanes forming a double canopy of trees. Travel lane widths (12 feet adjacent to parallel parking and 15 feet adjacent to angled parking) serve to slow traffic and enhance the pedestrian environment, while accommodating parking maneuvers. 14-foot-wide sidewalks provide a comfortable pedestrian environment. Urban design features, sidewalk planters, benches, displays, and outdoor cafe seating should be incorporated on these streets.

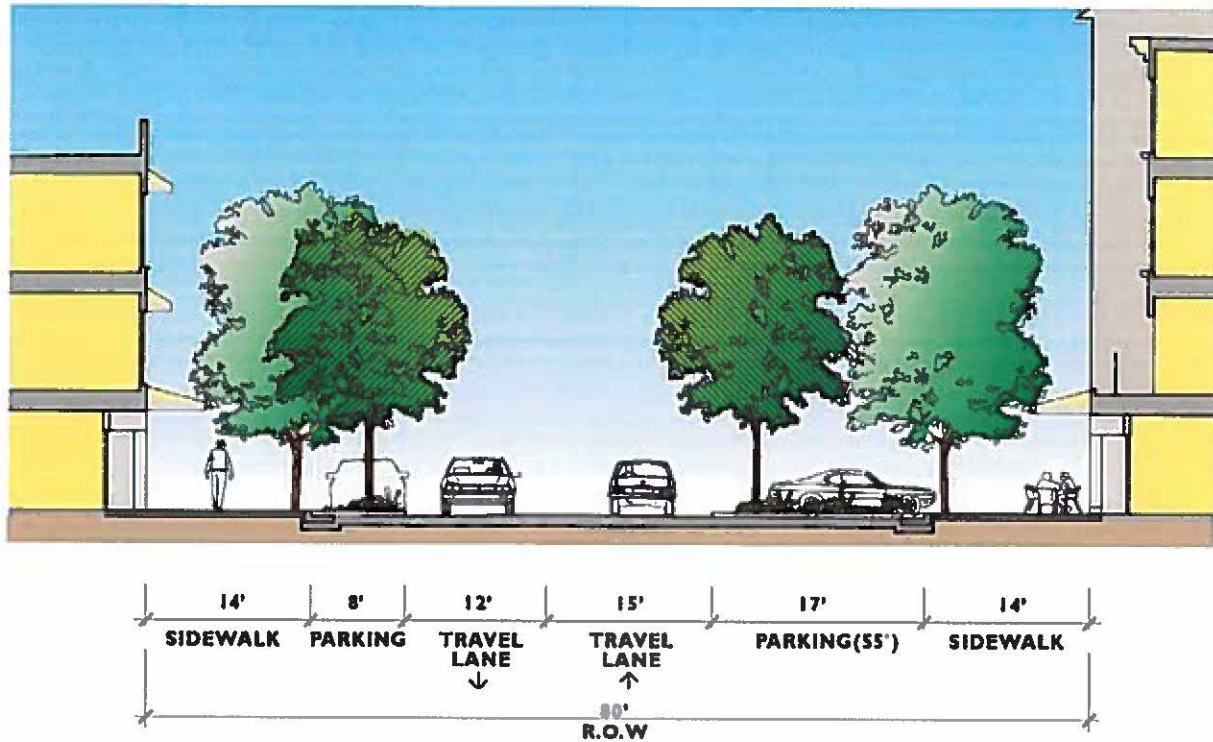


Figure 6.3: Proposed Section of Central Downtown Streets

Georgia Street (Between Sonoma Boulevard and Mare Island Way)

Georgia Street is the commercial retail spine of the downtown and provides direct access to the Waterfront, experiencing some of the highest pedestrian activity in the Specific Plan area. Parallel parking is provided on both sides of the street with landscaped curb extensions and street trees. A segment of Georgia Street (between Sacramento and Santa Clara) has an existing right of way of 60 feet, which will be widened to 80 feet with parallel parking added, to match the right of way of the two blocks to the east of Sacramento Street. Widening will require dedication as the fronting properties redevelop.



Georgia Street (Between Sonoma Boulevard and Mare Island Way)

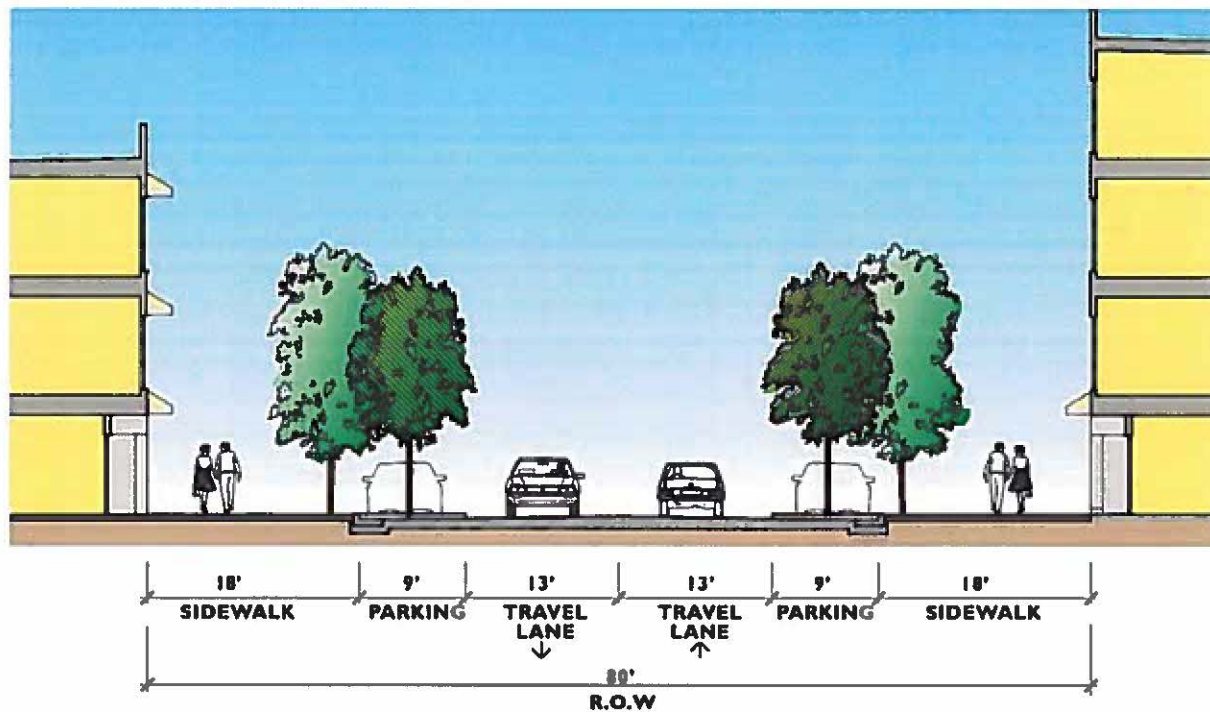


Figure 6.4: Proposed Section of Georgia Street (Between Sonoma Boulevard and Mare Island Way)

Georgia Street (Between Sonoma Boulevard and Sutter Street)



Georgia Street (Between Sonoma Boulevard and Sutter Street)

Georgia Street connects to Interstate 80 and functions as a key access route into Downtown Vallejo. Traffic volumes on Georgia Street east of Sonoma Boulevard are substantially higher than other downtown streets (excepting Sonoma Boulevard). Parallel parking is provided on both sides of the street with landscaped curb extensions with street trees. Relatively wide sidewalks (14-feet) provide for high levels of pedestrian activity and street trees in treewells. Georgia Street provides one travel lane in each direction and a western bound turn lane. On-street parking may be restricted on Georgia Street at its approach to Sonoma Boulevard to accommodate turning lanes.

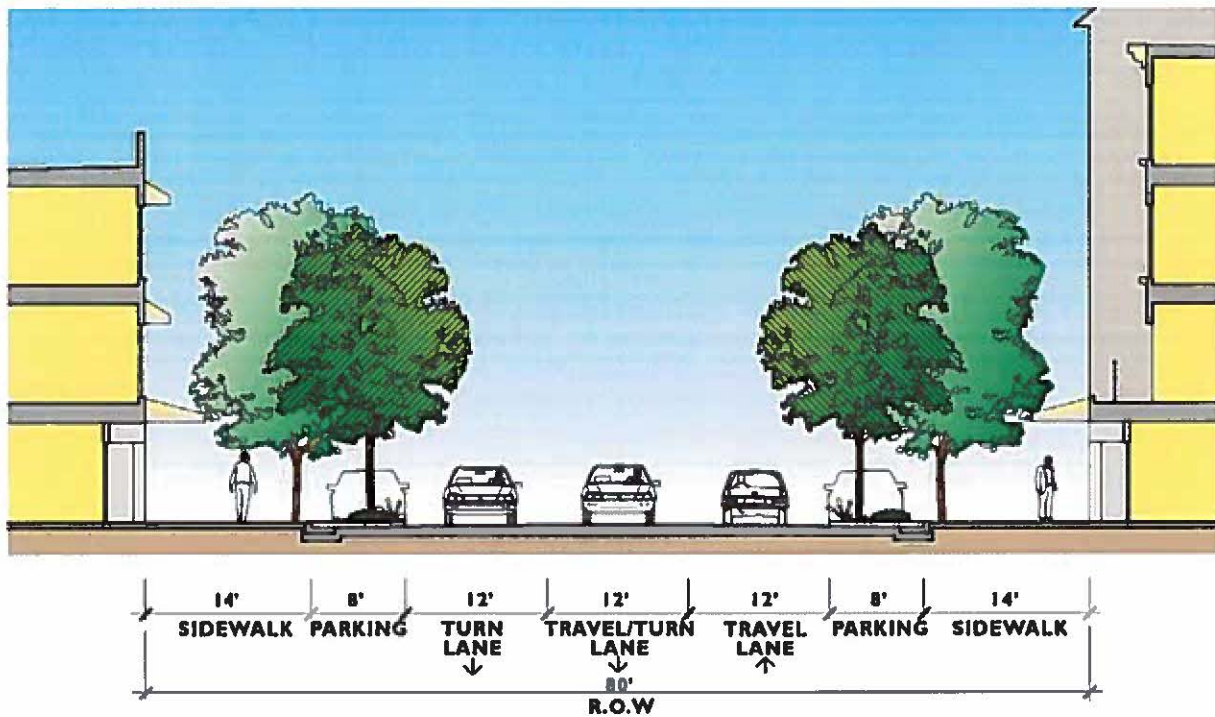


Figure 6.5: Proposed Section of Georgia Street (Between Sonoma Boulevard and Sutter Street)

Transition Streets

Transition Streets link the Outer Downtown and the Central Downtown including Capitol Street and Maine Street between Sonoma Boulevard and Santa Clara Street, Sacramento Street between Capitol Street and Maine Street, and Marin Street from Curtola Parkway to York Street. Some of these streets, like Sacramento Street, serve as primary access streets to the downtown, and may experience higher traffic volumes.

These streets serve a mix of high intensity mixed-uses and some lower intensity commercial and residential areas. Similar to Central Downtown Streets, Transition Streets provide angled parking (60 degree) on one side and parallel parking on the other side of the street. Curb extensions in the parking lanes include landscaping and street trees. Wide sidewalks (13-feet) provide ample space for pedestrian activity, street trees in treewells, street furniture, and outdoor cafes. Travel lanes on Transition Streets (12 and 16-feet) allow bicyclists to share travel lanes with vehicles.



Transition Streets

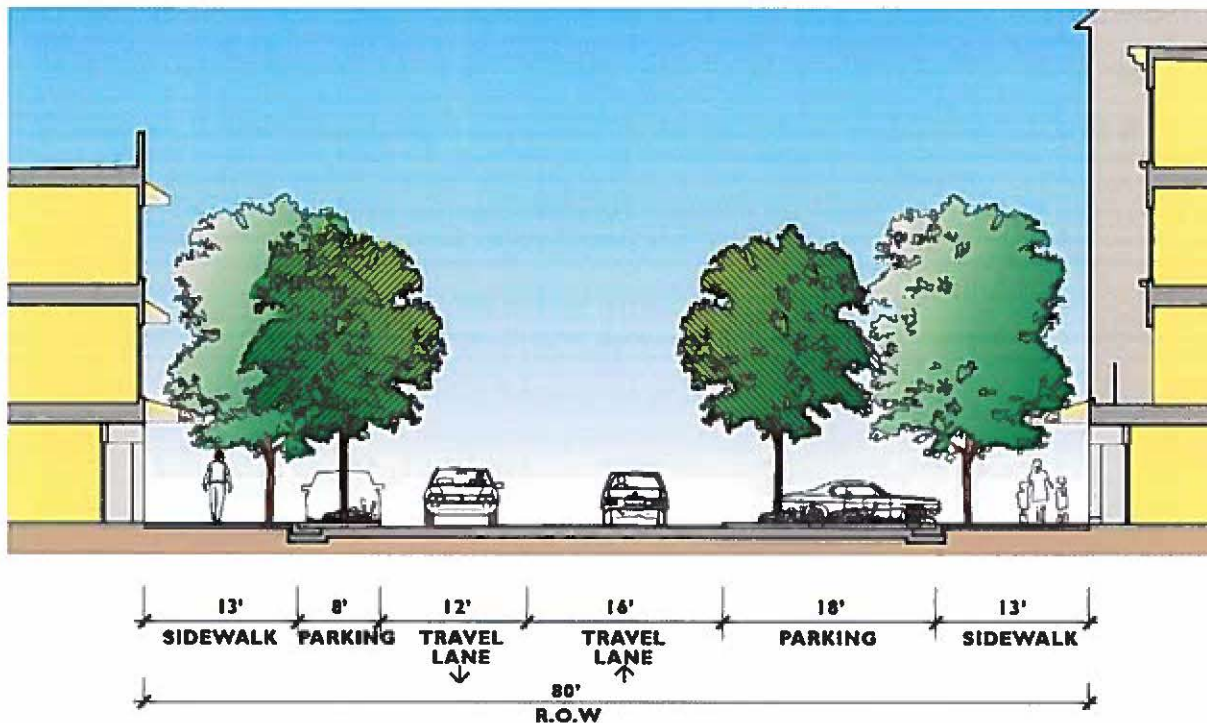


Figure 6.6: Proposed Section of Transition Streets

Sonoma Boulevard



Sonoma Boulevard

Sonoma Boulevard (State Route 29) is Caltrans' right-of-way. Any changes to the street configuration will require approval by Caltrans. The City should work with Caltrans to finalize the street design to incorporate pedestrian-friendly features such as enhanced paving and planting pockets along the entire stretch of Sonoma Boulevard between Capitol Street and Curtola Parkway.

The street section envisioned for Sonoma Boulevard will maintain its present curb-to-curb configuration, parallel parking on both sides, and four travel lanes.

Outer Downtown Streets

In the Outer Downtown, residential streets serve the residential and mixed-use neighborhoods including York Street and Maine Street between Sutter Street and Sonoma Boulevard, Pennsylvania Street between Napa Street and Marin Street, and Sutter Street and Marin Street between Maine Street and Curtola Parkway. Because these streets have wide travelways (64 feet), angled parking (45 degrees on one side and 55 degrees on the other side) is located on both sides of the street between landscaped curb extensions with trees offset to form a double canopy. Angled parking on both sides of the street is proposed as a potential source of additional short-term parking serving retail as these streets redevelop with commercial uses, and/or long-term reserve parking for employees and residents. The travel lanes are wide enough (13 to 16 feet) to serve as shared lanes with bicyclists, but narrow enough to slow traffic. Because these streets experience less intense pedestrian activity, 8-foot sidewalks are provided on both sides of the street.



Outer Downtown Streets

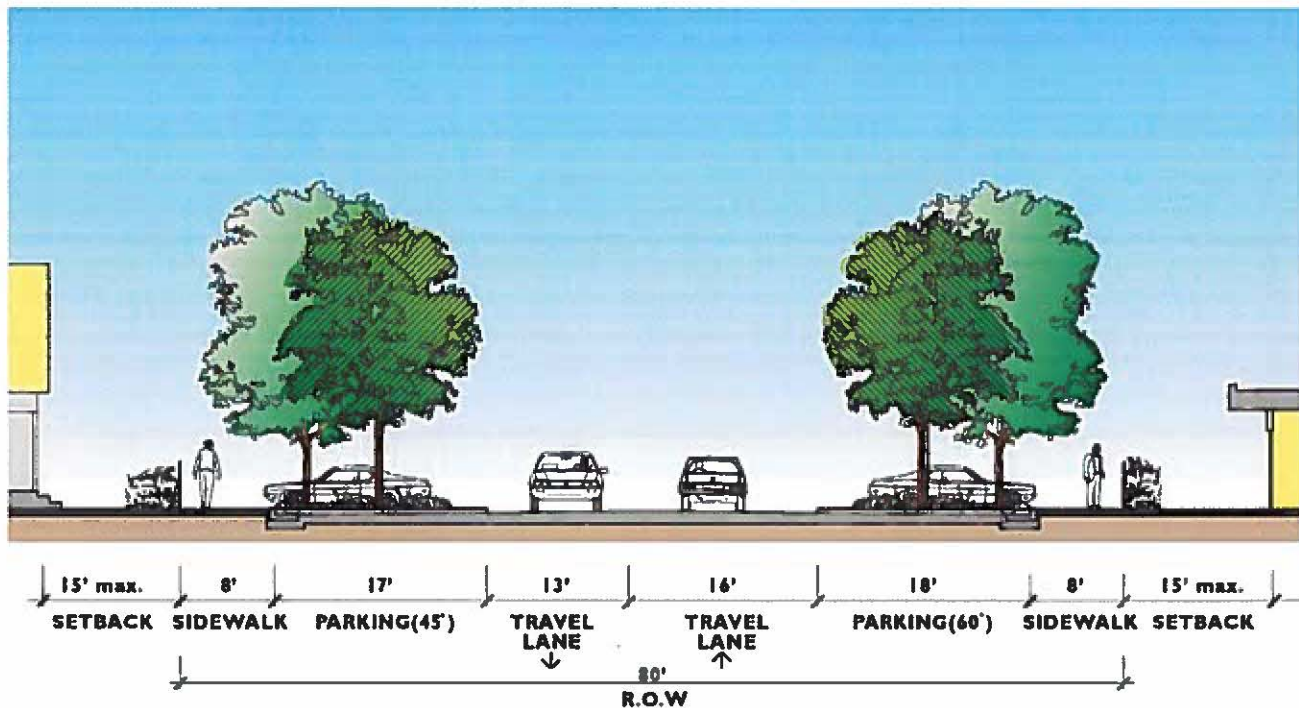


Figure 6.7: Proposed Section of Outer Downtown Streets



7. PUBLIC SERVICES AND UTILITIES

(NOTE: THIS CHAPTER IS TO BE COMPLETED IN CONJUNCTION WITH AN ON-GOING EIR ANALYSIS)

INTRODUCTION

This section of the Downtown Vallejo Specific Plan addresses utilities and public services that are essential to serving the Plan area. As the Specific Plan area develops, additional utilities and public services will be required. The expanded or improved utilities and public services that are needed to serve Plan area build-out are outlined below. The timing for expanding or improving services will be dependent upon the timing of new development.

FIRE AND POLICE SERVICES

The City of Vallejo Fire Department and Police Department provide protection services for the Downtown area. The fire station serving the Downtown Vallejo area is Station 1, located at 1220 Marin Street. Back-up and assistance for this area is provided by Station 2, located at 700 Fifth Street. The Vallejo Fire Department also provides medical/rescue, as well as first aid, CPR, medical and fire prevention services. The office of the Fire Prevention Division, which employs the City Fire Marshall, is located at 251 Georgia Street.

Regarding police protection services, the Downtown Vallejo area is served by the Central Community Substation, located at 250 Georgia Street. Police service in Downtown is limited to surveillance by vehicle and does not include foot patrol.

The build-out estimates that are presented in this Specific Plan assume long-term changes in land use and development intensity for the Downtown area. The construction of new residential units in the Downtown area will generate new residential emergency incidents and increased calls for both fire and police protection services. In addition, with greater daytime and evening activity envisioned in the Downtown, the general need for services will increase.

The Specific Plan establishes Development Standards which permit the development of multiple-story (up to 85 feet) mixed-use buildings with building-to-line construction (no setbacks). The development standards have been reviewed by the Vallejo Fire Department staff. In addition, the Fire Department staff completed a field test of emergency vehicle equipment (hook and ladder equipment) in the Downtown area to determine the ability to respond to and access upper floors of multiple-story buildings. The Fire Department determined that building heights of up to 85 feet can be adequately accessed for fire response based on the public street configuration and right-of-way widths.

Policy 7.1: *Ensure that there are adequate fire and police services for Downtown.*

[This section will be updated once the draft Environmental Impact Report (EIR) is completed]

SCHOOLS

The Vallejo City Unified School District provides elementary and secondary public educational services in Vallejo. The elementary schools that serve the Downtown Vallejo area are Farragut Elementary, Mare Island Elementary and Lincoln Elementary Schools (Mare Island Elementary School is temporarily closed). The middle schools that serve the Plan area are Franklin Middle and Vallejo Middle Schools. The high schools serving the Plan area are Vallejo High and Hogan High School. An assessment of school enrollment and capacity was completed by the City of Vallejo. This assessment presents the following findings regarding current district capacity and services:

1. Farragut Elementary and Lincoln Elementary Schools are near capacity. Should these schools reach enrollment capacity, students would be assigned to attend two to three other elementary schools in the area, which are currently under capacity.
2. The middle and high schools serving the Plan area are under capacity.

The School District has prepared a master plan (District Wide School Facilities Master Plan for Vallejo Unified School District), which concludes that three (3) new elementary schools will be needed in the short-term (by 2008/9), with a fourth new school needed in the long-term (by 2015/16). The master plan also concludes that expanded middle and high school facilities will be needed in

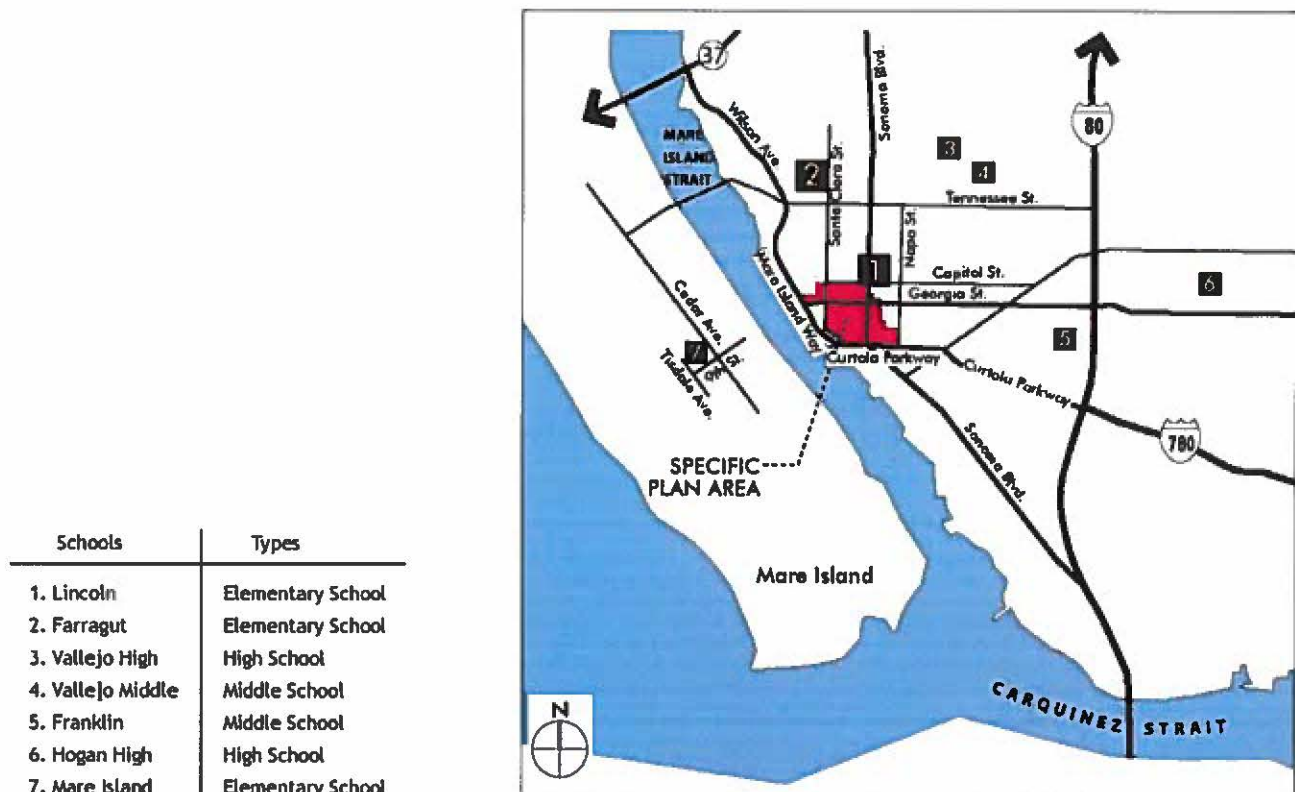


Figure 7.1: Schools Nearest Downtown

the short-term and long-term.

The recommendations and build-out estimates presented in this Specific Plan assume long-term changes in land use and development intensity for the Downtown area. Sizes of residential units will significantly restrict larger family occupancies. The construction of new residential units in the Downtown area would introduce a limited number of new residents and students. State-required school impact fees will be paid for each unit's building permit and applied to expansion of School District facilities to accommodate new downtown students.

PARKS AND RECREATION

The Downtown Vallejo Specific Plan area does not contain any significant neighborhood or large park facility. Open space and park land is limited to several small open greens and public plazas, which do not include facilities or improvements for recreational park use. A small portion of the Specific Plan area contains the extension of Unity Plaza to the proposed Festival Green Park, which is located immediately west of Vallejo City Hall. Independence Park, a one-acre waterfront park, is located immediately west of the Specific Plan area.

Downtown Vallejo is in immediate proximity to the Vallejo waterfront. Therefore, park and recreation needs for the Downtown overlap with the park needs of development envisioned for the waterfront area. Demand on existing park facilities would increase, as well as the increased need for new park and recreation facilities.

The Greater Vallejo Recreation District (GVRD) is responsible for the acquisition, maintenance and operation of most of the park land and recreational facilities in the City of Vallejo. GVRD is a separate agency from the City of Vallejo, but works with the City in acquiring open space and park land as part of new development.

Vallejo Municipal Code Section 3.18.050 sets forth a land dedication requirement of 4.25 acres per 1000 population for park and recreation purposes. For new residential development, this requirement is often met through the payment of parkland dedication fees. When such fees are collected from new residential development, GVRD generally uses 50% of these fees for improving local, neighborhood parks and 50% for improving community park facilities.

The recommendations and build-out estimates that are presented in this Specific Plan assume long-term changes in land use and development intensity for the Downtown area. The construction of new residential units and commercial development in the Downtown area would introduce new residents, increase the use of existing park facilities and increase the demand for new park facilities.

With estimated build-out of the Specific Plan, approximately 20 acres of parkland would be required to meet the City park dedication standard of 4.25 acres per 1000 population. However, a strict application of this parkland requirement is not reasonable or appropriate for a downtown setting in that:

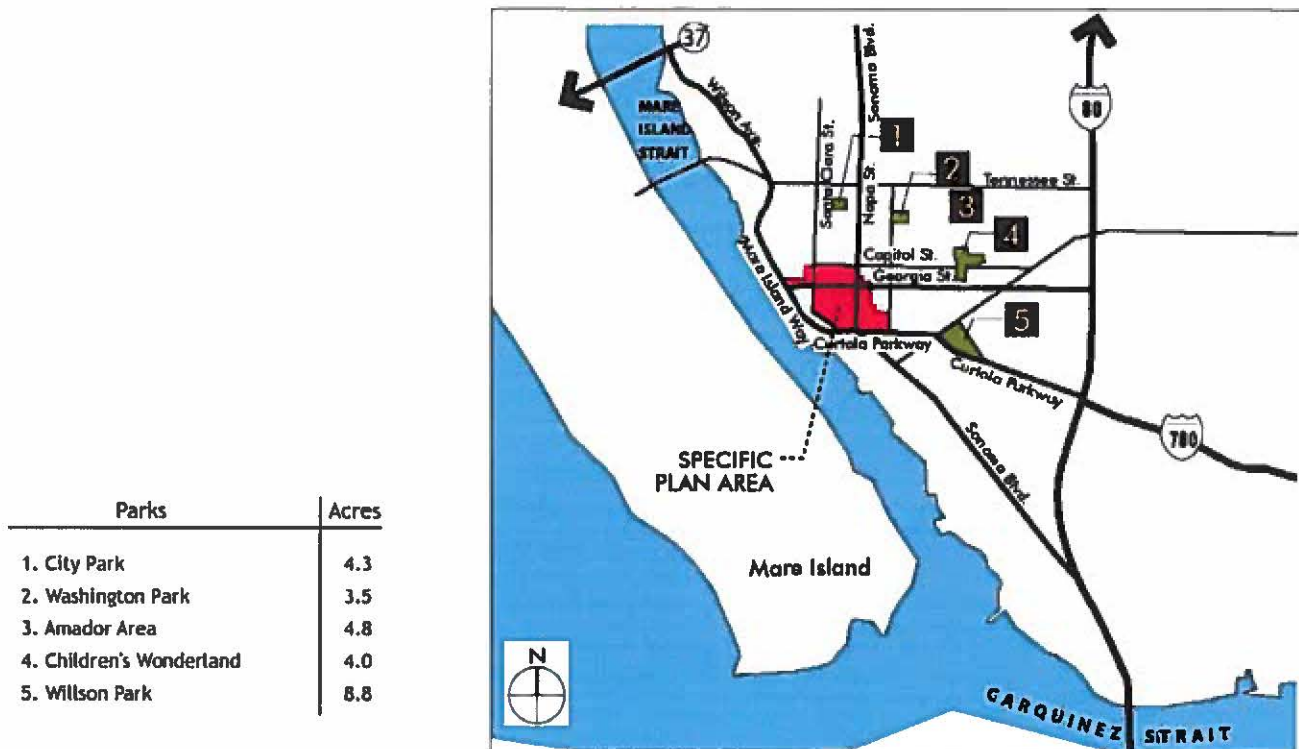


Figure 7.2: Open Spaces Adjacent to Downtown

1. Large parcels that are appropriate for active recreation are not available in Central Downtown. (For reference, one square block of Downtown Vallejo is approximately five (5) acres, so even planning a one-block area for a Downtown park would not fully meet the park needs for Plan area build-out).
2. Park needs for the Downtown will be partially met by the provision of additional public paseos, plazas and open areas such as pocket parks that are recommended in this Specific Plan and typical of any urban downtown.
3. Park and open space land is planned for the adjacent Vallejo waterfront area (upwards of 29 acres). The park and open space planned for the waterfront will provide both neighborhood and community park level facilities. Such facilities would be within walking distance of the Downtown area.

Considering the above factors, the Specific Plan recommends that parkland dedication fees be required for all new residential development that is planned for the Downtown area. These fees will be applied to improve available land in the adjacent waterfront area for both neighborhood and community park development.

WATER

Water service for the Downtown area is provided by the City of Vallejo and managed by the City of Vallejo Public Works Department – Water Division. Under current developed conditions, adequate water service is provided in the Downtown area.

The recommendations and build-out estimates that are presented in this Specific Plan assume long-term changes in land use and development intensity for the Downtown area. New construction in the Downtown area will result in increased demand for water service. A City-wide Urban Water Management Plan was completed in fall 2004. This plan was followed by the completion of the Downtown Development Water Supply Capacity Assessment for the Specific Plan. This assessment presents the following findings and recommendations:

[NOTE: TEXT WILL BE ADDED WHEN THE WATER SUPPLY CAPACITY ASSESSMENT AND EIR HAVE BEEN COMPLETED]

WASTEWATER/SEWER

Wastewater/sewer service for the Downtown area is provided by the Vallejo Sanitation and Flood Control District (VSFCD). VSFCD operates 1 treatment plant and 21 pump stations. The Downtown area is served by the Ryder Street Wastewater Treatment Plant, which provides secondary-level treatment.

In conjunction with the preparation of this Specific Plan, VSFCD commissioned the preparation of a wastewater capacity analysis to determine if the existing facilities and infrastructure are adequate to accommodate Plan area build-out. The Downtown Development Wastewater/Sewer Capacity Study was prepared by Carollo Engineers (June 4, 2004). This study assessed potential peak wet weather flows (WWF), considering estimated Specific Plan build-out combined with the build-out estimated for the contiguous Waterfront/Downtown Project. The study concludes that there is adequate system capacity, and that no major facility improvements are required to serve the Specific Plan area.

STORMWATER/DRAINAGE

Stormwater and drainage service for the Downtown area is provided by the Vallejo Sanitation and Flood Control District (VSFCD). Within the Specific Plan area, all stormwater and surface water runoff is collected and conveyed into a closed system, which is maintained by the VSFCD.

In conjunction with the preparation of this Specific Plan, VSFCD was consulted to determine existing system operation, capacity and future infrastructure needs. VSFCD reported that:

1. The existing facilities are adequate to serve the existing

development and improvements in the Downtown area.

2. While the Specific Plan would promote changes in land use, as well as development intensity/density, it is not envisioned that the changes in development will substantially change the amount or routing of runoff, in that a) Downtown Vallejo is fully developed and is largely covered by impervious surfaces; and b) the area is currently served by an adequate stormwater drainage system. Therefore, the Specific Plan will not necessitate the development of new or expanded stormwater drainage facilities or infrastructure.
3. The Specific Plan includes changes to the current public streetscape and associated infrastructure. However, these changes are not expected to significantly change the routing of stormwater runoff or impact system capacity.

NATURAL GAS & ELECTRICITY

Natural gas and electricity are provided to Vallejo by Pacific Gas & Electric Company (PG &E). PG & E currently provides extended and full service to the Downtown area. Additional development and build-out as envisioned in this Specific Plan will increase the demand for natural gas and electricity. The Downtown area is currently developed and adequately served by PG &E. Additional investment in the Downtown will increase demand for services, which may or may not require additional or expanded facilities during the EIR preparation process.

NEED TO ADD WHEN EIR HAS BEEN COMPLETED.

Nonetheless, measures for conservation of energy and fuel consumption are recommended for new and additional development in the Downtown area. This Specific Plan includes development standards and accompanying Design Guidelines that are intended to incorporate energy-conserving measures in the design of new development.

TELECOMMUNICATION/CABLE

Telecommunication and cable service for the Downtown area is provided by Comcast. Comcast is the main provider of fiber optic cables, and SBC of telephone lines, within the City. Additional development and build-out as envisioned in this Specific Plan will increase the demand for telecommunication and cable service. The following new/expanded facilities will be required to accommodate Plan area build-out:

[TEXT TO BE ADDED]

8. LAND USE REGULATIONS

INTRODUCTION

The Downtown Vallejo Specific Plan serves as the “zoning ordinance” for the Plan area. Accordingly, this chapter sets forth the land use regulations for the Plan area, which are unique to Downtown. The provisions of this chapter shall be used by the City to regulate all land uses within the Specific Plan area.

The regulations in this chapter are intended to promote land uses that are desirable and promote the goals and policies of the Specific Plan. Land uses that are in conflict with and in existence at the time of adoption of this Specific Plan are permitted to continue as legal nonconforming uses consistent with the provision of the Vallejo Municipal Code Chapter 16.78.

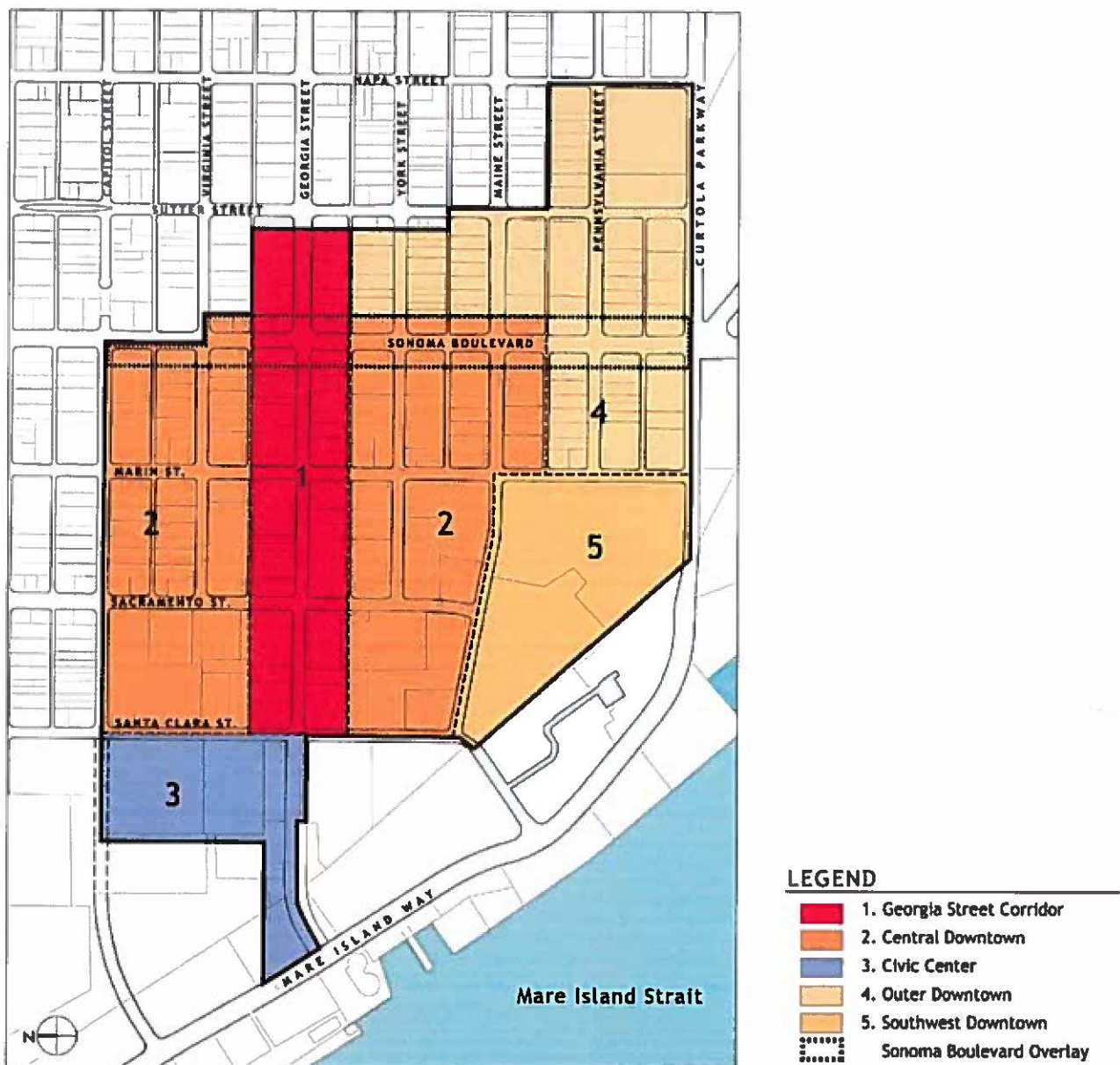


Figure 8.1: Districts Map

8. Land Use Regulations

General Land Use Provisions

The Downtown Vallejo Specific Plan regulates land uses by District. Table 8.1 presents each District and a list of land use classifications. This table identifies which land uses are permitted or prohibited within each District. In administering this table, the following items must be considered:

- The table relies on the land use classification system adopted in Vallejo Municipal Code (VMC) Chapter 16.06 (Zoning Ordinance). Most of the land uses listed in Table 8.1 are described and defined in VMC Chapter 16.06. Therefore, where applicable, it is appropriate to refer to VMC Chapter 16.06 when providing land use interpretations. Some of the land use classifications provided in VMC Chapter 16.06 are not included in Table 8.1 and are not permitted in the Downtown Vallejo Specific Plan area. However, when an ambiguity or dispute arises over a proposed land use, the Director of Development Services shall have the authority to render an interpretation and decision, consistent with the provisions of VMC Chapter 16.02 (Zoning - General Provisions).
- Some of the land uses listed in Table 8.1 are not identified or defined in VMC Chapter 16.06. Refer to legend symbol (2) for these land uses. A definition for these land uses is provided in this chapter (see p.8.9), which is to be used in providing land use interpretations.
- Permitted land uses (P) are allowed by right, subject to the securing of a business license, when needed, however some classifications within a broader land use category may be prohibited by the special regulations and limitations provided for in Table 8.2.
- Conditional land uses are subject to a Conditional Use Permit. A Minor Use Permit (MNUP) normally is processed and acted on at an administrative level, and a Major Use Permit (MJUP) requires review and action by the Vallejo Planning Commission. Temporary uses are subject to an Administrative Permit (AP). Refer to VMC Chapters 16.82 (Conditional Use Permit) and 16.96 (Administrative Permit) for application and processing procedures.
- In the event this chapter of the Specific Plan does not address or provide provisions for a specific land use, then the provisions of the VMC Chapter 16 (Zoning) that are most applicable to the specific land use shall apply.
- A land use that exists at the time of the adoption of this Specific Plan that is not consistent or is in conflict with the provisions of this section shall be permitted to continue as a legal, nonconforming use. The land use is permitted to continue, but may not be expanded or intensified. Any modifications or changes to a legal, nonconforming land use shall conform to the provisions of VMC Chapter 16.78 (Nonconforming Use Regulations).

Interim Land Use Provisions

In some cases, the transition of uses from those existing or permitted prior to Specific Plan adoption to uses envisioned in the Plan may take longer than anticipated. As a result, interim land use controls have been established to allow flexibility in permitted land uses during the transitional period. (Expires on December 30, 2016.)

- Figure 8.2 "Interim Zoning Map" shows Downtown Specific Plan Districts 1 through 5, and Interim Zoning Districts (CP, IU, CL, MDR, etc...) which reference Title 16 of the Vallejo Municipal Code.
- In Vallejo Downtown Specific Plan (VDSP) Districts 1, 2 and 4, the following Interim Land Use Controls shall apply:

A land use that is not permitted or is inconsistent with Table 8.1, may nevertheless be allowed as an Interim Land Use as follows:

1. VDSP District 1

For ground floor uses along Georgia Street in District 1, notwithstanding the language on page 8.2 of the VDSP, and the language in this section, the Development Services Director shall have discretion to deem a use type listed in Vallejo Municipal Code Chapter 16.24, Sections 16.24.020, 16.24.030, 16.24.040 and 16.24.050 (CP-Pedestrian Shopping and Service District) to be allowed as an interim use upon making the findings and granting of a Minor Use Permit, as specified in Vallejo Municipal Code Chapter 16.82.

2. VDSP District 2

For the CP Interim Zoning District within VDSP District 2, all uses listed in Vallejo Municipal Code Chapter 16.24, Sections 16.24.020, 16.24.030, and 16.24.040 (CP – Pedestrian Shopping and Service District) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

For the IU Interim Zoning District within VDSP District 2, all uses listed in Vallejo Municipal Code Chapter 16.33, Sections 16.33.020, 16.33.030, 16.33.040, (IU – Intensive Use District) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

For the PF Interim Zoning District within VDSP District 2, all uses listed in Vallejo Municipal Code Chapter 16.30, Sections 16.30.020, 16.30.030, 16.30.040, (PF – Public and Quasi-Public Facilities) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

3. VDSP District 4

For the CL Interim Zoning District within VDSP District 4, all uses listed in Vallejo Municipal Code Chapter 16.22, Sections 16.22.020, 16.22.030, 16.22.040, 16.22.050, (CL – Linear Commercial) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

For the IU Interim Zoning District within VDSP District 4, all uses listed in Vallejo Municipal Code Chapter 16.33, Sections 16.33.020, 16.33.030, 16.33.040 (IU – Intensive Use District) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

For the MDR Interim Zoning District within VDSP District 4, all uses listed in Vallejo Municipal Code Chapter 16.16, Sections 16.16.020, 16.16.030, 16.16.040, (MDR – Medium Density Residential District) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

For the HDR Interim Zoning District within VDSP District 4, all uses listed in Vallejo Municipal Code Chapter 16.17, Sections 16.17.020, 16.17.030, 16.17.040 (HDR – High Density Residential District) may be allowed as interim uses, subject to the limitations and permits required in those sections and in these provisions.

- Notwithstanding the above, animal sales and services: kennels, and scrap operations are not allowed in any Downtown District.
- The Site Development Standards applicable to these Interim Land Uses are identified in Downtown Specific Plan/ Master Plan and the Vallejo Downtown Design Guidelines.
- Interim Land Uses will become legal non-conforming uses upon repeal of this ordinance and will thereafter be subject to the provisions of Vallejo Municipal Code Chapter 16.78.
- An interim land use must operate within an existing structure or site; no new structure shall be constructed to accommodate an interim land use. Structures where an interim land use is operating may be modified but shall not be expanded.

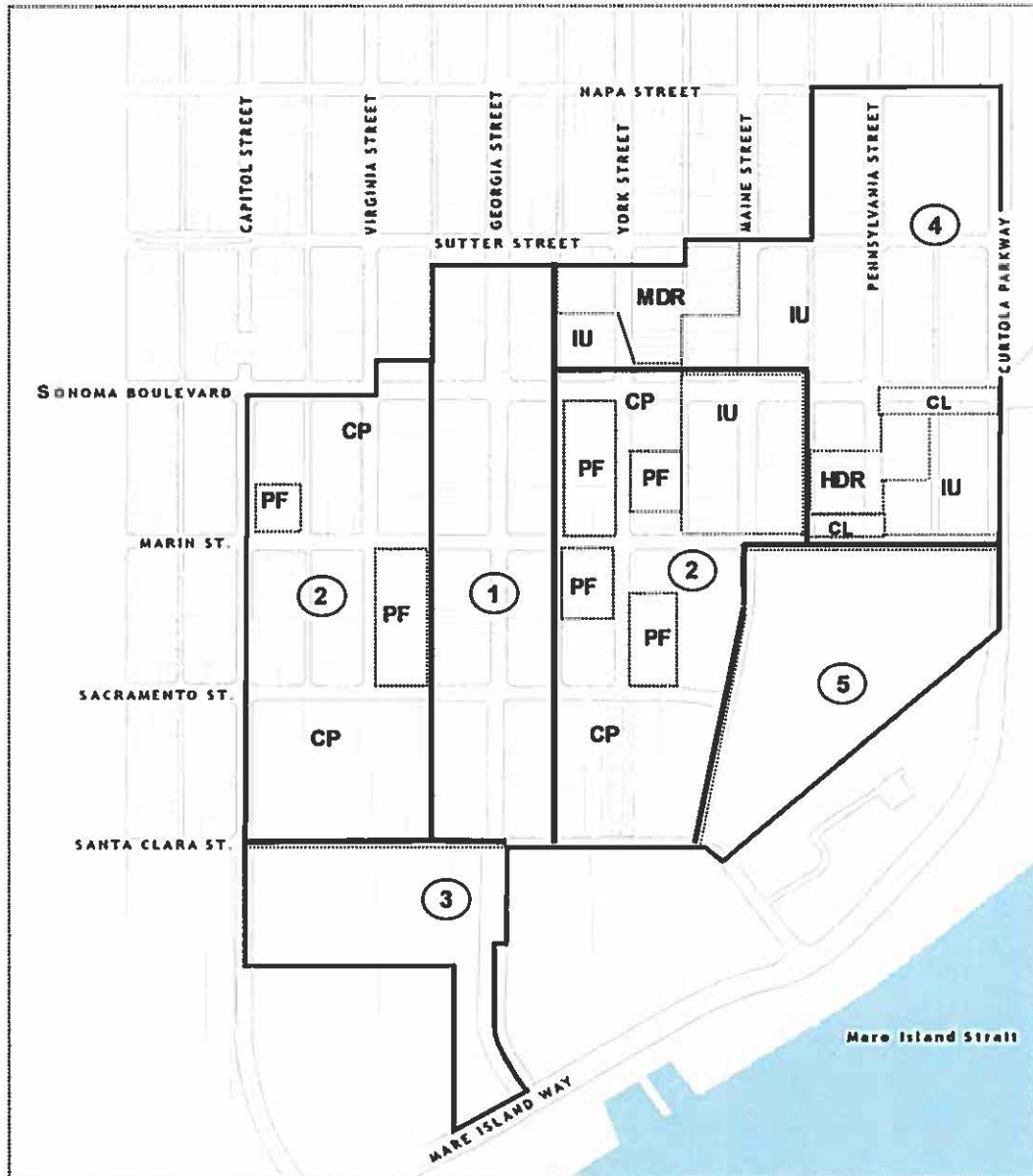


Figure 8.2: Interim Zoning Map

LEGEND

○ Specific Plan District Number

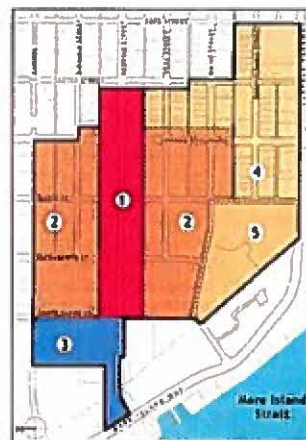
Interim Zoning Districts Per Title 16 Zoning Code

CP Pedestrian Shopping and Service
 CL Linear Commercial
 IU Intensive Use
 PF Public and Quasi-Public Facilities
 MDR Medium Density Residential
 HDR High Density Residential

LAND USE(1)	SPECIFIC PLAN DISTRICTS				
	1 Georgia Street Corridor	2 Central Downtown	3 Civic Center	4 Outer Downtown	5* Southwest Downtown
Residential Use Types					
Assisted living (2)	—	—	—	MJUP(H)	MJUP*
Continuing care retirement community (2)	—	—	—	MJUP(H)	MJUP*
Group residential	MNUP (A,F,H)	MNUP (A,F,H)	—	MNUP(F,H)	MNUP(F)*
Guest residential	—	—	—	P(H)	—
Independent/congregate living (2)	P(A,H)	P(A,H)	—	P(H)	p*
Live-work (2)	P	P	—	P	MNUP *
Mobile Home residential	—	—	—	—	—
Multi-family residential (2)	P(A,H)	P(A,H)	—	P(H)	p
Single-family residential (2)	—	—	—	P(H)	—
Single resident occupancy (2)	MJUP (A,F,H)	MJUP (A,F,H)	—	—	—
Two-family residential (2)	—	—	—	P(H)	—
Commercial Use Types					
Administrative & professional services	P	P	—	P	p*
Animal sales & service- Retail sales, grooming & Veterinary (small animals)	P(I)	P(I)	—	MNUP(I)	MNUP*
Automotive & equipment	P(G)	P(G)	—	MJUP(G)	—
Building maintenance services	—	—	—	MNUP	—
Business equipment sales & services	P	P	—	—	p*
Business support services	P	P	—	P	p*
Communication services	P	P	P	P	p*
Construction sales and services	P(O)	—	—	MJUP	—

LEGEND	
P	= Permitted
AP	= Administrative Permit
MJUP	= Major Use Permit Required
MNUP	= Minor Use Permit Required
—	= Use not permitted
(1)	= Use defined in Vallejo Zoning Ordinance, Vallejo Code Chapter 16.06, unless as otherwise noted
(2)	= Use defined in Specific Plan
(A-S)	= See special land use regulations
*	= Land uses permitted only when a Master Plan has been approved for redevelopment of entire District 5.

Table 8.1: Permitted and Conditional Land uses



Key Map

LAND USE(1)	SPECIFIC PLAN DISTRICTS				
	1 Georgia Street Corridor	2 Central Downtown	3 Civic Center	4 Outer Downtown	5* Southwest Downtown
Convenience sales and personal services (e.g., drug stores and convenience markets less than 5,000 square feet in size)	P (B,C,I)	P (B,C,I)	—	P (B,C,I)	P* (B,C,I)
Eating and drinking Establishments Quick service/take-out (2)	P (B,C,D) MUNP (B,C,D,K)	P (B,C,D) MUNP (B,C,D,K)	P (B,C,D) MUNP (B,C,D,K)	P (B,C,D) MUNP (B,C,D,K)	P* (B,C,D) MUNP (B,C,D,K)
Financial, insurance and real estate services	P(B)	P(B)	—	P(B)	MNUP(B)*
Food and beverage retail sales 11,000 square feet and under	P(B,C,I)	P(B,C,I)	MNUP (B,C)	MNUP (B,C,I) MJUP (B,C,I) MNUP (B,C,I,J,K)	P* (B,C,I) MJUP* (B,C,I) MNUP* (B,C,I,K)
Greater than 11,000 square ft Quick service/take-out (2)	MNUP (B,C,I) MNUP (B,C,I,J,K)	MNUP (B,C,I) MNUP (B,C,I,J,K)			
Funeral and Interment services Cremating Interring Undertaking	— — —	— — —	— — —	— MJUP MJUP	— — —
Gasoline (fueling) sales	—	—	—	MJUP (C,I)	—
Laundry services	MNUP	MNUP	—	MNUP	MNUP*
Medical offices	P(L)	P(A)	—	P	P*
Medical services	P(L)	P(A)	—	P	P*
Parking facilities (2)	MNUP or MJUP (R)	MJUP(A)	MJUP	MJUP	MJUP*
Participant sports and recreation Indoor (e.g. includes health And fitness clubs) Outdoor Bingo	P or MNUP (C,Q) — MNUP (C)	MNUP(C) — MNUP (A,C)	MNUP(C) — MNUP (C)	MNUP(C) — MNUP (C)	MNUP (C)* — —
Personal services, general	P or MNUP (E,M,N)	P(E)	—	P(E)	P(E)*
Personal services, functional community training for developmentally disabled	MNUP(A)	MNUP(A)	—	MNUP	MNUP*

LEGEND

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- = Use not permitted
- (1) = Use defined in Vallejo Zoning Ordinance, Vallejo Code Chapter 16.06, unless as otherwise noted
- (2) = Use defined in Specific Plan
- (A-S) = See special land use regulations
- * = Land uses permitted only when a Master Plan has been approved for redevelopment of entire District 5.



Table 8.1: Permitted and Conditional Land uses: continued

Key Map

LAND USE (1)	SPECIFIC PLAN DISTRICTS				
	1 Georgia Street Corridor	2 Central Downtown	3 Civic Center	4 Outer Downtown	5* Southwest Downtown
Public Entertainment	P(C,S)	P(C,S)	--	--	--
Repair services, consumer	P	P	P	P	P*
Research services	--	--	--	MJUP	--
Retail sales					
General	P (B,C,E,I,J)	P (B,C,E,I,J)	--	P (B,C,E,I,J)	P* (B,C,E,I)
Swap Meets	--	--	--	--	--
Adult Uses	--	MJUP(E)	--	MJUP(E)	--
Spectator sports and entertainment (e.g. includes theaters, cabarets, performing art studios, galleries)					
Limited	MNUP(C)	MNUP(C)	MNUP(C)	MNUP(C)	MNUP(C)*
General	MNUP(C)	MNUP(C)	MNUP(C)	MNUP(C)	MNUP(C)*
Adult Uses	--	MJUP(C,E)	--	MJUP(C,E)	--
Transient habitation					
Lodging (e.g. hotel, motel)	P (A,C,D)	P (A,C,D)	--	P(C,D)	P(C,D)*
Bed & breakfast	P (A,C,D)	P (A,C,D)	--	P(C,D)	P(C,D)*
Wholesaling, storage & distribution					
Light	--	--	--	MJUP	--
Heavy	--	--	--	--	--
Industrial Use Types					
Custom manufacturing (e.g., includes bakeries)	MNUP	MNUP	--	MNUP	--
General Industrial	--	--	--	--	--
Packing and processing	--	--	--	--	--
Participant sports and recreation					
Indoor (e.g. includes health And fitness clubs)	P or MNUP (C,Q)	MNUP(C)	MNUP(C)	MNUP(C)	MNUP (C)*
Outdoor	--	--	--	--	--
Bingo	MJUP (C)	MJUP (A,C)	MJUP (C)	MJUP (C)	MJUP (A,C)
Civic Use Types					
Administrative services	P(P)	P	P	P	P*
Ambulance services	--	--	--	MJUP	--
Clinic services	--	P(A)	--	P	P*

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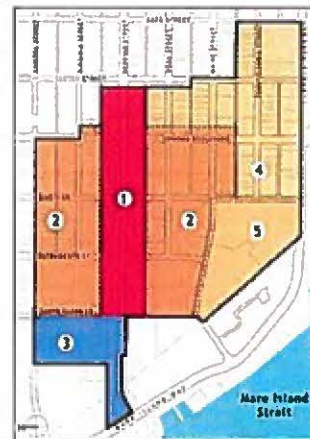
Table 8.1: Permitted and Conditional Land uses: continued

Key Map

LAND USE (1)	SPECIFIC PLAN DISTRICTS				
	1 Georgia Street Corridor	2 Central Downtown	3 Civic Center	4 Outer Downtown	5* Southwest Downtown
Community education					
Day care center	--	--	--	MNUP	MNUP*
Elementary, middle, high school	--	--	--	--	--
College/university	MNUP	P(A)	P	P	P*
Community recreation	MJUP	MJUP	MJUP	MJUP	MJUP*
Cultural exhibits & library services	P(C,D)	P(C,D)	P(C,D)	P(C,D)	P(C,D)*
Essential services	P	P	P	P	P
Group care	--	--	--	MJUP	MJUP*
Major impact health care services	--	--	--	MJUP	MJUP*
Major impact services & utilities	--	--	--	--	--
Parking services	MNUP or MJUP(R)	MJUP(A)	MJUP	MJUP	MJUP*
Public park & open space(2)	P	P	P(I)	P	P*
Postal services	P	P	P	P	P*
Religious assembly	--	--	--	MJUP	MJUP*
Telecommunication facility	MNUP(A)	MNUP(A)	MNUP	MNUP	MNUP*
Accessory and Temporary Uses					
Accessory Uses	P/AP Per VMC	P/AP Per VMC	P/AP Per VMC	P/AP Per VMC	P/AP Per VMC
See VMC Section 16.58.040 for list of accessory uses	Section 16.58.040	Section 16.58.040	Section 16.58.040	Section 16.58.040	Section 16.58.040
Home Occupations	AP Per VMC	AP Per VMC	AP Per VMC	AP Per VMC	AP Per VMC
See VMC Chapter 16.60 for Standards and limitations	Section 16.60.020	Section 16.60.020	Section 16.60.020	Section 16.60.020	Section 16.60.020

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- (2) = Use defined in Specific Plan
- (A-S) = See special land use regulations
- * = Land uses permitted only when a Master Plan has been approved for redevelopment of entire District 5.



Key Map

Table 8.1: Permitted and Conditional Land uses: continued

LAND USE (1)	SPECIFIC PLAN DISTRICTS				
	1 Georgia Street Corridor	2 Central Downtown	3 Civic Center	4 Outer Downtown	5* Southwest Downtown
Temporary uses See VMC Chapter 16.58 for list, definitions and standards for following temporary uses:					
Real estate office w/in a subdivision	AP	AP	--	AP	AP*
Construction office	AP	AP	AP	AP	AP*
Existing building (temporary use during construction)	AP	AP	AP	AP	AP*
Animal husbandry and agricultural education	--	--	--	AP	AP*
Christmas tree sales	AP	AP	AP	AP	AP*
Christmas tree recycling	AP	AP	AP	AP	AP*
Mobile unit as accessory use	--	--	AP	AP	AP*
Mobile unit for industrial use	--	--	--	--	--
Entertainment assembly	AP	AP	AP	AP	--
Agricultural product sales	AP	AP	--	AP	--
Religious Assembly	AP	AP	--	AP	--
Non-conforming uses	See VMC Chapter 16.78	See VMC Chapter 16.78	See VMC Chapter 16.78	See VMC Chapter 16.78	See VMC Chapter 16.78

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- = Use not permitted
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- (2) = Use defined in Specific Plan
- (A-S) = See special land use regulations
- * = Land uses permitted only when a Master Plan has been approved for redevelopment of entire District 5.



Key Map

Table 8.1: Permitted and Conditional Land uses: continued

SPECIAL LAND USE PROVISIONS

In the Downtown Vallejo Specific Plan area, there are certain land uses or use conditions that are discouraged or warrant special limitations. Table 8.2 sets forth special land use conditions within the Downtown Vallejo Specific Plan area.

	Land Use or Use Condition	Conditions, Limitations or Prohibitions
A	Location limits for specific land use classifications	<p>These use classifications are prohibited on the street or ground floor level in District 1 (Georgia Street Corridor) and in District 2 (Central Downtown) with the following exceptions:</p> <ul style="list-style-type: none"> • Permitted on ground floor level along Capitol Street, Santa Clara Street and Maine Street frontages (See Retail Frontage Street Diagram) • Banks, credit unions and automatic teller machines (ATM) permitted on ground floor level.
B	Drive-through (2)	Prohibited in all Districts.
C	Liquor (Alcohol) sales	<p>Liquor (Alcohol) sales</p> <p>All Districts are subject to the restrictions and limitations of VMC Sections 16.82.060Q (On-sale liquor establishments) and 16.82.060R (Off-sale liquor establishments), with the following exceptions:</p> <p>A. Off-sale liquor establishments with a sales display area between 8,000 and 11,000 square feet are exempt from the restriction contained in VMC Section 16.82.060 R (16).</p> <p>B. Within the Downtown Specific Plan Arts & Entertainment District (See Figure 4.2), or as specified below, the following shall apply:</p> <ol style="list-style-type: none"> 1. Uses existing as of March 9, 2011 on Virginia Street, and within District 1 East of Sonoma Boulevard, and classified as Spectator Sports and Entertainment as defined in VMC Section 16.06.480 (A), are exempt from the one thousand foot restriction contained in VMC Section 16.82.060 Q (12) of the Vallejo Municipal Code. 2. Tasting rooms are exempt from the one thousand foot restriction contained in VMC Section 16.82.060 Q (12) of the Vallejo Municipal Code, except that the number of tasting rooms shall not exceed six (6).
D	Outdoor dining (2)	<p>Permitted in District 1 (Georgia Street Corridor), District 2 (Central Downtown) and District 4 (Outer Downtown) subject to the following:</p> <ul style="list-style-type: none"> • Approval of an Administrative Permit (AP). • Approval of an Encroachment Permit if conducted within the public right-of-way. • Securing a general liability insurance policy naming the City as additional insured if conducted within the public right-of-way. • Subject to Development Standards in Section 9 of the Specific Plan.
E	Adult uses	Refer to VMC Chapter 16.59 (Adult Use Regulations)
F	Group residential Single- resident occupancy (2)	<p>These land uses are subject to separation requirements.</p> <p>No one group residential facility shall be located closer than 500 feet from another group residential facility, as measured from the property line.</p> <p>No one single-resident occupancy facility shall be located closer than 500 feet from another single- resident occupancy facility, as measured from the property line.</p>

Table 8.2: Special Land Use Regulations

G	Automotive and equipment	Limited to automotive and equipment sales and display only in District 1 and District 2. Limited to automotive and equipment sales, display, cleaning, repair (light equipment), rental (light equipment) and service only in District 4.
H	Residential use types	These use classifications are prohibited on the street or ground floor level in the Sonoma Boulevard Overlay District.
I	Outdoor display (2)	Permitted with an Administrative Permit in District 1 (Georgia Street Corridor), District 2 (Central Downtown) and District 4 (Outer Downtown) subject to the regulations set forth in VMC Chapter 16.77.
J	Outdoor street vending (2)	Permitted in District 1 (Georgia Street Corridor), District 2 (Central Downtown), District 3 (Civic Center) and District 4 (Outer Downtown) subject to the following: <ul style="list-style-type: none"> • Approval of an Administrative Permit (AP). • Approval of an Encroachment Permit if conducted within the public right-of-way. • Securing a general liability insurance policy naming the City as additional insured if conducted within the public right-of-way. Subject to Development Standards in Section 9 of the Specific Plan.
K	Quick service/take out (2)	Permitted if less than 2,500 square feet of gross floor area. 2,500 square feet of gross floor area or more permitted with a Minor User Permit. Subject to the Development Standards in Section 9 of the Specific Plan.
L	Medical offices and medical services, if the primary purpose is to treat and/or counsel patients in the fields of drug abuse, alcohol abuse, sexual abuse, spousal abuse, and/or anger management.	These classifications are prohibited in District 1 (Georgia Street Corridor).
M	Personal services, general, if the use consists primarily of any of the following or a combination thereof: (i) Barber shops; (ii) bath (steam, Turkish or other); (iii) Beauty shops; (iv) Dating services; (v) Escort services; or (vi) Massage parlor; (vii) Shoeshine stands	These classifications are prohibited in District 1 (Georgia Street Corridor) except for those buildings East of Sonoma Blvd.
N	Personal services, general if the use consists primarily of any of the following or a combination thereof: (i) Schools; (ii) Service organizations; or (iii) Tattoo parlors.	These uses require a Minor Use Permit in District 1 (Georgia Street Corridor).
O	Construction sales and services	The following uses are allowed in District 1 (Georgia Street Corridor): (i) Building maintenance materials sales; (ii) Building materials sales; (iii) Burglar alarm system services and sales; (iv) Electrical supplies sales; (v) Firefighting equipment and supplies sales; (vi) Fixture sales; (vii) Glass sales; (viii) Hardware sales; (ix) Heating equipment sales; (x) Janitorial supplies sales; (xi) Lumber (specifically species, hobby) sales; (xii) Ornamental iron sales; (xiii) Paint sales; (xiv) Plumbing equipment sales; (xv) Swimming pool equipment and supplies service and sales; and (xvi) Tool sales ("Sales" shall refer to retail/or wholesale sales).
P	Administrative services if the primary purpose is a welfare office	This use is prohibited in District 1 (Georgia Street Corridor).
Q	Participant sports and recreation, Indoor, if the use consists primarily of any or the following or a combination thereof: (i) Body building; (ii) Clubs, athletic; (iii) Gymnastics/aerobic studios; and (iv) Health clubs and spas.	These uses are permitted in District 1 (Georgia Street Corridor). All other uses under the participant sports and recreation, indoor classification are permitted with a Minor Use Permit in District 1.
R	"Parking facilities" and "Parking services," if privately owned.	These uses require a Minor Use Permit. (If publicly owned, a Major Use Permit is required.)

Table 8.2: Special Land Use Regulations: continued

S	Public Entertainment	<p>Public Entertainment Uses shall be allowed only within the Downtown Specific Plan Arts & Entertainment District (See Figure 4.2) and only upon obtainment of a Major Conditional Use permit as governed by VMC Chapter 16.82. The Major Conditional Use Permit is referenced herein as an Entertainment Permit, and may be referenced as such in all staff reports, notices and hearings. The standards and criteria for the Entertainment Permit are as follows:</p> <p>All <u>new</u> establishments that provide public entertainment either by itself or together with another use shall obtain an Entertainment Permit subject to the process in VMC Chapter 16.82, with the following standards and criteria:</p> <p>A. An Entertainment Permit is not required for Eating and Drinking Establishments if full meals are being served concurrently with the Public Entertainment. To qualify for this exception, meals must be served and continue to be available up to one hour prior to the conclusion of the Public Entertainment activity.</p> <p>B. Existing establishments which propose new or additional Public Entertainment uses beyond what is currently provided as of the adoption of this amendment must obtain an Entertainment Permit.</p> <p>C. Establishments which are required to obtain an Entertainment Permit shall comply with the following provisions to be incorporated in the conditions of approval:</p> <ol style="list-style-type: none"> 1) Noise shall be prevented from emanating beyond the premises of the business which is disturbing or unreasonably loud to persons on neighboring properties. 2) At all times while public entertainment is provided, it is recommended that one security personnel be provided on duty for every fifty patrons and guests on site, unless otherwise required by the Chief of Police who shall be authorized to "require" such personnel and increase the number of security personnel as deemed necessary to protect the public health, safety and welfare. At least one such personnel shall be bonded, licensed and registered and maintain a valid registration status with the State of California's Department of Consumer Affairs. 3) The owner/manager shall ensure that no patrons, guests waiting in line, rope, or any other mechanism used to control the line, impedes pedestrian travel in the pedestrian walkway outside the premises at any time. Lines shall also be arranged so as to prevent the blockage of neighboring businesses, minimize impacts on any adjacent uses, and prevent disturbances of the public peace. 4) If alcohol sales are provided, the owner/manager shall ensure that no one under the age of twenty-one is on the premises after public entertainment begins, with the exception of performing arts theaters that involve the participation of minors. 5) The owner/manager shall comply with the maximum occupancy load as set by the Building Official or Fire Marshall, and may be required to maintain an occupancy count during business operations. 6) The owner/manager shall comply with any additional measures as may be required by the Vallejo Police Department including metal detectors, searches, and other security measures. Such measures shall be reported to the owner/manager and Planning Division to be included in the Entertainment Permit file. 7) Failure to comply with the above standards may result in revocation or suspension of the Entertainment Permit, pursuant to VMC Sections 16.82.110, 120, and 130. Non-compliance may also lead to punitive action by the City and ABC License revocation if on-site alcohol sales are provided. 8) No fee shall be imposed for the Entertainment Permit if processed as part of the Major Use Permit for on-site alcohol sales. If processed separately, the fee for the Entertainment Permit shall be the same as a Major Use Permit.
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Table 8.2: Special Land Use Regulations: continued

DEFINITIONS FOR UNIQUE LAND USE CLASSIFICATIONS

As discussed above, a majority of the land use classifications and types listed in Table 8.1 are described and defined in Vallejo Municipal Code (VMC) Chapter 16.06 (Definitions). Unless as otherwise noted in this section of the Specific Plan, this municipal code chapter shall be used to interpret and define land uses. There are a number of unique land uses that are not defined in VMC Chapter 16.06. Definitions for these unique land uses and special land use conditions discussed in Table 8.2 are provided below, and shall be used in providing interpretations and assisting in land use decisions:

- **Assisted living:** A facility that provides residential accommodations and living units that include studio apartments or one- to two-room suites, with private bath and a small kitchenette or efficiency. Such facilities include communal dining offering up to three meals per day, weekly housekeeping and limited supportive assistance including 24-hour nursing services. Residents typically require assistance with at least one activity of daily living (e.g., bathing, dressing, grooming, and medication administration/reminders)
- **Continuing care retirement community:** A facility that combines independent living/dwelling units with congregate living units, where the latter provides higher levels of care, such as assisted living and convalescent or nursing services
- **Drive-through:** A place of business that is designed to include a service window or drive-through facility that is accessible by vehicle
- **Fast food/take-out:** An eating and drinking establishment or a food and beverage retail sales establishment where:
 - More than 50% of the food, frozen desserts, and/or beverages intended for immediate consumption is available upon a short waiting time, and is packed or presented in such a manner that it may be readily consumed off of the premises, as well as on the premises where it is sold
 - There are no facilities for on-site consumption (seating), or where such facilities are limited or insufficient for the volume of customers purchasing such items.
- **Independent/congregate living:** A facility that provides residential-style accommodations, which may include apartments or condominiums. Common facilities include a

dining room, restaurant, recreation facilities, business center, physicians' offices and administrative offices.

- **Live-work:** The joint use of a single space or unit for both residential ("live") and non-residential ("work") purposes. The "live" component of such a space or unit shall be equipped with kitchen and bathroom facilities. The "work" component must be primarily conducted by a person or persons making the unit their principal residence. The "work" component must be: a) an allowed or conditional use in the District in which the use is located; and b) located in the front or publicly accessible portion of unit or space. Live-work differs from a home occupation in that the "work" component occupancy may:
 - Include employment of no more than two persons who do not live in the residential portion
 - Occupy more than 20 percent of the floor area and 400 square feet of the premises
 - Have a separate designated access or private entrance specifically for business use
 - Include alterations and features that are not customarily found in residential units
 - Have window displays
 - Sell articles not produced on the premises
 - Have limited signage on the premises.
- **Multiple-family residential:** One or more buildings designed to contain three (3) or more dwelling units located on a single site. An apartment or residential condominium development containing three or more dwelling units are examples of a multiple-family residence.
- **Outdoor display:** The placement of goods or merchandise outdoors of a business or use, without the benefit of screening or fencing. The goods and merchandise that are displayed is representative of the goods and merchandise offered for sale by the associated business or use operating inside a building. Outdoor display does not include the outdoor storage of goods or merchandise that is screened or fenced.
- **Outdoor dining:** The operation of dining service located outside of and ancillary to an eating and drinking establishment. Outdoor dining includes the placement of tables, chairs and similar furniture, where seating does

not exceed 25% of the indoor seating area of the eating and drinking establishment.

- **Outdoor street vending:** A business that provides the sale of food, beverage and other general retail sale items in an open area or from a freestanding kiosk or small covered structure placed on the sidewalk or in the public right-of-way.
- **Parking facilities, public or private:** Any public or private land designed to be used for parking vehicles including, but not limited to lots and garages, as a principal use and not accessory or ancillary to a permitted or conditional use. This definition does not apply to parking facilities that are ancillary or supportive to another principal land use contained on the subject property.
- **Public park and open space:** A publicly-owned and maintained outdoor use area that is accessible to the public for recreation or leisure purposes. Examples of public park and open space include a neighborhood park, a plaza and an open green area.
- **Single-family residential:** A building designed to contain one (1) dwelling unit on a single parcel or site.
- **Single-resident occupancy (SRO):** A residential facility in which furnished rooms are rented on a weekly or monthly basis, providing common facilities such as meal preparation, laundry and private or shared sanitary facilities.
- **Two-family residential:** One or two buildings designed to contain two (2) dwelling units located on a single parcel or site. A duplex or two-unit flat are examples of a two-family residence.

INTRODUCTION

The purpose of the Development Standards is to guide future development in Downtown so that it is consistent with the vision and goals for the area as detailed in the Specific Plan. The Development Standards establish the appropriate building intensities and other requirements that are specific to Downtown. More importantly, these Standards are intended to encourage high quality development while providing the framework for creative designs.

USE OF DEVELOPMENT STANDARDS

Downtown Vallejo is envisioned to include a wide range of uses and to encourage mixed-use buildings which contribute to a lively urban environment. These standards are designed to promote mixed-use buildings where the first floor uses are those that contribute to an active street environment and the upper floors have the flexibility of including a wider range of uses. The land uses allowed in each of the Downtown districts is listed in detail in Chapter 8: Land Use Regulations.

This chapter contains standards and regulations that are mandatory for all development within the Specific Plan area that require discretionary approval. All projects, proposed within the Specific Plan that shall require the appropriate decision-making body to make the following finding:

"The proposed project meets the goals and policies of the Downtown Vallejo Specific Plan, including the intent of the Downtown Vallejo Design Guidelines."

RELATIONSHIP TO DESIGN GUIDELINES

In addition to the Development Standards included in this chapter, a comprehensive set of design guidelines - Downtown Vallejo Design Guidelines - were adopted for the Specific Plan area. The Development Standards included in this chapter should be used in conjunction with the Design Guidelines. While the Design Guidelines are interpretive and allow some level of discretion, they have stated objectives that provide the basis for project approval. Specific references to Design Guidelines are included here for standards relating to building heights and parking where the standard must be considered in conjunction with the Design Guidelines. Both the Development Standards and the Design Guidelines indicate the minimum requirements. Compliance with the Development Standards and Design Guidelines does not automatically guarantee project approval.

RELATIONSHIP TO OTHER DOCUMENTS

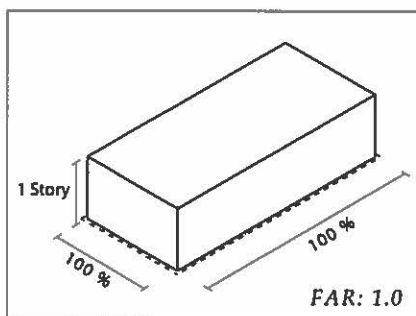
With the adoption of this Specific Plan, the City amended the General Plan policies that apply to Downtown. As is the case with any amendments to the Specific Plan (with the exception of the Design Guidelines), the development

standards in this section may be modified only with the approval of the City Council through a formal Specific Plan amendment process, which is outlined in VMC Chapter 16 (Zoning). Should a conflict occur between a standard included in this chapter and the provisions of the City of Vallejo Zoning Ordinance, the standards included in the Specific Plan shall prevail. In the event this chapter of the Specific Plan does not address or provide a specific development standard, then the provisions of the VMC Chapter 16 (Zoning) that are most applicable shall apply.

DEVELOPMENT STANDARDS

Wherever appropriate, these standards are provided for the five districts in Downtown, which include Georgia Street Corridor, Central Downtown, Civic Center, Outer Downtown and Southwest Downtown in addition to the Sonoma Street overlay. The Development Standards address the following:

- Development Intensity
- Floor Area Ratio (FAR)
- FAR Bonus
- Building Height
- Retail Frontage Streets
- Build-to Lines
- Building Setbacks
- Parking Standards
- Street Trees and Landscaping



Development Intensity

A typical measure of development intensity is the density of units for residential units and floor area ratios for commercial and mixed-use buildings. In Downtown settings, densities do not reflect a true measure of building intensity due to the variations in size of units and because of the mixed-use nature of the buildings. The overall building form and massing is better regulated with floor area ratios and building heights.

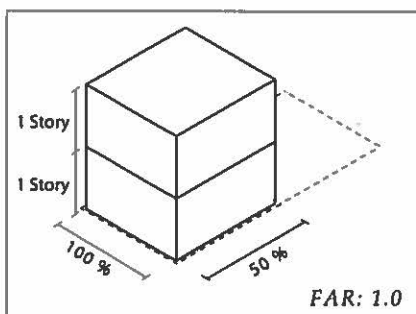


Figure 9.1: Floor Area Ratio

Floor Area Ratios (FAR)

Definition: Floor area ratio, referred to as FAR, is a measure of building intensity expressed as a ratio of building area to the gross site area. The building area includes the gross square footage of the building but does not include any space below adjacent sidewalk grade (including building volume 3 feet or less above grade). The FAR does not include the floor area dedicated to parking for up to two levels above adjacent sidewalk grade.

The Specific Plan envisions the highest intensity of Vallejo development in Central Downtown. Outer Downtown is intended to provide a transition in scale and massing between the more intense Central Downtown and the

surrounding single family neighborhoods. Listed below are the FARs for the Downtown districts. These FARs are not guaranteed and represent the maximum allowable FARs. The FAR listed for Maria Vista is allowed only with a Master Plan on the entire site.

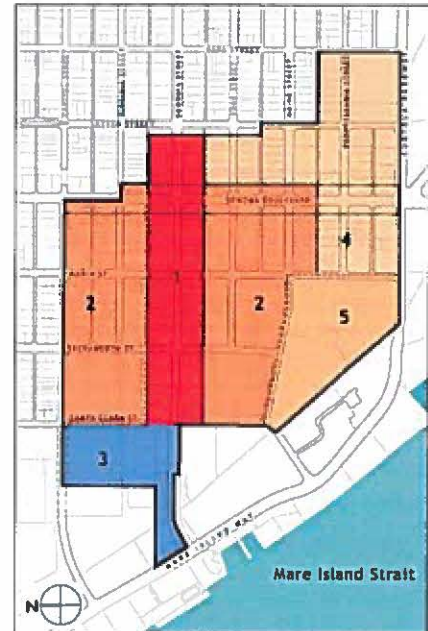
Districts	Maximum	
	FAR	FAR with Bonus
Georgia Street Retail Corridor between Sutter Boulevard to Sacramento Street	3.0	4.0
Georgia Street Retail Corridor between Sacramento Street and Santa Clara Street	4.0	5.0
Central Downtown	4.0	5.0
Outer Downtown	1.0	1.5
Civic Center	3.0	3.5
Southwest Downtown	2.0	3.0
Sonoma Boulevard Overlay in Outer Downtown	2.0	3.0

Table 9.1: Floor Area Ratios

FAR Bonus

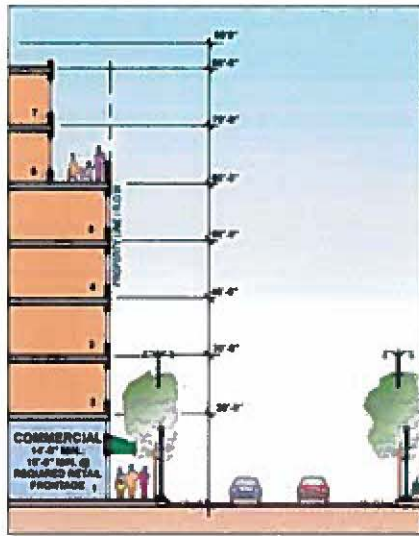
The FARs listed above in the first column may be increased if certain criteria are met. However, the maximum FAR may not exceed the maximum listed in the second column. All increases in FAR above the first column shall require Planning Commission approval. In order to qualify for an FAR bonus, the project applicant must demonstrate that one or more of the following public amenities is provided. Some of the incentives that may qualify for an FAR bonus include, but are not limited to:

- Buildings that are designed or buildings that propose improvements that follow the guidelines discussed in the Green Buildings section of the Downtown Design Guidelines. Refer to page 3.28 of the *Downtown Design Guidelines*.
- Inclusion of public artwork equivalent to 1% of the construction cost, in addition to contributions to the One Percent for Arts Program, and displayed in a public place within or adjacent to the project site.
- Terrace gardens covering at least 50% of the building footprint.
- The protection of an historic building, including the restoration of a building facade, through the transfer of development rights (TDR) from the subject site containing the historic building to a "receiver" site within the Plan area.
- Public paseos as part of the development project.
- Additional public parking.
- Funding of public improvements listed in the Specific Plan beyond that required by the City for the project.
- Public alley improvements (public lighting, pavement, grouped, common trash enclosures).



Districts

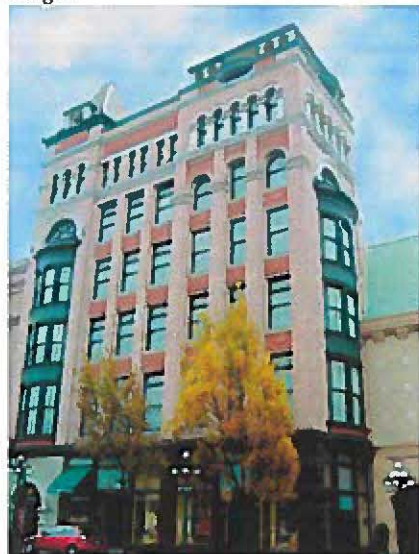
1. Georgia Street Corridor
 2. Central Downtown
 3. Civic Center
 4. Outer Downtown
 5. Southwest Downtown
- Sonoma Boulevard Overlay



Section of 7-Story Building within 85' Building Height



7-Story Building within 85' Building Height



7 Story Building within 85' Restriction

Building Height

Definition: The building height shall be measured from the closest sidewalk or adjacent alley elevation along the surface of the building fronting onto a public right-of-way to the top of the roof for flat roofs (not the parapet) and the mid-point for sloped roofs.

The intent of providing building heights is to convey the building intensity that is appropriate to each Downtown district. The standards for building heights included here shall be used in conjunction with the section on building heights in the Downtown Vallejo Design Guidelines in project design and project review. The objective of the Specific Plan is to ensure that buildings are designed to be compatible with its surrounding context and that building forms include appropriate transitions between buildings of different heights and respect the scale of existing historic buildings.

Building height is regulated through the number of stories allowed in a building. Generally, the floor to ceiling height of all floors shall be no less than 10 feet for all upper floors.

All new buildings shall be a minimum of 2 stories. Single story structures are not allowed within the Specific Plan area, except for existing one-story buildings. Exceptions to this standard may be granted by the Planning Commission if a finding can be made that the use is unique and the project contributes to the overall goals of the Specific Plan. The allowed building height in stories and maximum building heights are listed in Table 9.2.

Land Use	Floor	Min. Floor to Ceiling Height
Mixed-use	1	14'
Required Retail Frontage	1	16'

Table 9.2: Floor to Ceiling Height

Architectural elements such as clock towers, spires and other vertical building elements that occupy less than 15% of the total building footprint are exempt from the maximum height limit. Mechanical equipment and elevator rooms are also exempt from the maximum height limit.

Districts	Building Ht.	Max. Building Ht.
Georgia Street Retail Corridor between Sutter Street to Sacramento Street	2 - 3 stories	45'
Georgia Street Retail Corridor between Sacramento Street and Santa Clara Street	2- 7 stories	85'
Central Downtown	2- 7 stories	85'
Outer Downtown	2- 3 stories	45'
Civic Center	2- 5 stories	60'
Southwest Downtown	2- 4 stories	50'

Table 9.3: Building Height

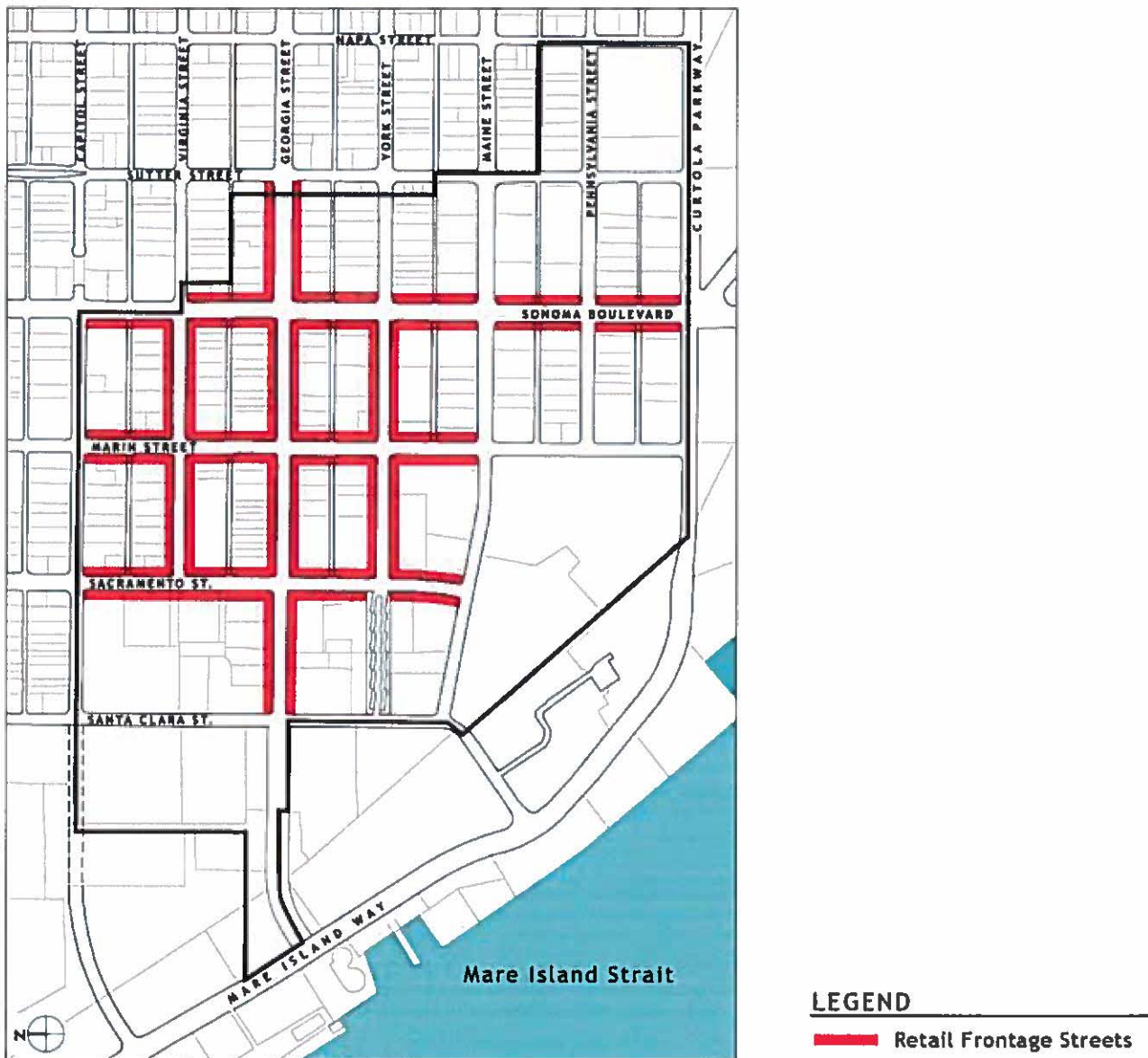


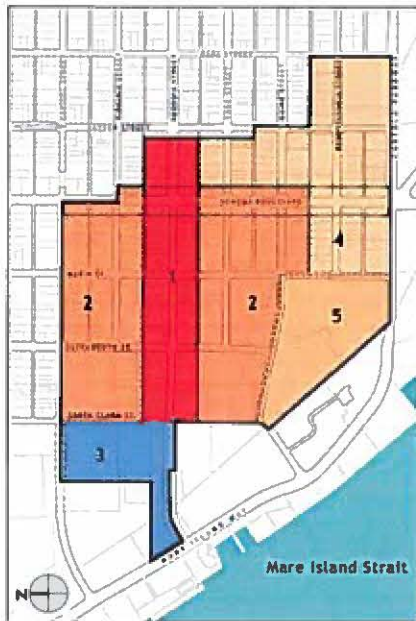
Figure 9.2: Retail Frontage Streets

Retail Frontage Streets

Downtowns require buildings with storefront windows that provide “eyes on the street”. Some streets in Downtown, as identified in Figure 9.2, will require buildings with a 16’ minimum height street-facing ground floor space that can either be used as a retail space or is capable of being easily converted for retail use in the future.

Build-To Lines/Setbacks

Definition: Build-to lines indicate lines where the ground floor of buildings must be built within a certain distance from the public right-of-way. A build-to line ensures that various buildings along the street create a defined building edge, which helps to create a sense of enclosure and a pedestrian-friendly setting along a sidewalk. The property lines at the back of the sidewalks in most cases are the build-to lines.



Districts

1. Georgia Street Corridor
 2. Central Downtown
 3. Civic Center
 4. Outer Downtown
 5. Southwest Downtown
- ▨ Sonoma Boulevard Overlay



Sonoma Boulevard Overlay

Building setbacks indicate the distance between the outer edge of the building façade and the property line or edge of sidewalk.

Georgia Street Corridor: At least 90% of the street facing building façade shall be located on the build-to line. Any proposed recess to the building façade shall be associated with defining the entrance to the building and shall not exceed a depth of 4 feet for a width of up to 9 feet.

Central Downtown: At least 80% of the street facing building façade of mixed use buildings in Central Downtown shall be built on the build-to line. Any proposed recess or building setback shall be associated with the building entrance, a plaza or outdoor dining area. An entry door area up to 9 feet wide may be recessed up to 4 feet from the back of the sidewalk. The setback shall generally not exceed 12 feet for plazas and outdoor dining areas. Where arcades are included with retail use, the depth of the arcade shall be no greater than 8 feet from the build-to line. Where residential units are allowed on the first floor (on transition streets such as Capitol Street and Maine Street), the street facing building façade may be set back 10 feet to accommodate stoops and landscaping.

Outer Downtown and Southwest Downtown: At least 70% of all mixed-use or retail buildings shall generally be located on the build-to line. Any proposed recess or building setback shall be associated with the building entrance, a plaza or outdoor dining area. The setback shall generally not exceed 12 feet.

For residential buildings (except accessory buildings):

- The front setback shall be a maximum of 15 feet from the back of sidewalk
- Porches, front and rear balconies and bay windows may project up to 6 feet into the required setback
- Required parking is prohibited in the front setback (not including the driveway)
- All setbacks facing the street shall be attractively landscaped and well maintained
- The rear setback shall be a minimum of 10 feet
- The side yard setback shall be a minimum of 5' 0"
- Street side yards shall be a minimum of 5' 0" and a maximum of 15' from the back of the sidewalk
- Structures that are accessory to the main, residential building shall comply with the provisions of the VMC Section 16.80.070 (Permitted yard encroachments in residential districts)

Sonoma Boulevard Overlay: All buildings shall address Sonoma Boulevard and be located at the build-to line behind the sidewalk. At least 80% of the street facing building façade of mixed-use buildings in the Overlay zone shall be built on the build-to line. Any proposed recess or building setback shall

be associated with the building entrance, a plaza or outdoor dining area. An entry door area up to 9 feet wide may be recessed up to 4 feet from the back of the sidewalk. The setback shall generally not exceed 12 feet for plazas and outdoor dining areas. Where arcades are included with retail use, the depth of the arcade shall be no greater than 8 feet from the build-to-line.

Parking Standards

The primary goal for parking in Downtown is to consider parking on a comprehensive basis, to maximize on-street parking to the extent feasible to serve retail businesses, and to promote shared parking where appropriate. In addition to the standards listed below, please refer to the Design Guidelines (section on Vehicular Access and Parking) for further details on parking location, access, landscaping and lighting.

Off-Street parking Requirements: The parking rates included in this section reflect a Downtown setting with mixed-use buildings. Mixed-use buildings inherently combine uses that require parking at different times of the day and require fewer parking spaces to accommodate complementary or reciprocal parking demands. The Downtown phenomena of linking multiple vehicle trips means people park once and visit several destinations before returning to their automobile, thus reducing the demand for parking at each individual building or business. Based on shared parking opportunities for mixed-use projects, trip linking, proximity to transit, abundance of on-street parking, and the provision of a municipal parking structure, the parking standards presented below are specific to the Downtown. It should be noted that a percentage of the ground floor (street level) building area within the Georgia Street corridor and Central Downtown Districts is exempt from the off-street

USE	OFF-STREET PARKING REQUIREMENTS
District 1: Georgia Street Corridor (Non-Residential)	
Ground Floor (Building depth up to 60 feet)	Exempt-no parking required
Ground Floor (Building depth >60 feet)	1 space per 450 gross square feet
Upper Floors	1 space per 400 gross square feet
District 2: Central Downtown	
Non-Residential	
Ground Floor (Building depth up to 60 feet)	Exempt – no parking required
Ground Floor (Building depth > 60 feet)	1 space per 450 gross square feet
Upper Floors	1 space per 400 gross square feet
Residential and Live/Work	1.25 spaces per unit
District 3: Civic Center	
All Floors	1 space per 300 gross square feet
District 4: Outer Downtown	
Non-Residential	
Stand Alone Retail	1 space per 250 gross square feet
Ground Floor	1 space per 300 gross square feet
Upper Floors	1 space per 300 gross square feet
Residential	2 spaces per unit
District 5: Southwest Downtown	
Parking standards for Marina Vista will be established at the time the Master Plan is prepared for redevelopment of the entire district.	
All Districts	
Quick Service Restaurant/take-out with less than 2,500 gross square feet	Per Section 16.64 of the Vallejo Municipal code

Table 9.4: Off-Street Parking Requirements

parking standards. This exemption applies to the first 60 feet of building depth. In application, if a building is 20 feet wide and 100 feet deep (2000 square feet), the first 60 feet of building depth, which would be 1200 square feet of building area, would be exempt from these standards. Unless specifically identified in this section, all other requirements of Vallejo Municipal Code Chapter 16.62 remain in effect.

Alley Parking: Alleys may provide loading spaces, but no long term parking shall be permitted in alleys.

Parking Space Dimensions: Within the Specific Plan area, the minimum dimensions for on-site parking stalls and parking garages shall be 9 feet x 18 feet. The aisle width for one-way or two-way 90 degree parking shall be a minimum of 24 feet. The aisle width for one-way 55 degree parking shall be a minimum of 16 feet. The aisle width for one-way 45 degree parking shall be a minimum of 13 feet.

Bicycle Parking: Bicycle racks shall accommodate a minimum of 10% of the total number of on-site vehicular parking spaces required for the project. Retail uses may locate bike racks on the outer edge of the sidewalk along the street frontage (within 5 feet of the curb, but not within the 2 foot clear zone adjacent to on-street parking).

Alternative Parking Arrangements: Where it is infeasible to provide all of the required parking on-site, parking may be provided by securing parking spaces on properties within 500 feet. The property in which the parking spaces are located shall be encumbered by a deed restriction or covenant.

Parking In-Lieu Fees: On physically constrained sites in the Central the required parking spaces, parking requirements may be satisfied by paying an in-lieu fee.

Valet Parking: For eating and drinking establishments in Central Downtown and the Georgia Street Corridor Districts only, valet parking may be considered. Off-site valet parking may be authorized through a use permit .

Off-Street Loading Requirements: Loading spaces shall be provided in accordance with the City's zoning code (Section 16.62.120). In the Georgia Street Corridor Districts in Central Downtown, the alleys shall be used to accommodate all loading, and loading spaces shall be provided at the rear of buildings.

Remote Parking: Off-street parking that is required may be met or provided on site other than the subject property. Remote parking shall comply with the provisions of VMC Section 16.62.130 with the following exceptions:

1. The parking shall be within 500 feet of the subject site which it serves
2. Remote parking can be provided for residential use

Street Trees and Landscaping

The goal of the street tree design is to create and ensure a safe, successful, walkable downtown by creating streets and public places that make the downtown community visually interesting, functional, enjoyable, memorable,

and a source of community pride. The key elements of the street tree and landscaping design include:

Safety and Comfort: Street trees and planting islands are used to establish a sense of separation and safety for pedestrians, reduce the scale of the street, and provide shade for comfort to encourage people to walk instead of drive.

Plant Variety: Tree species vary in order to avoid a monoculture and to provide seasonal interest with flowering trees and colorful fall foliage. Different species are used to accent and give identity to the various areas such as Vallejo Square, the Paseos, and Festival Green.

Accent Planting and Sense of Entry: At key intersections and at entries to the Paseos, accent plant species are used to create a sense of arrival and to orient pedestrians to the various districts and circulation system. These plants are used in conjunction with other gateway elements described below.

Environmental Appropriateness and Base of Maintenance: Plants are selected for their horticultural suitability, water requirements, and reliability to survive with limited maintenance. Issues such as significant views are protected or enhanced while issues of shade and wind are considered, especially as relates to the Paseos and Festival Green. The ground plane (i.e., planting islands and cut-outs) will be planted in low-maintenance shrubs, groundcovers, perennials, grasses and wild flowers.

Hierarchy of Streets and Public Spaces: Overall streetscape planting is selected to reinforce the hierarchy and identity of the street and public space system, and should support and complement the desired land uses. The hierarchy is described below.

Vallejo Square is defined by the exclusive use of Aristocrat Pear trees. These trees are well suited, both in scale and character, providing flowers in the spring and colorful foliage in the fall. They are deciduous trees that allow sun in the winter with a strong branching pattern. Presently, there are many existing trees and these will be evaluated as an important resource and preserved where feasible.

Georgia Street between Sonoma Boulevard and Sacramento Street includes upright sweetgums and red maples. The blocks between Sacramento Street and Santa Clara Street and between Sonoma Boulevard and Sutter Street are to be planted with upright sweetgums in order to help unify the four blocks along Georgia. Georgia Street between Santa Clara Street and Mare Island Way includes evergreen elms. The trees on the south side of the street will remain, while trees on the north side of the street should be removed and replanted along the street edge.

East-West Streets including Capitol, York, Maine, Pennsylvania, and Curtola Parkway, are to be planted with red maple trees. These trees will relate to the scale and uses of these streets which tends to have more existing residential and generally smaller scale buildings.

North-South Streets including Sacramento, Marin, Sutter, and Sonoma Boulevard, will be planted with London plane trees. These streets are part of the Central Downtown where the buildings are larger and the scale of the trees



Existing Trees on Santa Clara Street
(2004)



Existing Trees on Virginia Street
(2004)

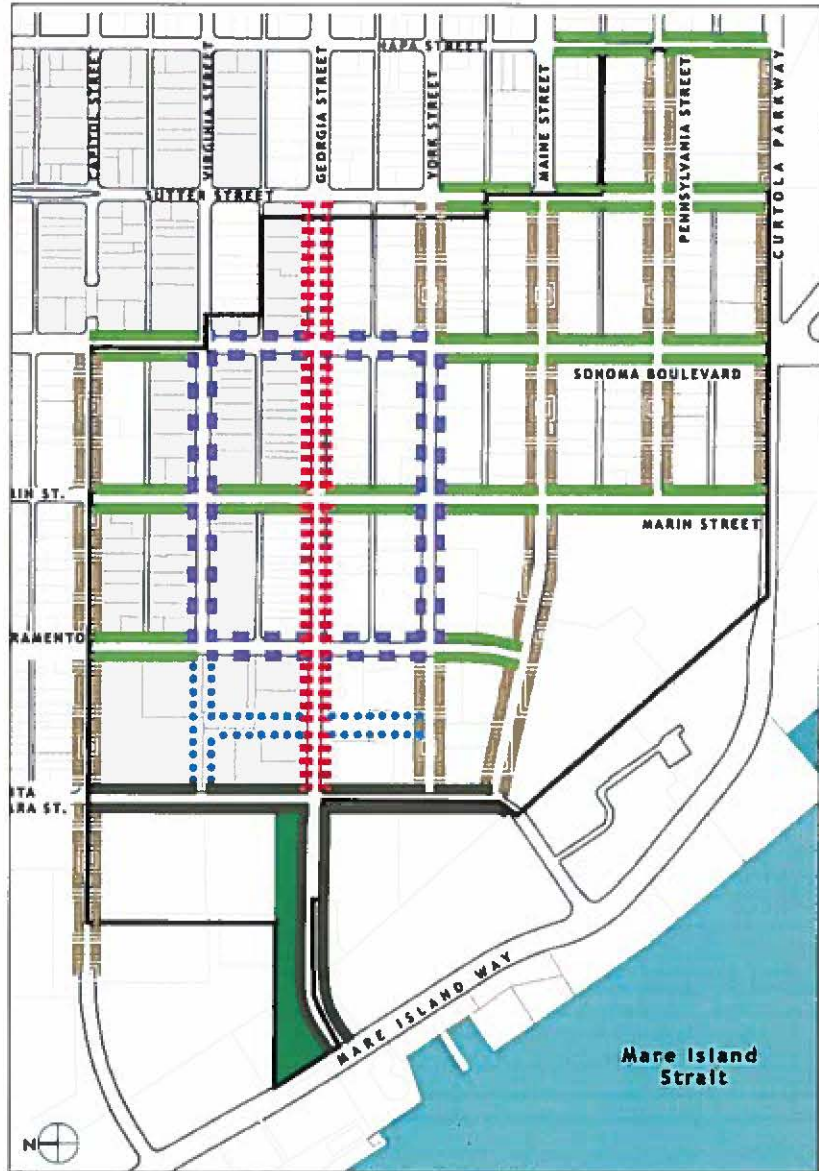


Figure 9.3: Recommended Street Trees Diagram


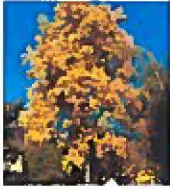












SYMBOL	STREET NAME	PRIMARY TREE	ALTERNATIVE TREES
	Georgia Street	 Tulip Tree <i>Liriodendron tulipifera</i> 'Majestic Beauty'	Match Existing Trees Maple Trees Elm Trees
	Vallejo Square Virginia Street Sonoma Blvd. York Street Sacramento Street	 Aristocrat Pear <i>Pyrus calleryana 'Aristocrat'</i>	Match Existing Trees Birch Trees Pyrus species
	Santa Clara Street Georgia Street Extension	 Evergreen Elm <i>Ulmus parvifolia</i>	Match Existing Trees Evergreen Elm
	Sacramento Street Marin Street Sonoma Boulevard Sutter Street Napa Street	 London Plane Tree <i>Platanus acerifolia</i> 'Yarwood'	Match Existing Trees Aristocrat Pear Birch Trees
	Curtola Parkway Pennsylvania Street Maine Street York Street Capitol Street	 Red Maple <i>Acer rubrum</i>	Match Existing Trees Southern Magnolia London Plane Trees
	Paseos Virginia Street Paseo Georgia Mall North Georgia Mall South	 Yoshino Flowering Cherry <i>Prunus yedoensis</i>	Flowering Plum, <i>Prunus blireiana</i> Brisbane Box, <i>Tristania conferta</i> Evergreen Pear, <i>Pyrus kawakamii</i> Match Existing Trees Ginkgo Trees Pines
	Waterfront Park (between Santa Clara St. & Mare Island Parkway)	 Flaxleaf Paperbark <i>Melaleuca linariifolia</i>	Ginkgo, <i>Ginkgo biloba</i> Evergreen Ash, <i>Fraxinus uhdei</i> Yoshino Flowering Cherry, <i>Prunus yedoensis</i>

Table 9.5: Recommended Street Trees

is appropriate. It also includes one of the busiest streets, Sonoma Boulevard, and the plane trees will match the scale and character of the street.

Paseos are currently planted with a variety of evergreen trees such as pines. The existing planting is fairly monochromatic with little variety or interest and little detail. Accent trees and ground covers are planned to provide color and detail to help make the paseos an enjoyable place to walk through or to sit and relax.

Festival Green is the section of open space along the north side and parallel to Georgia Street and west of Unity Plaza. The intent is to create a usable series of seat walls and view terraces stepping down the gradual slope to the water. Views of the water will be enhanced and views of the parking lots will be screened.

Santa Clara Street has a fairly continuous planting of beautiful evergreen elms. These should be preserved to the greatest extent possible, and where there are gaps in the planting, new elms should be interspersed.

INTERPRETATION OF DEVELOPMENT STANDARDS

Where an interpretation is to be made, the Development Services Director has the authority to interpret the Development Standards included herein. The Director may choose to provide written interpretations of certain standards or refer the issue for interpretation and determination to the Planning Commission. These decisions may be appealed to the City Council (refer to VMC Chapter 16.102). In the event this chapter of the Specific Plan does not address or provide a specific standard, then the provisions of the VMC Chapter 16 (Zoning) that are most applicable shall apply.

EXCEPTIONS TO DEVELOPMENT STANDARDS

✕ Deviations from the Development Standards set forth in this chapter may be approved through an Exception process. A request for an exception shall be processed consistent with the Exception permit procedure set forth in Vallejo Municipal Code section 16.80.100. All applications for an Exception shall require the approval of the Design Review Board, except that minor exceptions may be granted by the Development Services Director. A minor exception would address deviations that would not exceed 25% of the prescribed development standard. In order to allow a deviation from Development Standards, it must be demonstrated that:

- The granting of the exception would result in a development that better meets the intent or objective of the standard
- With the granting of the exception, the project still meets the design intent identified within the Specific Plan
- The deviation from the specific standard would not adversely effect persons or development abutting the subject site in a manner that would impact economic value, habitability or enjoyability of property

- The deviation from the specific standard would not result in a hazard to pedestrian and/or vehicular traffic.

OUTDOOR DINING PERFORMANCE STANDARDS

Outdoor dining is encouraged in conjunction with eating and drinking establishments, especially in Central Downtown and along Georgia Street (refer to Chapter 8.8 for Land Use Regulation table). All outdoor dining areas and vending stalls shall comply with the performance standards listed below:

- Outdoor dining areas shall be an accessory use to an indoor dining facility
- The number of seats in the outdoor dining area shall be no greater than 25% of the indoor dining area
- Entrances and exits to the business and the outdoor dining/display area shall be maintained to Building Code standards.
- Outdoor seating areas on public sidewalks shall be enclosed and restricted to an area outside of the pedestrian walk zone which shall maintain a clearance of 4 feet.
- Perimeter barriers shall generally be temporary and movable fixtures on public sidewalks. The barriers shall be of a durable material, not including plastic, and shall reflect the architectural character of the building. Small planter boxes may be used to define the boundary of the outdoor dining area
- If a permanent barrier is proposed, it shall be subject to review and approval as part of both the Administrative Permit and the Encroachment Permit. If a barrier is bolted to a public sidewalk and is subsequently removed, the sidewalk shall be repaired subject to the review and approval of the Public Works Department
- Retractable awnings and umbrellas may be used in an outdoor dining area, at a minimum clearance of 8 feet on public sidewalks, and there shall be no permanent roof or shelter
- Individual canvas or other non-vinyl umbrellas are permitted. Umbrellas shall be designed for outdoor commercial use and shall be well maintained
- Umbrellas shall maintain a clearance as to not obstruct pedestrian flow or obstruct any street signs or traffic signals
- Each umbrella may include the name/logo of the dining establishment but shall not include any other form of product advertising or messages
- The furnishings of the outdoor dining shall consist of



Outdoor Dining



Use of umbrellas along sidewalk

movable tables and chairs, including movable planters and pots and portable space heaters

- Outdoor furniture shall be made of safe, sturdy and durable material such as wrought iron, wood or steel. All tables and chairs shall be commercial grade and manufactured for outdoor use
- Plastic furniture is not allowed in the outdoor dining area
- Tables and chairs shall not be stacked outside at any time. Outdoor dining area furniture shall not be left outside unused for more than 2 days
- All lighting shall be shielded to prevent glare to pedestrians and vehicle traffic
- The sidewalk area in and adjacent to the outdoor dining area shall be steam cleaned or pressure washed on at least a quarterly basis and well maintained at all times
- Outdoor heaters can be used adjacent to seating
- Trash receptacles shall be maintained and the sidewalk shall be kept clear of debris at all times
- Outdoor dining and outdoor sales and display shall be limited to the hours when the principal use is open for business
- Outdoor food preparation shall be prohibited.

DEVELOPMENT STANDARDS FOR FAST FOOD/TAKE-OUT

- No drive-through facilities shall be permitted.
- All lighting located on the premises shall be shaded and screened so as to be directed away from any adjoining property that is developed with a residential land use.
- An adequate number of litter and trash receptacles shall be provided on the premises, and the business operator shall maintain an off-site premises litter collection program within 500 feet along the street of the business to actively collect packages and containers, which have been carried off of the premises and improperly discarded by business patrons.
- The design of the business façade and structure by adaptability, absence of trademark architecture, and character shall facilitate its ready conversion to other land uses that are acceptable for the subject property.

OUTDOOR DISPLAY

Downtown retail stores are permitted to display outdoors on the sidewalk pursuant to Chapter 16.77 of the Zoning Ordinance. In addition to the requirements of that section, the following standards shall be adhered to:

- The display area shall not project 2 feet beyond the building face/ surface into the sidewalk
- The display shall be designed to enhance the storefront
- Any outdoor display shall be designed to be secure and safe.

LIVE-WORK PERFORMANCE STANDARDS

The purpose of live-work areas is to allow residential use in a commercial area with the intent of permitting people to live in a work environment. A live-work unit is intended to function predominantly as work space with incidental residential accommodation. Live-work units shall be subject to the following requirements:

- A live-work unit shall not be used in conjunction with adult businesses, vehicle maintenance or repair, welding or open flame work, and any other activity that can affect the health and safety of the residents
- Living space shall be located in the rear of the ground floor level or on an upper mezzanine level so that it does not interrupt the retail/commercial storefronts
- Residents of live-work areas shall be made aware of the commercial nature of the surrounding area as part of the lease/ rental agreement
- Access to each live-work unit shall be provided through separate entrances that are clearly identified
- Up to two persons that do not reside in the live-work unit may work in the unit
- For two-level live-work units, the clear height above and below the mezzanine level shall be no less than 7 feet
- Client and customer visits to live-work units are permitted during normal business hours of 8:00 am to 6:00 p.m..



Live Work Units



Live Work Units

STANDARDS FOR ARCHAEOLOGICAL RESOURCE PROTECTION

Given the age and history of Downtown Vallejo, there is the potential to encounter archaeological resources, particularly during site grading and construction. Archaeological Resource Service (ARS) has provided a reconnaissance level review (June 2004) of Downtown to determine the potential extent of encountering such resources. The reconnaissance discloses that Downtown contains one recorded pre-historic village site (Sol-248) in an area of sensitivity bounded by Sacramento Street, Georgia Street, Maine Street and Santa Clara Street (See Figure 2.12, Historic Resource Diagram).

The following standards are required to address archaeological resource protection:

- For all development proposed within the area of sensitivity (bounded by Sacramento, Georgia, Maine and Santa Clara Streets), a detailed archaeological assessment shall be prepared in conjunction with the planning permit process and environmental review. The assessment shall determine the extent and location of potential resources and measures to ensure protection.
- For all activities involving major earth movement and grading proposed outside the area of sensitivity, site monitoring by a professional archaeologist shall be required as a condition of permit approval. The site monitoring during these initial phases of construction would ensure that resources, if encountered, will be appropriately documented and preserved.
- For all development approved within the Plan area that involves earth movement and grading, a condition of permit approval shall be imposed advising property owners/applicants of their responsibility in the event archaeological resources are encountered during construction. Should resources be encountered, all grading and construction shall cease until the resources are reviewed by a professional archaeologist and measures are identified to protect the resources.

STANDARDS FOR HISTORIC RESOURCE PROTECTION

Determining a Significant Historic Resource

Appendix B of this Specific Plan provides an inventory of potential historic resources within the Downtown area (ARS, 2004). All development and construction involving alterations, additions, exterior modifications or demolition of a building on this list shall be required to comply with the following standards:

- Prior to approval of any planning permit approval or permit for construction or demolition, an in-depth study/assessment shall be prepared to determine if the building is a significant historic resource (as defined by the California Environmental Quality Act Guidelines Section 15064). The study shall be prepared by an architectural historian or a professional that is knowledgeable of historic structures and local, state and federal historic preservation regulations.
- If the in-depth study determines that the building is not a significant historic resource, no further study or actions are necessary. The addition, exterior modification or demolition of the building shall be subject to the planning permit approvals specified in this chapter.
- If the in-depth study determines that the building is a significant historic resource, measures shall be recommended and imposed to ensure protection of the resource. All

construction activities involving buildings determined to be a significant historic resource shall be subject to the approval of a Certificate of Appropriateness, per VMC Chapter 16.38.

- As required by VMC Chapter 16.38, development and construction involving alternations, additions, or exterior modifications shall meet the Secretary of the Interior's Standards, which are available online at <http://www.cr.nps.gov/hps/tps/tax/rhb/stand.htm>. The improvements shall also be designed to consider the Historic Design Guidelines provided in the Downtown Vallejo Design Guidelines.

Incentive for Protecting and Restoring a Significant Historic Resource

As an incentive to protect and restore a building that has been identified as a significant historic resource, the property owner/ applicant may request a transfer of unused development rights (that would otherwise be exercised by demolishing the building and constructing a new, larger structure to the development right limits) from the subject site to another "receiver" site within the Plan area. The request to transfer development rights (TDR) shall be made and approved concurrent with the planning approvals required for the historic building. In considering the TDR, the City shall require that:

- The "receiver" site does not contain a building that is determined to be a significant historic resource.
- The property owner/applicant provide verification as to their control of interest or ownership in the "receiver" site or written authorization from the property owner of the "receiver" site.
- The transfer of development rights to the "receiver" site shall not result in a floor area ratio (FAR) that exceeds the limits specified in this Plan, inclusive of a FAR bonus.
- Preliminary plans shall be prepared and submitted demonstrating how the transferred development rights could be physically accomplished on the "receiver" site.
- Prior to the approval of permits allowing construction of the historic building, the property owner/applicant shall record a deed restriction or covenant on both the subject site and the "receiver" site to memorialize the transfer of development rights.

REQUIRED APPROVALS

Specific Plans are regulated by the provisions of the Vallejo Municipal Code (VMC). For Specific Plans, VMC Chapter 16.116 sets forth the procedures for a Planned Development Permit. This permit process entails two phases of approval for the Specific Plan and the subsequent approvals required

for development and implementation of the Plan, which are described as follows:

- **Master Plan Approval.** The first phase of these procedures requires the submittal and approval of a Master Plan (VMC Sections 16.116.030 through 060). The Master Plan is intended to provide a comprehensive illustration of the intent and purpose of a project. The Downtown Vallejo Specific Plan serves as the Master Plan. Therefore, the adoption of this Plan completes this first phase of approvals. The exception to this approval is for the Southwest Downtown District, which will have a master plan of its own when redevelopment is proposed for this district.
- **Unit Plan Approval.** The second phase of these procedures requires the submittal and approval of a Unit Plan (VMC Sections 16.116.070 through 16.116.110). The Unit Plan describes and authorizes the specific design and uses for all or part of the overall project described in the Master Plan. The Unit Plan process provides the City the discretion to review a more refined and detailed description of structures, landscaping, design features and exterior modifications. Unit Plan approval is not required for interior building modifications and interior tenant improvements. For the Downtown Specific Plan, the Unit Plan process is required for the City to review and authorize use and exterior design approvals for all properties within the Plan area, with the exceptions described below.

In addition to the Planned Development Permit process described above, the Downtown Specific Plan includes uses, improvements and activities that would occur within the Plan area, which would be subject to other City permits and approvals. The following permits and approvals, which are referenced in this Specific Plan, shall be processed consistent with the provisions set forth in the Vallejo Municipal Code:

- **Administrative Permit.** Refer to VMC Chapter 16.96 for procedures required for processing an Administrative Permit.
- **Conditional Use Permit.** Refer to VMC Chapter 16.82 for procedures required for processing a Conditional Use Permit.
- **Exceptions.** Refer to VMC Chapter 16.80 for regulations and procedures required for processing an Exception from the provisions of this Specific Plan.
- **Certificate of Appropriateness.** A Certificate of Appropriateness is required for a site or structure that is a designated City Landmark, a designated Historic Structure, a Historic District, a designated Structure of Merit or a designated Contributing Structure. Refer to Appendix B for the historic evaluation of the Plan area. Refer to VMC Chapter 16.38 for regulations and procedures required for processing a Certificate of Appropriateness.

Pre-Application Review

It is encouraged that property owners/applicants engage in early consultation with the City, for all activities involving construction. For major or large development projects, a pre-application review process is encouraged, which may include a preliminary review by appropriate review authority. This process may assist in obtaining early and critical comments on design and could reduce the amount of time for formal application processing.

REVIEW AUTHORITY

Planning approvals required for development within the Plan area are subject to action by varying authorities. The following chart lists planning permits/approvals and the City authority that is responsible for action on these permits/approvals.

Planning Permit or Approval ⁺⁺	Review Authority
Unit Plan ⁺	Design Review Board for major Unit Plan applications.* Planning Manager for minor Unit Plan applications.
Administrative Permit	Development Services Director
Conditional Use Permit- Major	Planning Commission. When proposed concurrent or in tandem with a Unit Plan application, the Conditional Use Permit shall be reviewed for action by the Planning Commission prior to Unit Plan review by the Design Review Board.
Conditional Use Permit- Minor	Development Services Director
Exception	Design Review Board for major Exception applications. Development Services Director for minor Exception applications.
Certificate of Appropriateness	Architectural Heritage and Landmarks Commission. A Unit Plan application is waived when a Certificate of Appropriateness is required.

* Formation of a Design Review Board is identified as an Implementation Program in Chapter 10. See Program 10.5.b. Until the Design Review Board is formed, the Planning Commission shall serve as the Review Authority.

+ Action on a Unit Plan application by the Design Review Board can be appealed to the City Council. See VMC Chapter 16.102 for Appeals procedure.

++ Minor additions and construction modifications to buildings that are not subject to a planning permit or planning approval must still comply with the standards set forth in this chapter.

Table 9.6: Review Process

NOTICING PROCEDURES

The public noticing procedures required for the permit applications described in this chapter shall be the same as those procedures set forth in the Vallejo Municipal Code.

10. IMPLEMENTATION

INTRODUCTION

This chapter provides implementation policies related to financing of new public improvements, regulatory changes and other actions required to implement the Specific Plan. The Specific Plan is a long-term plan that provides direction for both public and private improvements in Downtown. The revitalization of Downtown Vallejo as envisioned by this Specific Plan cannot be accomplished solely by public projects and programs. It is important to view the implementation of the Plan elements as requiring public-private partnerships between the City/Redevelopment Agency and property owners and developers.

The Specific Plan is an urban design and land use plan that will shape the physical setting of Downtown through its policies, land use regulations, and development standards. Implementation of the vision for Downtown is anticipated to take several years and will occur incrementally.

FINANCING STRATEGIES

IM GOAL 10.1: ENSURE THE PLAN IS FULLY IMPLEMENTABLE AND IS FINANCIALLY SELF-SUFFICIENT.

Over the long term, the Plan should be financially self-sufficient. That is, it should generate adequate revenue to cover the costs of public investment in the area. Public funds should be used in areas that have the potential to stimulate private investment. Detailed financial plans for the recommended improvements and projects are not included in the Specific Plan. General strategies outlining the different options are included as potential funding sources.

Program 10.1.a: Identify various sources of funding to implement the Plan vision.

There are several funding mechanisms by which the City can fund the components of the Plan. These mechanisms include setting up various types of assessment districts which can be used to finance operating and construction costs for a wide range of public improvements including maintenance of landscaping, lighting, utilities and parks, as well as the operation of public facilities and targeted City services. In addition, there are several grants that the City should consider for specific projects.

Program 10.1.b: Expand a Business Improvement District (BID) for Central Downtown, Civic Center and Georgia Street Corridor.

The City of Vallejo currently has a Business Improvement District. The concept of a Business Improvement District (BID) is intended to provide a mechanism to promote and improve a specific geographic area such as a downtown, for the benefit of the businesses in the BID area. An annual assessment fee imposed on property-owners and/or businesses would fund the activities of the BID. An advisory board would generally oversee the BID's operations and expenditures. Funds can be used for promotions, marketing, enhanced maintenance and other activities that strengthen the economic viability of the

businesses located in the BID.

Program 10.1.c: Implement an Improvement and Services District for Downtown in coordination with the Waterfront.

The creation of an Improvement and Services District is a method of financing public improvements by distributing the cost over those property owners who will reap a direct benefit. The types of local public improvements that are usually funded through this assessment include streets and sidewalks, street lighting, landscaping and maintenance. The City should incorporate this District for the entire Downtown and the Waterfront.

Program 10.1.d: Explore other sources of funding.

There are several sources of federal and state grants available to fund public capital improvement funds in downtowns. Sources of funding that may be appropriate include the Urban Park Grant, Community Development Block grant, Caltrans planning grants, MTC Grants for Livable Communities and, among others, Development Impact Fees. The City should research additional sources of grants available for downtown improvements.

PARKING FINANCING

IM GOAL 10.2: SUFFICIENT PARKING TO MEET BOTH NEAR- AND LONG-TERM NEEDS.

Providing the right amount of parking plays a big role in the success of a downtown. While the City is focused on meeting short-term needs, a long-term strategy is essential to keeping up with parking demands as they change and evolve over time.

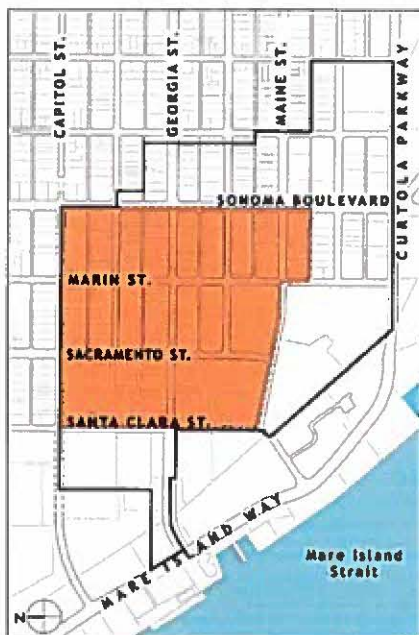
Program 10.2.a: Evaluate financing options for short- and long-term parking strategies.

Cities commonly fund their initial municipal parking facilities through the sale of bonds. Bonds can be secured through a number of mechanisms ranging from Parking Assessment Districts to Tax Increment Financing. There are other financing mechanisms such as in-lieu fees, developer fees, or Business Improvement Districts which collect annual revenues. However, these measures are too lengthy in collecting sufficient funds to construct a parking structure. Vallejo will need front end financing that guarantees a structure can be built when it is needed, with the cost paid back over time.

Program 10.2.b: Establish a Parking Assessment District for Central Downtown and Georgia Street Corridor.

A Parking Assessment District may be established by the City for the purpose of providing off-street parking facilities, whereby all or a portion of the off-street parking requirement for a project may be satisfied by payment of fees levied by the district. This assesses real property to fund public parking requiring approval by the majority of property owners. This district is used to secure bond indebtedness which pays for the construction of parking.

Program 10.2.c: Include a parking in-lieu fee program.



Parking Assessment District

Parking in-lieu fees are often used when a development cannot provide some or all of its parking on-site (e.g. small lots or expansion of an existing building). The developer may pay a fee in lieu of providing parking. The fee typically equals the cost of providing the required number of parking spaces in a public facility. Some cities offer a graduated in-lieu fee, or provide credits under various circumstances. In-lieu fees are used to reimburse a City's issuance of construction bonds or general funds used to construct parking.

Program 10.2.d: Maximize on-street parking to increase the number of parking spaces.

The existing rights-of-way on all streets in Downtown can accommodate on-street parking (see details in Chapter 6: Circulation and Parking for proposed street sections). Appendix A includes a parking study and parking diagram which show the configuration of striping for on-street parking.

Program 10.2.e: Consider public-private partnerships to provide additional parking spaces in Downtown.

Public/Private Partnerships provide a scenario where a partnership is formed between a public agency and a private developer in which the former provides the land for catalyst or opportunity site development where public parking is incorporated to serve shoppers, visitors or employees beyond the needs of the development. Another partnership entails the agency partially funding a parking structure in a private development, with rights to "sell" spaces to other development in lieu of providing parking on their own property.

Program 10.2.f: Evaluate the need for paid on-street public parking.

The collection of revenue from on-street parking meters, parking enforcement, and off-street municipal parking charges is commonly used to augment some other funding mechanism or to fund maintenance.

Program 10.2.g: Determine timeline for construction of a public parking garage.

The City-owned parcels located at the northwest corner of York Street and Marin Street has been identified as a site for a future public parking garage. The City should monitor the demand for parking and determine a timeline for construction of the garage.

PUBLIC- PRIVATE PARTNERSHIPS

GOAL IM 10.3: ESTABLISH PUBLIC-PRIVATE PARTNERSHIPS.

In order to leverage any public investment, the City should continue to form public-private partnerships with the development team to continue the redevelopment of Downtown.

Program 10.3.a: Explore opportunities for developing public-private partnerships to implement Plan elements.

The City, including the Redevelopment Agency, should explore opportunities to develop strategic partnerships with private developers to implement

elements of the Specific Plan. The City's partnership with Triad Communities to develop mixed-use housing (described below) is an example of such a partnership.

Program 10.3.b: Ensure successful completion of development on catalyst sites with development team.

The City and Triad Communities have signed a Memorandum of Understanding for the development of what has been identified as catalyst sites (see Figure 2.13) located in Central Downtown. The catalyst sites are primarily public parking lots, the Credit Union, and the Housing Authority sites. Public parking lots are owned by the City or Agency. The overall project entails construction of a mixed-use development consisting of attached for-sale/ownership (condominium) and rental residential units; retail, office and other commercial facilities; and certain off-site public improvements (including infrastructure and public open space, and reconfiguration of certain streets, sidewalks and public parking areas). In addition, Triad Communities may potentially include additional residential units on other properties in Downtown.

Program 10.3.c: Establish a centralized downtown business authority.

Three downtown organizations, whose roles and objectives overlap, are currently working towards improving Downtown: the Central Core Restoration Corporation (CCRC), Vallejo Main Street and the Downtown Association of Vallejo (DAV). CCRC was founded in 1980 as a committee to study ways to revitalize Downtown and is the management organization for the Business Improvement District. Vallejo Main Street is part of the Main Street Program led by the National Main Street Center and follows the four-point approach – promotion, economic restructuring, design and organization – to promote downtown. DAV was started as a merchants' association that is responsible for retail sales promotion, street banners and maintenance of parking lots.

The City should initiate discussions with these three groups and other stakeholders to form a new umbrella organization – the downtown business authority – that is responsible for the revitalization and maintenance of all of Downtown and to ensure the implementation of a shared vision. Main Street's mission is the most closely aligned with the needs of a centralized downtown organization and it can be adapted to form the new organization. The group should include representatives of the local merchants, property-owners, City staff and interested members of the general public. This group will work in partnership with the City to promote Downtown and be primarily responsible for:

- Development of a Business and Marketing Plan
- Setting priorities for a Business Development Fund
- Establishing and monitoring standards of operation
- Retail Recruitment and Retention
- Maintenance and Code Enforcement

- Security
- Promoting Events and Festivals
- Providing funding for façade improvements
- Creating standards for storefront window display
- Coordination for project approvals and permits by City
- Providing information to the property owners about tenant improvements
- Distributing information regarding best business practices
- Structural engineering and design assistance as appropriate
- Establishing a loan pool for small business-owners that wish to make improvements
- Establish and enforce appearance standards
- Establish and enforce merchandise standards

In addition, the downtown business authority could provide assistance and input for project design development before a formal application is filed with the City.

MARKETING STRATEGIES

IM GOAL 10.4: CREATE AN ECONOMICALLY VIABLE DOWNTOWN.

Fundamental to the success of Vallejo's downtown revitalization is the rebuilding of its retail component. Central Downtown has been identified as the Arts and Entertainment district and will include the greatest intensity of eating and drinking establishments along with cultural and entertainment venues.

Program 10.4.a: Develop a comprehensive Downtown Business Development program.

The City should work with the downtown business authority to initiate a long-term comprehensive package of policies and financing to expand City/Agency programs designed to attract new businesses, facilitate the expansion of current businesses and rehabilitate commercial buildings in Downtown.

Program 10.4.b: Focus early efforts on an aggressive marketing campaign.

The downtown business authority should establish a comprehensive program to expand efforts to market Downtown, conduct special promotions and to ensure a high level of maintenance of the area. The City should promote the desirable attributes of Vallejo and the positive changes resulting from the early projects in Downtown. In addition to the streetscape and identity elements included in the Specific Plan, the City should consider including a compelling slogan or art program.

Early efforts should include building community support and media awareness for Downtown. Include a program of information outreach with community

bulletins, information posted on the City's website and promotional brochures targeted to the desired businesses that need to be attracted to Downtown. The City should also initiate a program of Annual Design Awards to recognize the efforts of the business and property-owners.

Program 10.4.c: Develop a strategy to attract desired retailers.

Stakeholders in Downtown will need to embrace and champion the high standards of tenant mix, coordinated merchandising plan, leasing strategy, code compliance, façade improvement, signage and maintenance in order to enhance the current image of Downtown.

Downtown will need to provide goods and services tailored to the specific needs of both the existing and newly created neighborhoods in Central Downtown. These goods and services should eventually be supplemented with specialty retail attractive to both residents and visitors. The retail must be convenient, pedestrian-accessible, and in line with the urban lifestyle.

A marketing plan should be developed by the downtown business authority and approved by the City to guide the retail strategy. The image and aesthetic geared to the targeted customer market will need to remain flexible enough to change as market improves. The long-term goal will be to enhance the diversity of, and strengthen, neighborhood retail, and improve the City's tax base through the introduction of quality visitor retail. A list of desired retailers should be developed to ensure that there is a good mix of retail tenants. Retail uses such as restaurants should be targeted to spur the revitalization of Downtown.

Independent retailers, mixed with appropriate anchors to generate an increased customer base, seek out neighborhoods with a growing number of prosperous residents. Obtaining a downtown grocery, quality bookstore and pharmacy should be priority goals, along with specialty food stores, ethnic restaurants, arts-related shops, antique stores, hardware stores, and service providers such as dry cleaners, video/music stores, and home and garden supply shops.

Program 10.4.d: Establish maintenance standards for existing storefronts.

The downtown business authority should provide a list of standards that property owners would be required to meet to ensure that property is maintained. There should be discussions outlining ways property owners could use/improve vacant storefronts in the interim, such as sponsoring local artwork, historic information about Downtown, special events, etc. Early efforts to improve the storefronts could be triggered by providing incentives to property owners such as low interest loans.

REGULATORY AND REVIEW PROCESSES

IM GOAL 10.5: SUCCESSFULLY IMPLEMENT THE VISION AND GOALS IN THE SPECIFIC PLAN.

The Specific Plan will require a number of regulatory mechanisms for

implementation. These include changes to the General Plan and zoning regulations as they apply to the Plan area and adoption of design guidelines and review procedures. The revitalization of Downtown Vallejo will require both administrative and regulatory streamlining as well as the concerted cooperation of all stakeholders.

Program 10.5.a: Enforce the Development Standards and Design Guidelines to ensure that new development is of a high quality and is consistent with the visions, goals and policies for Downtown.

The Plan sets forth a comprehensive set of development standards, and a set of detailed design guidelines have been adopted as a companion document. The Design Guidelines are intended to ensure that new developments are of high quality and are oriented and designed to reinforce the public realm. The successful implementation of the Plan requires effective and coordinated administration of the standards and guidelines with the objective of expediting the permit process for projects consistent with the Plan.

Program 10.5.b: Establish a design review process for all projects in Downtown.

Site planning and architecture both will play a critical role in defining the image of Downtown. The City should ensure a comprehensive review process by requiring all projects to go through a Design Review Board that evaluates and acts on non-historic landmark projects. Project applicants should be encouraged to contact City staff early in the process for a pre-application meeting. Opportunities should be identified to expedite decision-making for projects consistent with the Specific Plan.

Program 10.5.c: Adopt a "one percent for arts" program.

The City should adopt a "one percent for arts" program in Downtown as part of a Citywide program. A centralized fund for public art in Downtown should be set up to ensure that the fee generated by Downtown projects is used for public art in Downtown. A fee of one percent of the construction cost of the building is recommended for all new projects and for expansion of buildings over 250 square feet. In addition, the City should designate either the Vallejo Community Arts Foundation or the City's Cultural Arts Commission responsible for approving public art projects in Downtown.

Program 10.5.d: Evaluate the potential of a Commercial Historic District designation listed on the National Register for a six-block area around Georgia Street.

A six-block area was identified by Archeological Resource Service as having the potential for a listing on the National Register. The National Register of Historic Places is the nation's official list of building, structures, sites and districts worthy of preservation because of their significance. Some of the benefits of listing a property to the National Register include Federal Rehabilitation Tax Credits and Heritage Tourism. Historic districts also have the great potential to draw tourism to the area, both casually and as formal travel destinations. The National Register promotes tourism to historic sites, particularly parks and historic downtown districts.

There is often the unjustified fear among property owners that listing on the National Register will lead to increased government interference in property management and to public access. On the contrary, listing on the National Register does not require the property owner to allow government or public access to the property. However, there are required evaluations of new construction on, or proposed alterations to, the existing structure of listed properties.

Program 10.5.e: Monitor the market for and interest in establishing arts-and entertainment-related uses which support alcohol sales, to determine if the alcohol sales restrictions mandated in Chapter 8 warrant modification.

Chapter 8 (Land Use Regulations) includes special land use provisions for alcohol sales. The special land use provisions rely on the liquor sales limitations of Vallejo Municipal Code Sections 18.62.060Q (on-sale liquor establishments) and 18.63.060R (off-sale liquor establishments). The restriction may in the long-term, inhibit the promotion of a vibrant arts and entertainment district. Therefore, future modifications to these restrictions should be considered when appropriate.

Program 10.5.f: Adopt a Downtown Sign Ordinance.

The City should prepare and adopt a Downtown Sign Ordinance to accompany the Specific Plan and to compliment the Downtown Design Guidelines. Given the urban setting, the mix of land uses and the goal to promote retail and arts and entertainment land uses, a special sign ordinance addressing the Downtown area is critical to the success of the Specific Plan.

PHASING

The vision outlined in the Specific Plan reflects the ultimate build-out over a ten- to twenty-year time-frame. The public improvements recommended in the Plan are envisioned to be implemented in phases as redevelopment occurs over time and will be implemented with a combination of public and private funding.

The improvements will begin with the first phase of development, which includes the public-private partnership between the City and Triad Communities to develop the 7 parcels identified as catalyst sites.

Phasing of Public Improvements

The City/Redevelopment Agency and Triad Communities have reached agreement on a Memorandum of Understanding (MOU) which, while not binding on any of the parties, will form the framework for a Disposition and Development Agreement and related agreements. The MOU identifies projects and programs to be funded from a variety of sources including the tax increments produced by Triad's project which are designed to implement the Specific Plan.

Triad Communities is proposing two phases of development on the catalyst sites. Phase One of the proposed project consists of approximately 456 for-



Figure 10.1: Phase One Streetscape Improvements

sale ownership units, approximately 22,500 square feet of retail space and 18,300 square feet of live-work space on three parcels - parcels A, B and C. Phase Two of the proposed project consists of approximately 365 for-sale/ownership and rental units and 52,000 square feet of retail, office and other commercial facilities on Parcels D, E, F and G.

Streetscape and Landscape Improvements: Streetscape and landscape improvements associated with these projects will include right-of-way improvements including landscaping, street furniture, signage, public art, decorative paving, street lighting, street and pavement repairs prior to street overlay, street overlay, replacement curb, gutter and sidewalk, and surface storm drainage modifications in the public street rights-of-way immediately adjacent to or near the parcels.

The street segments that are targeted to be enhanced with landscaping, street furniture, signage, public art, decorative paving, special street lighting, and replacement curb, gutter and sidewalk with the initial funding available are Virginia Street from Sacramento Street to Sonoma Boulevard and Sacramento Street from Virginia Street to Georgia Street, forming one and one half segments of Vallejo Square. Upgrades are also planned for Marin and Sacramento Streets between Virginia and Georgia Streets and there is also the potential addition of the paseos, from Virginia Street to Georgia Street, being in the Phase I Improvements.

Vallejo Square will include bulb-outs with lighting, seating areas, special pavement, and street markers. In addition, it will include an enhanced mid-block crossing with special pavement across street and seating areas and pedestrian scale lighting along both sides of street (Details will be included in the Design Guidelines). Landscape elements will include large-sized trees, tree grates, ground level vegetation at street corners and tree islands, and will include automatic irrigation.

Interim On-Street Parking: In addition to the street and landscaping work identified in the MOU, the City will slurry and restripe the streets south of Georgia that are proposed for the parking assessment district as part of the initial work. This will create a significant surplus of parking in the Downtown far ahead of projected demand. (The cost and funding source to restripe these streets south of Georgia is currently under study.) Other streets in the Phase I improvements will consist of the two blocks of Marin and Sacramento between Capitol and Virginia which will be re-striped only, without the landscaping and other decorative improvements. Capitol Street between Santa Clara and Sonoma Streets will receive a 2" asphalt overlay and re-striping without landscaping and other decorative improvements. This is in addition to the existing on-street parking on all other streets in Central Downtown. The striping will be consistent with the recommendations for street sections listed in Chapter 6: Circulation and Parking. This interim solution provides the additional on-street parking and allows the parking to be monitored prior to implementing the more permanent improvements.

Downtown Business Development Program: Funding will be set aside to evaluate a long-term comprehensive package of policies and financing designed to attract new businesses, facilitate the expansion of current



Figure 10.2: Interim Striping: Additional On-Street Parking

businesses and rehabilitate commercial buildings in the Downtown area.

Downtown Vallejo Marketing Program: A comprehensive program will be developed to expand current efforts to market the downtown, conduct special promotions and ensure a high level of maintenance of the area.

Festival Green Park: Landscaping and other improvements to the proposed public park at Georgia Street and Mare Island Way will be subject to receiving grant funding.

Phasing of Plan Elements

Table 10.1 (Implementation Plan – Phasing and Funding Sources) provides a summary of the phasing schedule for all of the programs included in this chapter and also lists potential funding sources for each of the programs. The programs are grouped under three phases: Phase 1 includes the programs that are incorporated in or accompany the Specific Plan; Phase 2 includes implementation of programs within a year of adoption of the Specific Plan; and Phase 3 includes implementation of programs as needed or within five years of adoption of the Specific Plan, whichever occurs first.

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
10.1.a Identify various sources of funding to implement the Plan vision.	Incorporated into the Specific Plan.	Phase 1 (completed)	City – Planning Division, Economic Development Division and Developer	Completed
	On-going identification of alternative funding sources.	Phases 2 and 3	Downtown Authority	Business Development Fund
10.1.b Expand the Business Improvement District (BID) for Central Downtown, Civic Center and Georgia Street Corridor.	Boundaries of expanded BID identified in Specific Plan.	Phase 1 (completed)	City – Planning Division, Economic Development Division and Developer	Completed
	Meet with property owners and merchants groups/organizations within district.	Phase 2	City – Economic Development Division and Developer	City
	Expand a centralized downtown business authority (Downtown Authority) to incorporate into District (Program 10.3.c).	Phase 2	City – Economic Development Division, Vallejo Main Street and Developer	City
	Prepare and adopt formation of an expanded BID.	Phase 2	City – Economic Development Division, Downtown Authority and Developer	Business Development Fund
10.1.c Incorporate an Improvement and Services District for Downtown in coordination with the Waterfront.	Boundaries of District have been established, which include the Waterfront area and associated parkland.	Phase 1 (completed)	City – Economic Development Division and Developer	Completed
	Complete detailed design drawings for street/landscaping improvements and accompanying study to determine cost of improvements and services.	Phase 2	City – Traffic and Economic Development Divisions and Developer	Developer

• **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
(continued...)	Prepare and adopt formation of District.	Phase 2	City – Public Works Department, Economic Development Division and Developer	Maintenance District
	Charge parkland dedication fees for all new residential development proposed within Specific Plan area.	Phases 2 and 3	City –Building Division and GVRD	Developers and Property Owners
10.1.d Explore other sources of funding.	Seek and secure grants.	Phase 2 and 3	Downtown Authority and City - Economic Development Division	Business Development Fund
10.2.a Evaluate financing options for short- and long-term parking strategies.	Implement measures for Program 10.1.a.	Phases 2 and 3	City – Economic Development Division and Traffic Division	See Program 10.1.a
10.2.b Establish a Parking Assessment District for Central Downtown and Georgia Street Corridor.	Boundaries of District identified in Specific Plan. On-street parking plan and location of potential parking garage included in Specific Plan (Program 10.2.d).	Phase 1 (completed)	City – Public Works Department, Planning Division and Developer	Completed
	Complete detailed plans and study to determine cost of parking improvements, parking garage and in-lieu fee (per parking space).	Phase 2	City – Economic Development Division, Public Works Department and Developer	Business Development Fund
	Meet with property owners and merchants groups/organizations within District.	Phase 2	City – Economic Development Division, Public Works Department and Downtown Authority	Developer

* **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
(continued...)	Prepare and adopt formation of district.	Phase 3	City – Public Works Department, Economic Development Division and Developer	Maintenance District
10.2.c Include a parking in-lieu fee program.	Incorporate into study cost recommended for Program 10.2.b.	Phase 2	City – Public Works Department	See Program 10.2.b.
10.2.d Maximize on-street parking to increase the number of parking spaces.	On-street parking plan has been prepared, which includes a phasing/contingency plan to ensure parking in developed.	Phase 1 (completed)	City – Planning Division, Public Works Department and Developer	Completed
	Prepare an annual monitoring report to determine on-going and future parking needs.	Phases 2 and 3	City – Traffic Division, Economic Development Division and Downtown Authority	Business Development Fund
	Develop parking structure (if needed; see Infrastructure Chapter of Specific Plan)	Phase 3	Vallejo Redevelopment Agency and Downtown Authority	Vallejo Redevelopment Agency
10.2.e Consider public-private partnerships to provide additional parking spaces in Downtown.	Include incentive in Specific Plan text to encourage development of public parking.	Phase 1 (completed)	City – Traffic Division, Planning Division and Developer	Completed
	Consider proposal during individual development project review.	Phases 2 and 3	City – Traffic Division, Planning Division, Developer, and Downtown Authority	City- Economic Development Division

* **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
10.2.f Evaluate the need for paid, on-street parking.	Implement Program 10.2.d, which requires that a parking monitoring report be developed and reviewed on an annual basis to determine parking needs over time and to evaluate potential for paid parking.	Phases 2 and 3	City – Traffic Division, Economic Development Division and Downtown Authority	See Program 10.2.d.
10.2.g Determine timeline for construction of a public parking garage.	Prepare annual report monitoring Downtown parking use and demand.	Phase 2 and 3	City – Planning Division, Public Works Department and Developer	Business Development Fund
10.3.a Explore opportunities for developing public-private partnerships to implement Plan elements.	Included in the Specific Plan are: 1) an incentive for public-private partnerships; and 2) an incentive for a developer to fund/implement a public benefit or improvement recommended in the Specific Plan.	Phase 1 (completed)	City – Planning Division, Economic Development Division and Developer	Completed
	Consider proposal during individual development project review.	Phase 2	City, Developer (with Downtown Authority)	City- Economic Development Division
10.3.b Ensure successful completion of development on catalyst sites with development team.	Work with developer to ensure expeditious processing of development approvals for catalyst sites.	Phases 2 and 3	City – All City Departments, BID/Downtown Authority, Design Review Board	Developer
	Implement street parking striping plan.	Phase 2	City –Traffic Division, Planning Division and Developer	Streetscape Fund

• **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
10.3.c Establish a centralized downtown business authority.	Incorporate into implementation of Program 10.1.b	Phase 2	City – Economic Development Division and Developer	Business Development Fund
10.4.a Develop a comprehensive Downtown Business Development Program.	Develop and adopt program.	Phase 2	Downtown Authority, Developer and Economic Development Division	Business Development Fund
10.4.b Focus early efforts on an aggressive marketing campaign.	Develop and adopt strategy for marketing plan. Plan to include program for attracting desired retailers.	Phase 2	Downtown Authority, Developer and Economic Development Division	Marketing Fund
	Implement marketing program and monitor progress on an annual basis.	Phases 2 and 3	Downtown Authority, Developer and Economic Development Division	Marketing Fund
10.4.c Develop a strategy to attract desired retailers.	Incorporate into implementation of Program 10.3.b.	Phases 2 and 3	Downtown Authority, Developer and Economic Development Division	Business Development Fund
10.4.d Establish maintenance standards for existing storefronts.	Incorporated into the Design Guidelines.	Phase 1 (completed)	City – Development Services Department and Developer	Completed
	BID to monitor and City Code Enforcement Division to enforce.	Phases 2 and 3 (on-going)	Downtown Authority, City - Code Enforcement Division	City - Code Enforcement Division Staff
10.5.a Enforce the Development Standards and Design Guidelines to ensure that new development is of a high quality and is consistent with the visions and	Implement through the planning review/permit review process established in the Specific Plan.	Phases 2 and 3	City- Planning Division and Design Review Board	City – Planning Division

* **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
goals for Downtown.				
10.5.b Establish a Design Review process for all projects in Downtown.	Included in Specific Plan text. City Council appoints Design Review Board. Monitor Design Review process to ensure that it is successful in achieving goals and vision of Specific Plan.	Phase 1 (completed) Phase 2 Phase 3	City- Planning Division and Developer City Council City – Planning Division	Completed City - Planning Division Fee-based and City budget
10.5.c Adopt a "one-percent for arts" program.	Included in Specific Plan text. Consult with Vallejo Community Arts Foundation and/or Cultural Arts Commission in preparing the program. Prepare program.	Phase 1 (completed) Phase 2 Phase 2	City – Planning Division and Developer City - Economic Development Division City – Economic Development Division	Completed City – Economic Development Division City– Economic Development Division
10.5.d Evaluate the potential for a Commercial Historic District designation listed on the National Register for a six-block area around Georgia Street.	Complete study to determine potential for and extent of district.	Phase 3	City – Planning Division	City
10.5.e Monitor the market for and interest in establishing arts and entertainment-related land uses, which support alcohol sales. Determine if the alcohol sales restrictions mandated in	Include in Specific Plan text.	Phase 1 (completed)	City – Planning Division	Completed

* **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first

Table 10.1: Implementation Plan- Phasing and Funding Sources

Program	Implementation Measure, Task or Action	Phasing *	Responsible Parties	Funding Sources
Chapter 8- Land Use Regulations warrant modification.	Complete study following 3-5 years of monitoring market of land uses.	Phase 3	City – Planning Division	City – Planning Division
10.5.f Adopt a Downtown Sign Ordinance.	Include in Specific Plan text.	Phase 1	City – Planning Division	Completed
	Secure funds to hire a consultant and prepare ordinance.	Phase 3	City – Planning Division	City – Planning Division
	Prepare and adopt ordinance.	Phase 3	City – Planning Division	City – Planning Division

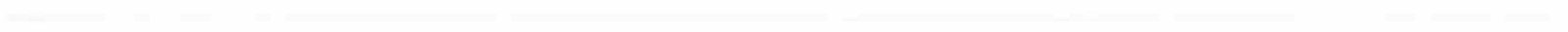
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* **TIMING/PHASING**

Phase 1 – Incorporated into Specific Plan

Phase 2 – Within one year of Specific Plan adoption

Phase 3 – As needed, or within five years of Specific Plan adoption, whichever occurs first



ACKNOWLEDGEMENTS

CITY COUNCIL

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Pamela Pitts
Gary Cloutier
Gerald Davis
Tony Pearsall
Pete Rey
Joanne Schivley

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John Bunch, Development Services Director
Craig Whittom, Community Development Director
Mark Akaba, Public Works Director
Don Parker, Fire Chief
Bob Nichelini, Police Chief
Paul Jensen, Contract Planner
Brian Dolan, Planning Manager
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David Kleinschmidt, Assistant City Engineer

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APPENDIX A: PARKING STUDY

A Parking & Traffic Study has been completed and is on file with the City of Vallejo along with subsequent appendices. The Parking & Traffic Study was conducted on March 4, 2005 by Kimley-Horn and Associates, Inc. (KHA).

APPENDIX B: HISTORIC EVALUATION

The tables below summarize the recommendations made by Archeological Resource Services of the historic buildings in Downtown Vallejo (*Downtown Vallejo Specific Plan: Historic Resources Assessment, July 2004*). Until a more detailed survey of the historic buildings is done, these recommendations should be used as a reference for the historic significance of the buildings. The buildings are listed under the following categories:

- 1/3S: Structures of Individual Importance
- 4S: Structures that could be of Individual Importance if restored
- 3D: Structures that contribute to a Historic Commercial District
- 4D: Structures that could contribute to a Historic Commercial District if restored
- 5: Structures of Local Importance
- 6: Not eligible for the National Register

Structures of individual importance

728 Marin Street	56164010	11	724 Marin Street	Federal w/ Quoins
525 Capitol Street	56164020	3S	519, 521, 523 Capitol	attached to 531 Capitol
318 Georgia Street	56191180	3S		
329 Georgia Street	56192030	3S	325-329 Georgia Street	
341 Georgia Street	56192050	3S	337, 339 Georgia St.	Federal. Just redone.
418 Georgia Street	56193130	3S		Old 3 tier drinking fountain outside. Newly fixed up. Woolworth's 1938. Great deco interior.
431 Georgia Street	56194060	3S	433 Georgia St.	bottom altered.
444 Georgia Street	56194110	3S	446, 448 Georgia St. / 1709, 1711, 1713, 1715 Sonoma Blvd.	
445 Georgia Street	56194100	3S	447 Georgia St.	1 year since remodel. Iron. Transom windows
539 Georgia Street	56196060	3S	541, 543 Georgia St.	Art Deco tile front. 539 old house in back with additions. Queen Anne
324 Virginia Street	56162100	3S	326, 328 Virginia St.	Housing above café and restaurant below
330 Virginia Street	56162090	3S	338 Virginia Street	being repaired. Metal cap on back.
348 Virginia Street	56162080	3S / 4S	344, 348 Virginia / 707, 709, 711 MARIN & 713, 715 Marin	2 bldgs: Masonic hall (3S) plus older fire station that was first city hall with 1950s altered bottom (4S)
437 Virginia Street	56193190	3S		very good condition, now a bar
523 York Street	56225060	3S		
532 York Street	56196110	3S		
329a Pennsylvania Street (rear of lot)	58021040	3S / 5		2 houses-front is massed plan, front modified (5), back is 1870 vernacular w/ embellishments (3S)



341 Georgia Street



Map indicating structures of individual importance

APPENDIX B

Structures of individual importance if restored

338 Georgia Street	56191130	4S	336, 340 Georgia St.	Being reconstructed. 2 bldgs: 1 two-story, 1 three-story.
715 Marin Street		4S	See 348 Virginia St.	
405 Virginia Street	56193010	4S	409 Virginia St. / 616, 620, 624, 628, 630 Marin St.	Heavily modified.
431 Virginia Street	56193050	4S	435 Virginia St. (431 not listed)	modified in the 1950s. Stucco front, brick sides. Modern.
524 York Street	56196120	4S	524 1/2, 526, 528 York St.	
717 Marin Street		4S	See 725 Marin St.	



524 York Street



Map indicating structures of individual importance if restored

Structures that contribute to a historic commercial district

312 Georgia Street	56191200	3D	314 GEORGIA ST.	McMillan photographer (3D).
Alibi Clock (located at 316 Georgia)	56191190	3D / 4D		1914 clock moved 1932. Building 4D, clock 3D.
320 Georgia Street	56191170	4D		Schwartz Bldg. Stucco side, tile front.
332 Georgia Street	56191140	3D	330-334 GEORGIA ST.	
524 Georgia Street	56195130	3D		
625 Marin Street	56191110	3D	617, 619, 623, 627, 629 Marin St.	Some alterations, mural on back. 3 distinct portions.
1717 Sonoma Blvd.	56193070	3D / 3D	1727, 1729, 1745 Sonoma St. / 445 Virginia St.	2 bldgs. 445 Virginia-Queen Anne with commercial below. 1717 Sonoma-Spanish Style with some alteration.
316 Virginia Street	56162120	3D		Victory Church of Deliverance. lower windows and doors modified.
324 Virginia Street	56162100	3S	326, 328 Virginia St.	Housing above café and restaurant below.
330 Virginia Street	56162090	3S	338 Virginia Street	being repaired. Metal cap on back.
348 Virginia Street	56162080	3S / 4S	344, 348 Virginia / 707, 709, 711 MARIN & 713, 715 Marin	2 bldgs: Masonic hall (3S) plus older fire station that was first city hall with 1950s altered bottom (4S).
405 Virginia Street	56193010	4S	409 Virginia St. / 616, 620, 624, 628, 630 Marin St.	Heavily modified.
415 Virginia Street	56193020	3D		has been restored. City Lights Restaurant.
420 Virginia Street	56164070	4D		tile front stucco art deco. Poured concrete walls. Could contribute if fixed.
431 Virginia Street	56193050	4S	435 Virginia St. (431 not listed)	modified in the 1950s. Stucco front, brick sides. Modern.
437 Virginia Street	56193190	3S		very good condition, now a bar.
725 Marin Street	56162070	4S/4D	717, 719, 721 Marin St.	2 bldgs: 1 Italianate altered. 1 Craftsman altered. Plaque: site of 1st Catholic ch. 1855.
445 Virginia Street				
316 Indian Alley				



420 Virginia Street



Map indicating structures that contribute to a historic commercial district

Structures that contribute to commercial historic district if restored

316 Georgia Street	56191190	3D/4D		1914 clock moved 1932. Building 4D, clock 3D
342 Georgia Street	56191120	4D	340, 350 GEORGIA ST.	San Pablo Hall of Odd Fellows. Altered lower commercial portion.
343 Georgia Street	56192060	4D	349, 345 GEORGIA ST., 523 Marin St.	
403 Georgia Street	56194010	4D		bottom facades changed. Iron top.
410 Georgia Street	56193160	4D		altered stucco/ plywood- metal door jamb.
412 Georgia Street	56193150	4D		plywood, stucco, mosaic. Altered department store.
416 Georgia Street	56193140	4D/4D	414 GEORGIA ST.	
419 Georgia Street	56194170	4D/6	See 427 Georgia St.	2 structures. Stucco exterior, modified front w/ breezeway.



342 Georgia Street



Map indicating structures that could contribute to a commercial historic district if restored

APPENDIX B

Structures that contribute to commercial historic district if restored..continued

428 Georgia Street	56193110	4D		new stucco front 3 story. Compatible w/ district. Old rehab-looks partly new. Brick sided.
436 Georgia Street	56193100	4D	attached to 440 Georgia St.	Oddfellows Lodge with ballroom. Being remodeled. On 2 lots.
437 Georgia Street		4D/4D	(See 441 Georgia St.	2 bldgs both stucco front. 437 "Italianate" tile front. 441 is plain front stucco.
440 Georgia Street	56193090	4D	attached to 436 Georgia St.	
441 Georgia Street	56194180	4D / 4D	437 Georgia St.	2 bldgs both stucco front. 437 "Italianate" tile front. 441 is plain front stucco.
503 Georgia Street	56196010	4D	505, 507, 509, 511 Georgia St. / 1618, 1620, 1622, 1626 Sonoma Blvd.	3 bldgs. 1624 Corner is stucco and glass w/ sign on top (6). Other 2 stucco and glass with metal detail along top 4D & 4D.
510 Georgia Street	56195150	4D		Concrete/ stucco- metal windows. Metal doors, metal detail on top.
515 Georgia Street	56196020	4D	513 Georgia St.	
521 Georgia Street	56196030	4D		
1610 Sonoma Blvd.	56196160	4d/6	1608, 1612, 1614 Sonoma Blvd.	2 bldgs. 1 stucco two-story (6). 1 wood-clad "Italianate" (4D).
1716 Sonoma Blvd.	56195170	4D	1718, 1720 Sonoma Blvd.	Retail below / housing units above and on side.
1801 Sonoma Blvd.	56164040	4D / 6	1815 Sonoma	2 bldgs. Liquor store (6) 1815 Sonoma- stucco tile roof Gas station (4D) 1801 Sonoma stucco tile roof.
300 Virginia Street	56162150	4D		Housing above commercial below.
420 Virginia Street	56164070	4D		tile front stucco art deco. Poured concrete walls. Could contribute if fixed.
439 Capitol Street	56162060	4D	1729 Marin, 737 Marin	3 part- plain Victorian house with retail below. Two associated newer garages.

Structures of local importance

407 Capitol Street (Italianate house)	56162010	5/6Z/		3 bldgs-vernacular Italianate houses-5 / 1958 (church-6Z / 3 story stucco appts-6.
315 Maine Street	56224020	5		Small Italianate commercial structure. Stucco outbuilding and shed in back.
320 Maine Street	56223070	5		Victorian cottage
327 Maine Street	56224040	5/6	333 Maine St.	2 buildings, both steeped false front commercial- auto.
418 Maine Street	56225190	5		Mission Revival, stucco auto mechanic. Shares lot with 416, 428 Maine.
508 Maine Street	56231180	5		once an Italianate. Altered, top windows replaced & covered with asphalt shingles.
517 Maine Street	56232040	5		Very altered, has house foundation in front yard.
525 Maine Street	56232050	5		small cottage with 2nd cottage in back.
526 Maine Street	56231140	5		vernacular cottage, Victorian
533 Maine Street	56232080	5		Vernacular cottage with craftsman elements, separate garage in back.
530/536 Maine Street	56231130	5		old cottage with addition makes 2 units. Vinyl siding. Neighborhood district.
539 Maine Street	56232090	5		updated, new windows and shingle exterior. Roof supports. Possible 3D.
452 Maine Street				



610 Sutter Street



Map indicating structures of local importance

Structures of local importance...continued

310/312/314 Marin Street	56224140	5/5/5		3 separate cottages.
340 Marin Street	56224010	5		brick commercial, windows covered with plywood, roll-up doors added. English brickwork
411 Napa Street	56232130	5		cottage vernacular. Addition in back, owner fixing up.
515 Napa Street	56231100	5		Vernacular cottage.
301 Pennsylvania St.	58021010	5/5/6		3 bldgs: 1 Italianate with wood sides, rock storefront (6). 2- stucco false front commercial. 3- stucco over concrete block to match (5)
312 Pennsylvania St.	56224110	5		Queen Anne cottage, some alterations.
320 Pennsylvania St.	56224100	5		Queen Anne cottage with additions, alteration to roofline.
321 Pennsylvania St.	58021020	5		Queen Anne cottage with incongruous columns. Rental at back of lot is not eligible.
325 Pennsylvania St.	58021030	5		Craftsman elements, garage at back
328 Pennsylvania St.	56224090	5		some additions
329b Pennsylvania St. (front of lot)	58021040	3S / 5		2 houses-front is massed plan, front modified (5), back is 1870 vernacular w/ embellishments (3S)
331 Pennsylvania St.	58021050	5		old false front garage with parking lot
347 Pennsylvania St.	58021070	5	1323, 1319 Sonoma	a set of mirrored Queen Anne houses converted to shops, stucco front.
616 Sacramento St.	56162170	5	618 Sacramento St.	Italianate, dentils.
1403 Sonoma Blvd.	56224150	5	11401 Sonoma Blvd.	VW dealer. Late 1940s
1600 Sonoma Blvd.	56196150	5		Old Greyhound Depot. Harley Davidson. Large stucco and glass commercial.
411 Napa Street	56232130	5		cottage vernacular. Addition in back, owner fixing up.
515 Napa Street	56231100	5		Vernacular cottage.
610/614 Sutter Street	56231190	5/5/5	608, 614 Sutter St.	A pair of basic cottages. 614 / 610. 608 is mass plan cottage.
509 York Street	56225020	5		Old side-gabled house at back of lot, can not see from street.
511 York Street	56225030	5		
513 York Street	56225040	5		Matches 517 York St.
517 York Street	56225050	5		Matches 513 York St.
527 York Street	56225070	5		Queen Anne cottage, repairs to front. Modified.
531 York Street	56225080	5		American 4-square / Victorian
537 York Street	56225090	5		paired with 541 York. Steep gable row house.
541 York Street	56225100	5		matched pair with 537 York St. steep gable row house.
300 Marin Street	56224130	5		

Residential Properties Along Pennsylvania Street

301 Pennsylvania Street	58021010	5/5/6		3 bldgs: 1 Italianate with wood sides, rock storefront (6). 2- stucco false front commercial. 3- stucco over concrete block to match (5)
321 Pennsylvania Street	58021020	5		Queen Anne cottage with incongruous columns. Rental at back of lot is not eligible.
320 Pennsylvania Street	56224100	5		Queen Anne cottage with additions, alteration to roofline.
312 Pennsylvania Street	56224110	5		Queen Anne cottage, some alterations.
325 Pennsylvania Street	58021030	5		Craftsman elements, garage at back
326 Pennsylvania Street			See 328 Pennsylvania St.	
328 Pennsylvania Street	56224090	5		some additions
329 Pennsylvania Street	58021040	3S / 5		2 houses-front is massed plan, front modified (5), back is 1870 vernacular w/ embellishments (3S)
300 Marin Street	56224130	5		
310 Marin Street	56224140	5		
312 Marin Street	56224140	5		
314 Marin Street	56224140	5		



325 Pennsylvania Street



Map indicating structures of local importance along Pennsylvania Street

Residential Properties Along York Street

509 York Street	56225020	5		Old side-gabled house at back of lot, can not see from street.
511 York Street	56225030	5		
513 York Street	56225040	5		Matches 517 York St.
517 York Street	56225050	5		Matches 513 York St.
523 York Street	56225060	3S		
524 York Street	56196120	4S	524 1/2, 526, 528 York St.	
527 York Street	56225070	5		Queen Anne cottage, repairs to front. Modified
531 York Street	56225080	5		American 4-square / Victorian
532 York Street	56196110	3S		
537 York Street	56225090	5	541 York St.	paired with 541 York. Steep gable row house.
541 York Street	56225100	5		matched pair with 537 York St. steep gable row house.



525 Maine Street



Map indicating Structures of Local Importance along York Street



APPENDIX C: GENERAL PLAN CONFORMANCE

RELATIONSHIP TO VALLEJO GENERAL PLAN AND ASSOCIATED ELEMENTS

Overview

The Vallejo General Plan sets forth the blueprint for land use and development in the City. The General Plan designates the proposed general distribution, location and extent of land uses for housing, commerce, industry, open space, educational facilities and other public facilities, accompanied by a statement describing standards of population and building intensity for each land use area. Furthermore, the General Plan establishes the goals and policies applicable throughout the Vallejo planning area, with some goals and policies that are specific and unique to the Downtown area. The General Plan contains separate elements including Land Use, Circulation, Noise, Open Space-Resource Conservation, Housing, Safety, Scenic Highways, Seismic Safety and Air Quality.

The current Vallejo General Plan was initially adopted in 1993 but has been amended numerous times since its initial adoption. The most recent amendments resulted in the adoption of the Economic Development Element (May 2003), the update of the Housing Element (October 2003), and amendments to the Noise Element (2004).

General Plan Amendments Addressing the Downtown Vallejo Specific Plan

Prior to the adoption of the Specific Plan, the City adopted the following amendments to the Vallejo General Plan:

- Amendment to the Land Use Element and land use map, establishing a new Downtown Mixed-Use land use designation which replaced the designations identified in Chapter 2: Site and Context. The Downtown Mixed-Use designation established maximum intensity FAR (floor area ratio) and density limits, which mirror those identified in the Specific Plan.
- Amendment to the Circulation and Transportation Element, which reclassified several street segments within the Downtown area.
- Amendment to the Circulation and Transportation Element Parking Policy 1, which encouraged the elimination of on-street parking in Downtown, in order to facilitate traffic movement. The amended policy encourages on-street public parking and narrower streets to facilitate pedestrian movement, as well as safer and slower vehicle traffic movement.

Pertinent General Plan Goals and Policies

The Vallejo General Plan includes the following goals and policies, which are directly relevant or critical to the Downtown Vallejo Specific Plan area:

Land Use

- **Urban Design Goal 2:** To have within each neighborhood an image, sense of purpose and means of orientation.
- **Urban Design Policy 3:** *Respect the character of older development nearby in the design of new buildings, including bulk and texture.*
- **Urban Design Goal 3:** To have attractive, exciting shopping areas.
- **Commercial Development Goal 2:** To have the Downtown Commercial Area as a strong focal point for the City and the surrounding area.
- **Commercial Development Policy 1:** *Concentrate in the Downtown specialized cultural, governmental and recreational facilities that will attract people from the entire planning area.*
- **Commercial Development Policy 2:** *Provide a high quality and a relatively high-density multi-family residential environment in and adjacent to the Downtown.*
- **Commercial Development Policy 3:** *Promote the development of a pedestrian-oriented environment by:*
- Encouraging the location of parking lots on the fringe of the Downtown adjacent to the major traffic routes
- Making the routes for pedestrians as pleasant as possible including mid-block walkways, landscaping, benches and rehabilitation of buildings
- Reserving ground level floors for retail type uses and upper floors for retail shops, office and residential uses.

Circulation and Transportation

- **Traffic Safety Goal 1:** To have a street and highway system that is safe to use.
- **Non-Motorized Transportation Goal 2:** To have safe and pleasant access for pedestrian throughout the community.
- **Non-Motorized Transportation Policy 1:** *Provide wide sidewalks, plazas, street furniture, street trees, and arcades in intensive shopping area to increase pedestrian movement and comfort.*

Public Facilities and Other Services

- **Services Policy 1:** *Encourage infilling; that is, development within the urban area that is already served by sewer, drainage, waterlines and streets.*

Noise

- **Noise Goal 1:** Maintain noise compatibility in a manner that is acceptable to residents and reasonable for commercial and industrial land uses.
- **Noise Policy 1:** *Apply the noise guidelines shown in Table 2 to land use decisions and other City actions.*
 - a. The exterior noise level at primary outdoor use areas for residences should not exceed the maximum “normally acceptable” level in Table 2 (L_{dn} of 60 dB for residences). Small decks and entry porches do not need to meet this goal. Noise levels up to L_{dn} 65 dB may be allowed at the discretion of the City where it is not economically or aesthetically reasonable to meet the more restrictive outdoor goal.
 - b. The interior noise standard shall be 45 dB- L_{dn} for all residential uses, including single- and multi-family housing, hotels/motels, and residential healthcare facilities.
- **Noise Policy 2:** *Avoid adverse effects of noise-producing activities on existing land uses by implementing noise reduction measures, limiting hours of operation, or by limiting increases in noise.*
 - a. Continue to enforce the noise regulations within the Vallejo Municipal Code, including Chapter 7.84, “Regulation of Noise Disturbances” and Chapter 16.72, “Performance Standards Regulations.”
 - b. Where appropriate, limit noise-generating activities (for example, construction and maintenance activities and loading and unloading activities) to the hours of 7:00 a.m. to 9:00 p.m.
 - c. When approving new development, limit project-related noise increases to no more than 10 dB in non-residential areas and 5 dB in residential areas where the with-project noise level is less than the maximum “normally acceptable” level in Table 2. Limit project-related increases in all areas to no more than 3 dB where the with-project level exceeds the “normally acceptable” level in Table 2.

Air Quality

- **Goal 1, Air Quality Policy 1:** *Develop a more balanced transportation system in Vallejo that provides opportunities for non-auto travel through promotion of pedestrian, bicycle and transit modes of travel.*
- **Goal 1, Air Quality Policy 2:** *Balance jobs and housing in future development to provide Vallejo residents the opportunity to work within Vallejo, and reduce long-distance commuting both to and from Vallejo. Jobs and housing should be balanced both in numbers and salary range/housing costs.*

- **Goal 1, Air Quality Policy 3:** *Reduce carbon monoxide (CO) levels in Downtown Vallejo through promotion of Transportation Management System for new development, the promotion of bicycle, pedestrian and transit modes of travel in new Downtown development, and signal/road improvements that reduce vehicle idling. New drive-up windows should be discouraged in new development in the central city area unless it can be demonstrated that there will be no net increase in CO emissions.*
- **Goal 2, Air Quality Policy 1:** *Promote high-density development and infill development in those portions of Vallejo served by transit.*
- **Goal 2, Air Quality Policy 2:** *Promote mixed land use development. The provision of commercial services such as day care, restaurants, banks and stores near the employment centers can reduce auto trip generation by promoting pedestrian travel.*

Housing Element

- **Objective A.1.i(2):** Commercial District Mixed-Use Residential Development Program. The City will encourage and facilitate the development of residential units within the City's commercial zones.
- **Objective B.3.ii:** Within neighborhoods, provide a range of housing types and densities suitable for households with a range of income levels that are designed to be compatible with those neighborhoods.
- **Objective C.1.viii:** Preserve and improve historical and architectural resources by providing appropriate incentives for historic preservation.
- **Objective C.2.iii:** Convert vacant infill land and surplus, vacant non-residential properties to housing and mixed use where feasible, economically desirable and compatible.

Economic Development Element

- **Goal 1:** Attract new businesses offering high wage jobs.
- **Goal 3:** Encourage existing business retention and expansion.
- **Goal 5:** Expand visitor attractions and services.
- **Goal 6:** Enhance Vallejo's overall quality of life.
- **Policy 1:** *Maintain a range of quality housing options, from executive homes to studio apartments to live/work options.*
- **Policy 2:** *Enhance quality of life amenities such as recreation, arts and culture, and entertainment.*
- **Goal 8:** Develop historic Old Town and Waterfront area into an integrated district.
- **Policy 1:** *Support location of facilities offering cultural amenities (theatre, film, performing, including outdoors) as well as specialty retail, restaurants and professional offices within this district.*

- **Policy 3:** *Fund physical infrastructure investments and outdoor amenities to increase the pedestrian, bike, and transit access and linkage of Old Town to the waterfront.*
- **Policy 4:** *Consider supporting or leading the application for designation of the Vallejo Old Town as a National Historic District.*
- **Policy 5:** *Support development of near-term high tech business opportunities in Old Town, utilizing existing physical amenities, mixed use potential, and telecom infrastructure, and enhanced by planned new cultural and social amenities.*

Required Consistency with the Vallejo General Plan

The Downtown Vallejo Specific Plan has been prepared in accordance with the requirements of Section 65451 of the State of California Planning and Zoning Law. In addition to serving as the long-range plan for Downtown, the Specific Plan has been prepared to provide the basic zoning regulations and standards for the Plan area. As such, the Specific Plan must be consistent with the Vallejo General Plan.

With the adoption of the General Plan Amendments summarized on page C.1 of this appendix, the Specific Plan is in substantial conformance with the goals and policies of the Vallejo General Plan in that:

1. This Plan proposes to introduce mixed use and employment opportunities in the Downtown area, and preserve existing retail and service uses, which will enforce Downtown as a strong focal point for the City and surrounding neighborhoods.
2. This Plan focuses on the retention of existing and the development of new cultural, governmental and recreational facilities, which would attract residents and visitors to Downtown.
3. This Plan provides opportunities for the development of higher density, high-quality multiple-family residential housing in the Downtown. Such housing would facilitate the retention of and the development of new retail, services and employment uses, as well as promoting a safe and lively environment for the area.
4. The Plan would improve the pedestrian-oriented environment by introducing traffic calming measures, mid-block pedestrian routes and attractive public spaces, making it safer and more appealing for pedestrian travel.
5. The Plan promotes a pedestrian link between the Downtown and the Waterfront, providing easy and direct access to the public ferry service.
6. The Plan would create opportunities for and facilitate new infill development, which is appropriate for the location and consistent with smart growth philosophies.
7. The Plan considers and respects the historic and architectural resources of Downtown by identifying potential resources and setting forth zoning regulations that are appropriate to ensure the protection and enhancement of such resources.



APPENDIX D: GLOSSARY OF TERMS

Articulation: The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) to define the structure.

Build-to Line: Build-to lines indicate lines where the buildings must be built within a certain distance from the public right-of-way. A build-to line ensures that various buildings along the street create a defined building edge, which helps to create a sense of enclosure and a pedestrian-friendly setting along a sidewalk. In most cases, the property lines at the back of the sidewalks are the build-to lines.

Building Height: The building height is measured from the closest sidewalk elevation along the surface of the building fronting onto a public right-of-way to the top of the roof for flat roofs (not the parapet) and the mid-point for sloped roofs.

Density: The number of housing units per gross acre, unless otherwise stated, for residential uses.

Floor Area Ratio (FAR): Floor area ratio, referred to as FAR, is a measure of building intensity expressed as a ratio of building area to the gross site area. The building area includes the gross square footage of the building but does not include any space below adjacent sidewalk grade (including spaces that are 3 feet or less above grade). In this Specific Plan, the FAR does not include the area dedicated to parking for up to two levels above adjacent sidewalk grade.

Gateway: A principal or ceremonial point of entrance into a district or neighborhood.

Fine Grain: Refers to the scale, massing and articulation of buildings across the plan area. "Fine grain" is a term that describes the urban form of an area that includes smaller buildings, generally of a historic or traditional building method, and usually defined by smaller parcels. Buildings in a pattern of fine grain may work together to create a continuous frontage at the sidewalk level that defines the street wall. This pattern is noticeably different from more contemporary building of larger lots with buildings placed at the middle or rear of parcels and spaced widely apart from one another.

Gross Floor Area: The number of square feet of total floor area bounded by the inside face of the outside wall of a structure, measured at the floor line. Referred to as GFA. Chargeable Gross Floor Area normally means the net floor area after deducting any allowed exemptions as permitted in the Downtown District FAR provisions.

Height-to-Width Ratio: The proportion of spatial enclosure related to the physiology of the human eye. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value.

Human Scale: Used to describe the quality of a building that includes structural or architectural components of size and proportions that relate to the human form and/or that exhibits through its structural or architectural components the human functions contained within.

Lot Coverage: The percentage of total lot area occupied by structures, including primary structures, all accessory structures (e.g., carports, garages, patio covers, storage sheds, trash dumpster enclosures, etc.) and architectural features (e.g., chimneys, balconies, decks above the first floor, porches, stairs, etc.). Coverage is measured from exterior building wall to exterior building wall.

Massing: The three-dimensional bulk of a structure; height, width, and depth.

Mixed-Use: Mixed-use projects typically include residences or professional offices in the stories above ground floor retail and commercial uses. Generally, residential and office uses do not occur together in the same building because of significantly different construction methods required by the two use types. The amount of ground floor commercial space varies and depends on factors such as the real estate market, the project's location, and the ability and willingness of the project's developer.

Modulation: A stepping back or projecting forward of sections of a structure's façade within specified intervals of building width and depth, as a means of breaking up a structure's apparent bulk.

Open Space: Area free of building that, together with a well-designed system of thoroughfares, provides a public realm at all scales of urbanism, from the region to the block. To be environmentally effective, open space must be specialized in function and appropriate in location. Its types include parks, greens, squares, plazas, and playgrounds.

Parking Facility, Public or Commercial: Includes both day use and long-term public and commercial garages, parking lots and structures, except when accessory to a primary use. (All primary uses are considered to include any customer or public use off-street parking required by the Zoning Code.)

Pedestrian-Friendly: The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.

Pedestrian Orientation: Any physical structure or place with design qualities and elements that contribute to an active, inviting and pleasant place for pedestrians including:

1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk
2. A pleasing height-to-width ratio of building height to street width
See "height-to-width ratio"
3. Design amenities related to the street level such as awnings, paseos, and arcades
4. Visibility into buildings at the street level
5. A continuous sidewalk providing easy access
6. Continuity of building facades along the street with few interruptions in the progression of buildings and stores

7. Attractive signs oriented and scaled to the pedestrian rather than the motorist
8. Well-maintained landscaping
9. High- quality street furniture

Pedestrian-Oriented Use: A land use that is intended to encourage walk-in customers and that generally does not limit the number of customers by requiring appointments or otherwise excluding the general public. A pedestrian-oriented use provides spontaneous draw from the sidewalk and street due to visual interest, high customer turnover, and social interaction.

Principal Frontage: refers to the main, front façade of a building. It generally will be focused along the longer length of a block and may be a corner building, with a shorter “side” façade.

Public Realm: Property that is within the public right-of-way, or the land owned by a particular municipality and not by private land owners. In urban design, the public realm often refers to streets, sidewalks and parks. “Public Realm” also tends to reference the community’s collective spirit in sharing and ownership of itself.

Rhythm: Reference to the regular or harmonious recurrence of lines, shapes, forms or colors, incorporating the concept of repetition as a device to organize forms and spaces in architecture.

Scale: The spatial relationship among structures along a street or block front, including height, bulk and yard relationships. Proportional relationship of the size of parts to one another and the human figure.

Stoop: Individual or shared stairs leading to the main residential entry at individual units. Stoops generally occur between property line and building setback, and they provide a visual cue of the residential use of the building.

Storefront: The design and arrangement of the ground floor façade to have a traditional commercial appearance, scale and rhythm. Commercial storefronts generally have large plate-glass display windows. Below the display windows, and extending to the sidewalk, are bulkheads. Storefront entrances are often recessed and sometimes centered, they may have double doors, and doors and display windows generally have fixed transom windows above.

Story: A habitable level within a building of no more than 16 feet in height from finished floor to finished ceiling. Basements that emerge less than 3 feet high do not constitute a story.

Streetscape: The visual character of a street as determined by elements such as structures, furnishings, lighting (generally light poles and standards), landscaping and open space, and curb configurations. Streetscape also refers to the view as observed along a public street composed of natural and man-made components, including buildings, paving, planting and street furniture.

Street Wall: The enclosure and definition of the street and public realm

provided by the buildings fronting that street. A street wall does not exist in suburban physical environments where parcels are large and buildings are set back from the sidewalk.

Transparency: A street level development standard that defines a requirement for a clear or lightly tinted glass in terms of a percentage of the façade area between 2' and 8' above the adjacent sidewalk or walkway.

Urban Form: The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information.

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Downtown Vallejo Design Guidelines

Vallejo, California



April 22, 2005



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Vallejo, California



public draft

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NO TEXT

I. INTRODUCTION



The Empress Theater is one of Vallejo's most memorable historic buildings in Downtown. Design Guidelines ensure that new development and renovations will be attractive and appropriate to this significant context.

PURPOSE AND USE OF THE DESIGN GUIDELINES

The purpose of the Downtown Vallejo Specific Plan is to provide the guiding principles, vision, policies, and development standards necessary to establish the nature, character, and intensity of development within the downtown. The Design Guidelines help to implement the goals of the Specific Plan by providing detailed design direction for public realm improvements and private development.

The Guidelines are intended to assist City staff, the Planning Commission, and the City Council by describing how to design, select, and locate specific public improvements within the downtown. The Guidelines allow the City to evaluate private development by providing the design criteria needed to establish a project's consistency with the vision and goals of the Specific Plan.

The Guidelines also inform property owners, project applicants, architects and engineers as to what is needed for a successful project application. The guidelines provide direction for site planning, building design, sustainable development and the preservation or enhancement of historically significant structures.

Public and Private Realms

The public realm generally includes the public rights-of-way including sidewalks and streets, as well as the public open space system such as the paseos and Festival Green. The private realm is comprised of privately owned property, ranging from existing buildings to vacant land that will be developed by private developers. The distinction is important and the Design Guidelines treat each realm differently and are described in the following sections.

Public Realm Guidelines

Within the public realm, a consistent palette of custom designed elements and carefully selected “off-the-shelf” elements will be used to define different areas of the downtown while providing a coherent and unified sense of place. “Off-the-shelf” elements such as light fixtures, benches, and tree grates, have been selected by manufacturer. Other elements such as newspaper organizing racks, kiosks, and gateway features are intended to be custom-designed and are described through text, sketches, and graphic images. These sketches and text descriptions are not meant to be construction details or specifications but are intended to convey design intent. Details of the custom designed elements may change during the design development and engineering process. Custom designed and off-the-shelf elements alike should be selected to enhance the appearance and usability of the public realm and should be practical, durable, and easily maintained and replaced.

Organization of the Public Realm Guidelines

Chapter 2 of the Guidelines describes the public realm guidelines. It is divided into two parts. The first part, Street Types, describes the general design intent for each of the streets as well as the general design intent for the open space areas including the paseos and Festival Green. The second part of Chapter 2, Public Realm Design Elements, identifies the specific elements or features that are used throughout the downtown and are organized as a “kit-of-parts.”

Public Realm Built Over Time

It is recognized that the new downtown will not be built all at once. The details and elements of the Guidelines allow for this sequencing so that each new phase of improvements will be consistent with the previous and ultimately lead to the overall unification of the downtown public realm.

Private Realm Guidelines-Site and Building Design

To ensure that private projects in the downtown support the vision of the Specific Plan, the Site and Building Design section, Chapter 3 of the Guidelines, identifies principles and design direction that guides new construction, the renovation of existing buildings, and, the preservation of historic buildings. The Site and Building Design section of the Guidelines focuses on site planning and building design elements that create an attractive identity for Downtown, respect the existing historic building fabric of the downtown, increase the diversity of uses, and reinforce the public realm. This section also features principles of sustainability to ensure healthy and low environmental impact building design.

Downtown Vallejo has a tremendous resource in the diversity and history of many of its existing buildings. Yet, many existing buildings will require significant upgrading while new projects will need to carefully fit within the fabric of the existing downtown. The Design Guidelines for private property are, therefore, meant to be more flexible than the public realm guidelines and recognize that a variety of solutions may be appropriate. The Guidelines allow for flexibility and avoid being overly prescriptive with the goal of encouraging the most creative solutions. To that end, when the word “should” appears in the Guidelines, it identifies a goal, action, or design intent that is considered important for design approval but that may be satisfied by other creative solutions.

Historic Preservation

In order to maintain the integrity of the Downtown, historic preservation principles and standards have been included at the end of Chapter 3 of these Guidelines. There is a distinction between historic buildings listed as City Landmarks and those identified as potentially eligible for the National Register of Historic Places. Whereas interior and exterior changes to listed City Landmarks must comply with Federal Standards and Guidelines administered by the City’s Architectural Heritage Commission, other historic buildings may use more flexible Main Street Guidelines or optionally use the Secretary’s Standards if rehabilitation tax credits will be pursued.

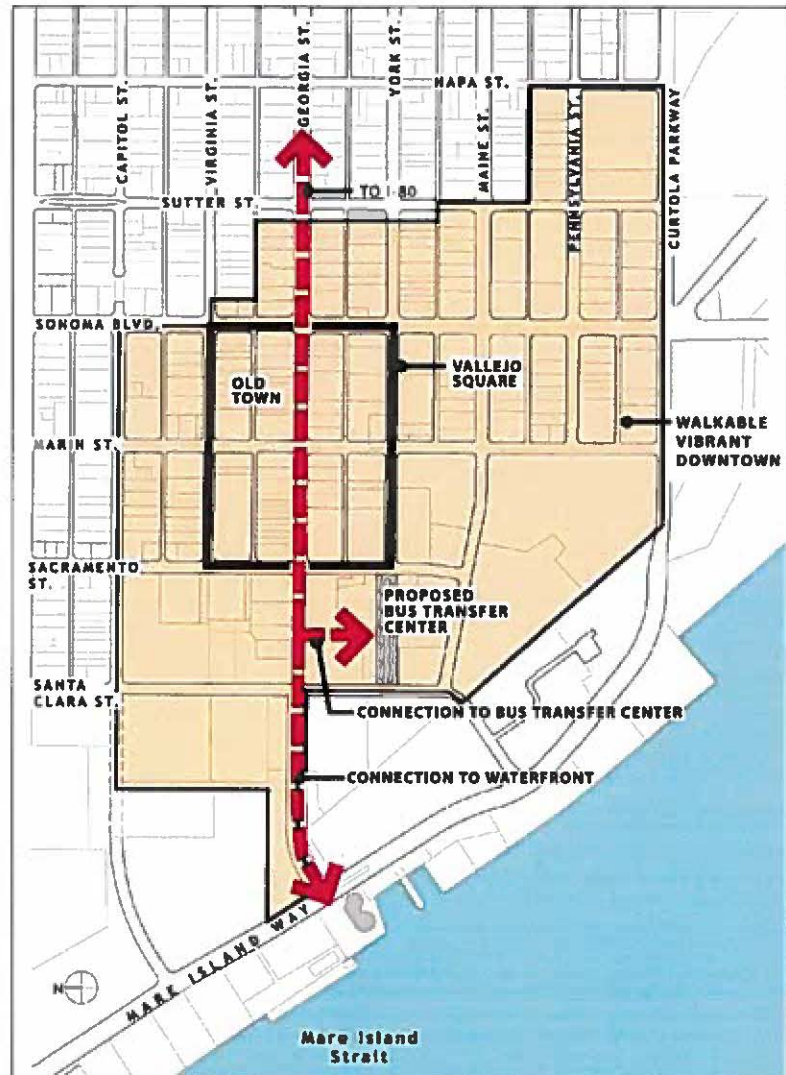


Figure 1.1 Design Intent for the Enhanced Public Realm

PUBLIC REALM DESIGN OBJECTIVES

Public Realm Design Objectives

To achieve the goals and vision for downtown Vallejo, the Design Guidelines reinforce the four main objectives of the Public Realm as set out in the Specific Plan. These goals include the creation of:

- A walkable, safe, and vibrant downtown;*
- Vallejo Square, as the identifiable center of downtown's historic "Old Town;"*
- Connections to transit;*
- Connections to the ferry terminal and the waterfront, a significant open space amenity.*



Figure 1.2 - Public Realm Diagram

Public Realm Design Elements

To achieve the objectives outlined in the Specific Plan, specific public realm design elements are recommended as shown on Figure 1.2 and as described below:

- **Streetscape Improvements.** The main landscape elements include new sidewalks, intersection bulb-outs, and mid block crossings. These elements help create a beautiful, enjoyable, safe, and pedestrian-oriented environment. Traditional materials are proposed, such as brick, but are used in an up-to-date way so that the past and future can work together.
- **Gateways.** Several locations for gateways are identified in the Specific Plan. The Guidelines describe a hierarchy of design approaches that will emphasize the primary and secondary entries and markers into the downtown. The gateways design approach recognizes that the downtown is experienced by pedestrians and by those arriving by boat, bus and car.
- **Festival Green and the Paseos.** These are the two primary open space amenities that are addressed in the Guidelines. They provide important connections for pedestrian circulation as well as providing enjoyable, passive recreational use.

The Public Realm also includes a comprehensive downtown lighting strategy. Special lights for Vallejo Square, the paseos, and pedestrian-scaled lights for the entire downtown area are described.

The Specific Plan includes a comprehensive street tree program and this should be consulted for the hierarchy and location of street trees for the downtown.

PRIVATE REALM DESIGN OBJECTIVES

Private Realm Design Objectives

The Site and Building Design Guidelines will assist new private development projects in supporting the goals and vision for downtown Vallejo expressed in the Downtown Vallejo Specific Plan. They also respect many of the design concepts represented in the Vallejo Main Street Design Guidelines prepared in 2002 by community stakeholders. The Guidelines outline design principles and concepts that support the vision by encouraging designs that:

Reinforce the existing urban form;

Enhance the pedestrian environment;

Respect the downtown historic context;

Emphasize “around-the-clock” habitation;

Incorporate sustainable design techniques.

Private Realm Design Elements

Because the private realm will have more flexibility than the public realm, design elements will not be specified, but rather an intent will be presented to create and build upon the character of the Downtown. This will be discussed in Chapter 3 of these Guidelines.

DESIGN REVIEW

In order to ensure that development projects are consistent with the spirit and intent of the Specific Plan and Design Guidelines, a Design Review process is established by the Specific Plan. The City of Vallejo Planning Division, in coordination with other City departments/divisions and other agencies, is responsible for administering the Design Review process and reviewing proposed projects. Depending on the type of project, approval authority is assigned to the Planning Commission, Architectural Heritage and Landmarks Commission, Design Review Board, and/or Planning Manager. Refer to the Specific Plan for further description of the process.

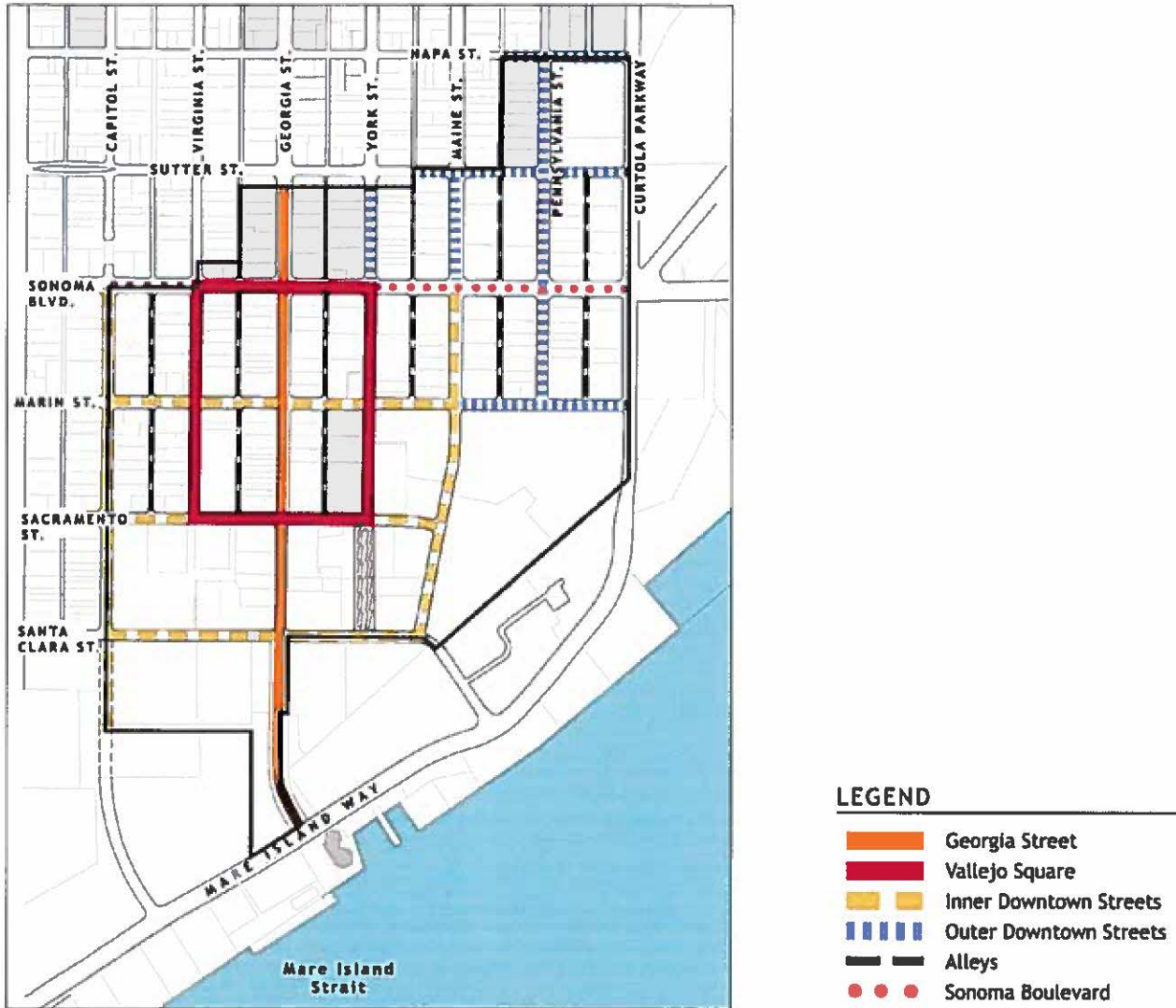


Figure 2.1 Street Types

INTRODUCTION

The purpose of designing the public realm is to ensure the design of a pedestrian-friendly street environment, rather than an automobile-oriented street environment. Whereas the Specific Plan Circulation Section focuses on the design of the travel way, this section identifies how to create human scale, safe and comfortable streets that encourages walking and promotes business activity. A well designed streetscape fosters a sense of community pride, supports neighborhood ownership and responsibility for care and maintenance, and enhances the economic value of adjoining properties.

STREET TYPES

To enhance the downtown street environment, six street types are identified below. These street types differ slightly from the Specific Plan street typology in order to identify a hierarchy of design improvements for each type of street. Each street type offers a unique, context sensitive contribution to the attractiveness of downtown.

1. Georgia Street
2. Vallejo Square Streets
3. Inner Downtown Streets
4. Outer Downtown Streets
5. Alleys
6. Sonoma Boulevard

2. PUBLIC REALM

GENERAL DESIGN GUIDELINES

The following guidelines apply to all of the street types in the downtown:

1. Emphasize the pedestrian orientation of downtown streets.
2. Include tree-lined edges on both sides of the street.
3. Incorporate traffic-calming elements.
4. At streets with angled parking: angled parking planting islands should be placed at a minimum of 4 parking spaces apart and a maximum of 6 spaces.
5. At streets with parallel parking, with the exception of Sonoma Boulevard: smaller parking islands should be placed at a minimum of one parking space apart and a maximum of three spaces.
6. Backflow devices for new buildings should be located within the building envelope or in vaults below ground. Devices for existing buildings should be located in vaults below grade or other locations not visible to public view, subject to City approval.
7. All site furnishings should be of durable materials that exceed normal standards.
8. All flatwork, such as brick and sidewalk concrete, should exceed normal quality standards.



Public Realm at Vallejo Square



Figure 2.2 Georgia Street

Georgia Street

Historically, Georgia Street is the retail destination of Downtown Vallejo. Georgia Street serves as an entry to the downtown, as well as the primary access to the waterfront. The Guidelines below build upon the success of recent improvements to segments of Georgia Street that include narrowing the street and adding enhanced pavement. The objective of the Guidelines is to ensure that the entire length of Georgia Street through Downtown is a unified, high quality, pedestrian-friendly streetscape environment.

GUIDELINES

Block from Sutter St. to Sonoma Blvd.:

1. New street improvements should match existing Georgia Street improvements [between Sonoma Boulevard and Sacramento Street], except that corner bulb-outs should not protrude onto Sonoma Boulevard.
2. Work should reflect an attention to high quality

Block from Sacramento St. to Santa Clara St.:

3. New street improvements should match renovated Georgia Street improvements [between Sonoma Boulevard and Sacramento Street]. See Circulation and Parking Chapter of the Specific Plan for right-of-way modification.



Vallejo Square Streets

Vallejo Square offers a new identity to the historic core of Downtown Vallejo. The streetscape establishes a walkable path that is rich in pedestrian amenities along the perimeter of the heart of downtown. The vision for Vallejo Square is to activate pedestrian life as well as provide connections and linkages to the rest of the Downtown.

GUIDELINES

1. Incorporate intersection bulb-outs
2. Introduce high quality flatwork that includes special paving that features brick fields, brick bands, colored concrete and concrete paving
3. Include low seat walls at intersections.
4. Identity medallions should be placed in pavement at each corner of Vallejo Square. *
5. Integrate special light standards – pedestrian lights should be 14 feet minimum along streets, and taller intersection lights at block corners
6. Incorporate mid-block crossings. *
7. Incorporate ladder-style crosswalk markings, except where noted otherwise. *See Figure 1.2.*
8. Include planting islands and tree grates along street.

**Refer to Public Realm Design Elements section of this document for further description.*



Figure 2.4 Inner Downtown Streets

Inner Downtown Streets

The objective of the design of the Inner Downtown streets is to enhance the livability of the downtown and support walkable connections to Georgia Street and Vallejo Square. New development along Inner Downtown streets can create active ground floor building frontages and spatial definition to these streets, the key to a vibrant urban character for the downtown. By offering multiple walkable connections to Vallejo Square and Georgia Street, the grid of downtown streets can enhance access and provide contrast to the unique identity of the heart of downtown.

GUIDELINES

1. Incorporate intersection bulb-outs.
2. Introduce high quality concrete paving along all sidewalks and bulb-outs.
3. Incorporate hedge form at intersections similar in size as the seat walls along Vallejo Square corner bulb-outs.*
4. Incorporate mid-block crossings. *
5. Crosswalk markings should be City standard configuration.
6. Include planting islands and tree grates along street.

*Refer to Public Realm Design Elements of this document for further description.

LEGEND

Outer Downtown Streets

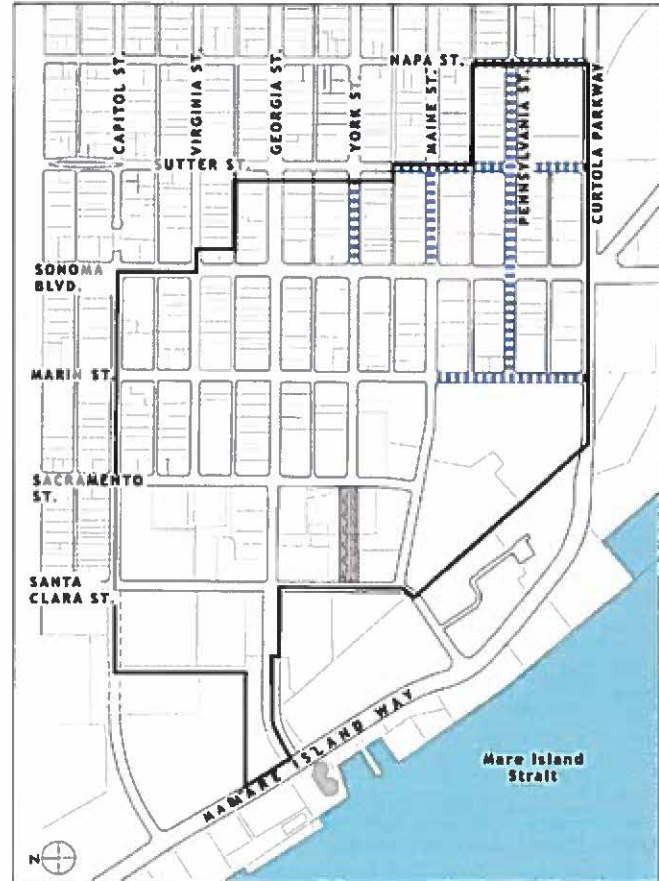


Figure 2.5 Outer Downtown Streets

Outer Downtown Streets

The design of the Outer Downtown streets offers an opportunity to increase the attractiveness, livability and vibrancy of the downtown. Encouraging people to walk to downtown destinations starts with creating a safe, comfortable and interesting walking environment for people who already live downtown. The design of the Outer Downtown streets needs to offer a sense of privacy and peacefulness that is near, yet slightly removed from the intensity of downtown activity. This is the key quality to attractive Outer Downtown streets, close proximity and walkable access to all of the choices of downtown life, yet slightly removed by quiet, tree-shaded and landscaped streets.

GUIDELINES

1. Narrow sidewalks to 8 foot widths, a contrast from other downtown streets.
2. Incorporate intersection bulb-outs.
3. Introduce high quality concrete paving along all sidewalks and bulb-outs.
4. Incorporate hedge form at intersections similar in size as the seat walls along Vallejo Square corner bulb-outs.*
5. Include planting islands along street.
6. Tree grates should be provided to meet ADA requirements due to narrower sidewalks.
7. Incorporate standard crosswalk markings
8. Include City standard light fixtures along sidewalk.

*Refer to Public Realm Design Elements of this document for further description.



Figure 2.6 Sonoma Boulevard

Sonoma Boulevard

Sonoma Boulevard is a State highway and therefore has limitations. Improvements along the pedestrian realm should be incorporated as long as they don't conflict with Caltrans intentions for this particular stretch of Sonoma Boulevard. There is a portion of Sonoma Boulevard where the Vallejo Square concept overlaps it. The uniqueness of this street separates it into two different design approaches. The segment overlapped by Vallejo Square will follow those respective guidelines while the rest of Sonoma will follow the Inner Downtown street's guidelines.

GUIDELINES

Refer to Vallejo Square and Inner Downtown sections of this chapter. *

*Dimensions of traffic travel and sidewalk widths should remain as existing.

LEGEND

— — — Alleys

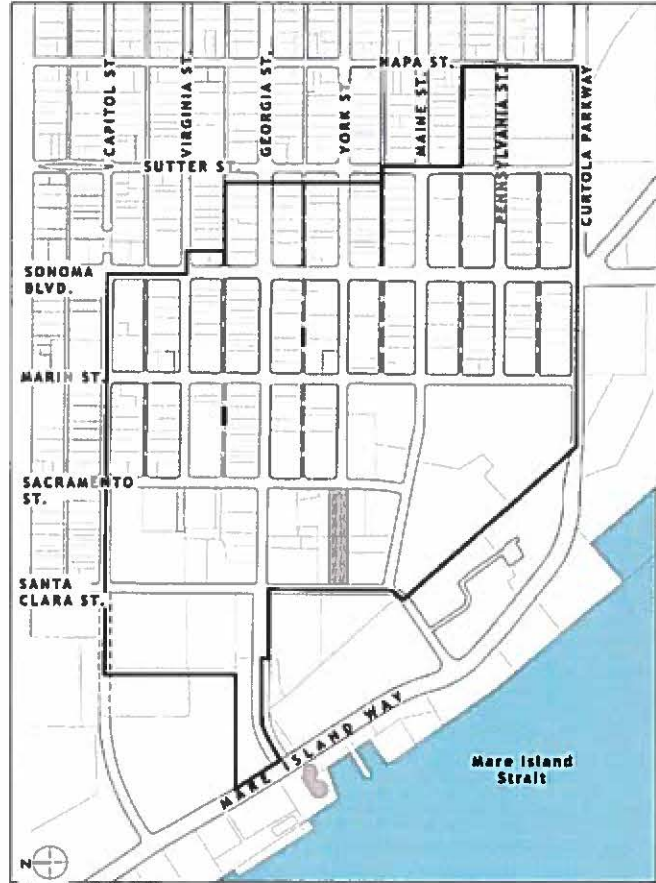


Figure 2.7 Alleys

Alleys

Downtown alleys offer a unique opportunity to create interesting, active and usable urban spaces within the downtown. Although alleys are primarily used for service access to downtown buildings, downtown alleys can be designed to offer attractive, alternative walkable routes to downtown destinations. Alleys can also accommodate a variety of retail and social activities, when designed as safe and pedestrian-oriented places. Lighting, paving, signage, art and “greening” through landscape design are all possible elements that can bring alleys to life.

GUIDELINES

1. Alleys should be used for service access to minimize traffic impacts on adjacent commercial streets.*

*Refer to Chapter 3. Site & Building Design for cross reference with development along alleys.

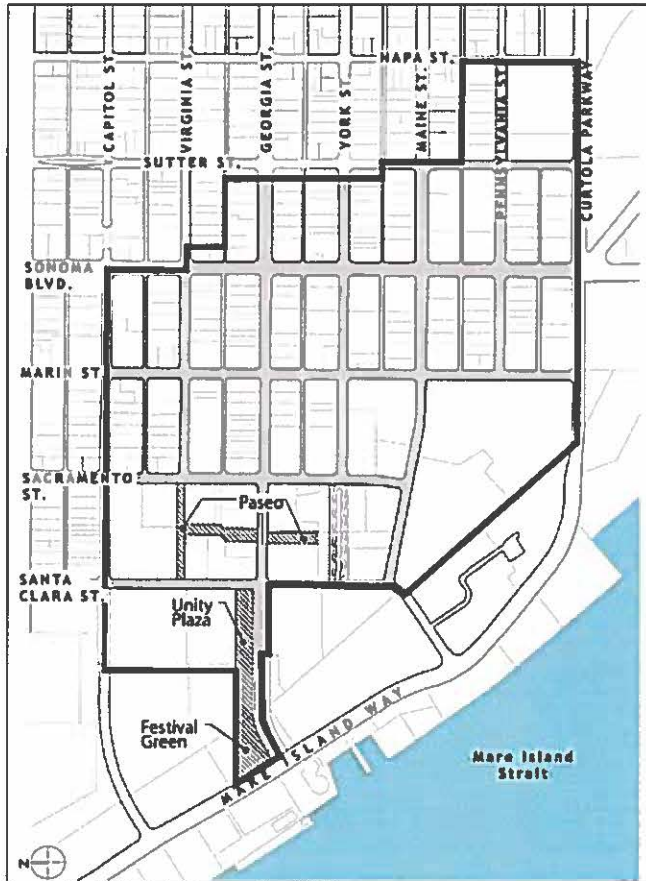


Figure 2.8 Open Space Areas

LEGEND

 Open Space

OPEN SPACE AND LANDSCAPE

CONNECTIVE OPEN SPACES

Downtown Vallejo's open space network consists of public spaces such as Festival Green, Unity Plaza and the paseos. As the defining elements of the public realm of Downtown Vallejo, the open space network funnels down to Georgia Street, connecting the city to the waterfront. The entire open space network culminates in broad vistas across Mare Island Strait.

To realize the potential for Downtown Vallejo's open spaces to diversify and elevate the visitor experience, the Design Guidelines focus on the design of "connective open spaces." Connective open space design considers both the experience of traveling through the downtown -- whether by foot, bike or car -- and on the quality of public space as a unique place itself.

For example, the Festival Green, Unity Plaza, and the paseos are the main downtown community gathering spaces, yet they also serve as the connection between the downtown and the waterfront. The downtown street and alley network are also connective open spaces. Commonly considered only space for travel, the Design Guidelines recognize their contribution to enriching the experiential quality of downtown by enhancing the street through streetscape improvements, street trees, furnishings and lighting.



Figure 2.10 Paseos

Public Paseos

Paseos provide pedestrian access that connects the downtown to the transit station, to Georgia Street and Santa Clara Street, and encourages the connection to the waterfront. Paseos function best when visible, accessible, safe and not hidden from view behind buildings. A comfortable paseo offers sunlight during the winter, and shade during the summer. They contribute to the downtown open space network by providing linear pedestrian-oriented open spaces. Paseos are attractive gathering places, separate from noise and safety concerns of vehicular movement.

GUIDELINES

1. Encourage new development to face onto paseos or provide new paseos where appropriate. *
2. Provide adequate lighting for night safety and "sky space" for natural sunlight during the daytime.
3. Incorporate entrances to buildings from paseos where appropriate.
4. Orient windows and openings towards paseos.
5. Locating above-ground utility boxes in paseos should be prohibited.
6. Upgrade paseos with rich permeable pavements, safety lighting, comfortable seating, accent and color plantings, trellis forms, public entries and enhanced fountains.

*Refer to Program 5.2.c of the Specific Plan for additional information on paseo connecting to Santa Clara Street.

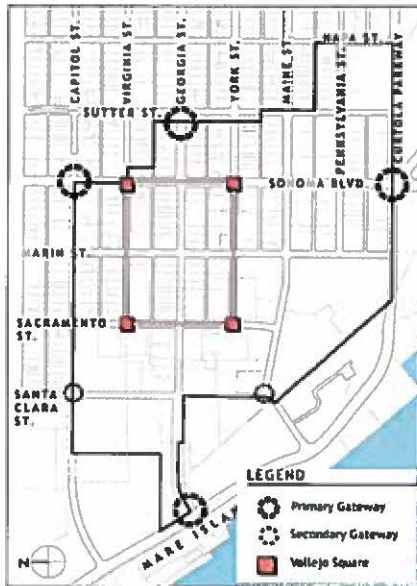


Figure 2.11 Gateways

PLACE MAKING & PLACE MARKING

Place-making and place-marking are two strategies to create memorable places, they are the key to orienting visitors and residents to where they are and where they plan to go, by creating a simple “mental map” of the downtown. The following are ways that this can be achieved.

Gateways and Markers

Gateways identify the entry, exit, and transition from one place to another. There are four primary gateways into downtown, two on Georgia Street and two on Sonoma Boulevard. The primary gateways should be more pronounced (size, lighting, color, materials, etc) than the secondary gateways. Secondary gateways can be created through creative building design with elements such as a tower, a unique building form, or a water feature incorporated onto the facade.

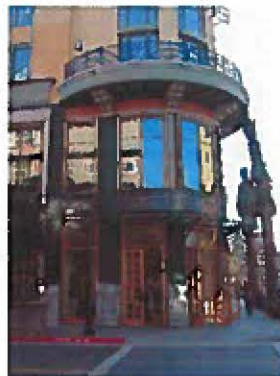
Markers are permanent features in the urban landscape that are recognizable and memorable. Markers can be significant structures and buildings, but can also take the form of a stamp on the pavement or an elaborate plaque adjacent to a historic site. The use of local artists is strongly encouraged to take part in designing and installing of gateways and markers.

GUIDELINES

1. Creatively utilize building corners, colors, textured pavement, water (if appropriate), special lighting, intensive landscaping, and custom furnishings to mark gateways.
2. Gateways and markers should be well designed and crafted of durable, high quality materials.
3. Place markers in key locations with unique contextual significance.
5. Incorporate subtle markers such as small plaques or pavement medallions to act as “guides” along Vallejo Square.



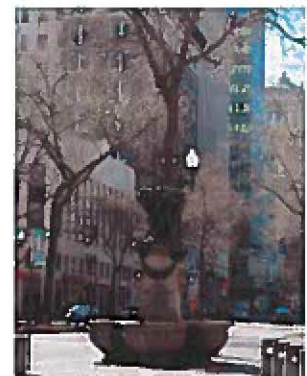
Historical Approach



Building Corner



Water Feature



Monument Feature

Examples of approaches that may be taken at Gateways.

LIGHTING

Lighting is the sparkle of life of a downtown. It brings safety, human scale, visual interest and identity. The design and layout of lighting can bring visual coherence to the downtown, as well as highlight and feature unique places.

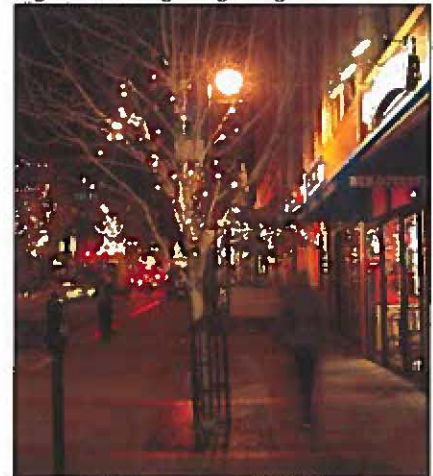
GUIDELINES

1. Provide the necessary illumination to create a comfortable and safe pedestrian environment.
2. Unique and distinctive street lights should be used along Vallejo Square. *
3. All other streets should use City standard: single-head Acorn lights along street and double-head Acorn lights at corners.
4. Incorporate outdoor lighting with white metal halide lamps.
5. Pedestrian light fixtures along sidewalks of Vallejo Square should be a minimum of 14 feet in height (measurement should be taken to bottom of lamp chamber)
6. Intersection light fixtures at Vallejo Square should replace existing Cobra style lights and should meet City's requirement for height.
7. Vallejo Square intersection lights should provide hardware for banners.
8. Additional illumination should be provided by year-round accent lights at trees that would supplement photometric requirements at Vallejo Square.
9. Paseo lights should provide hardware for hanging flowering baskets.
10. Explore alternative energy sources for lighting in the downtown, such as solar panels.

*Refer to Public Realm Design Elements of this document for light standard.



Figure 2.12 Lighting Diagram



Accent lights at trees on Vallejo Square

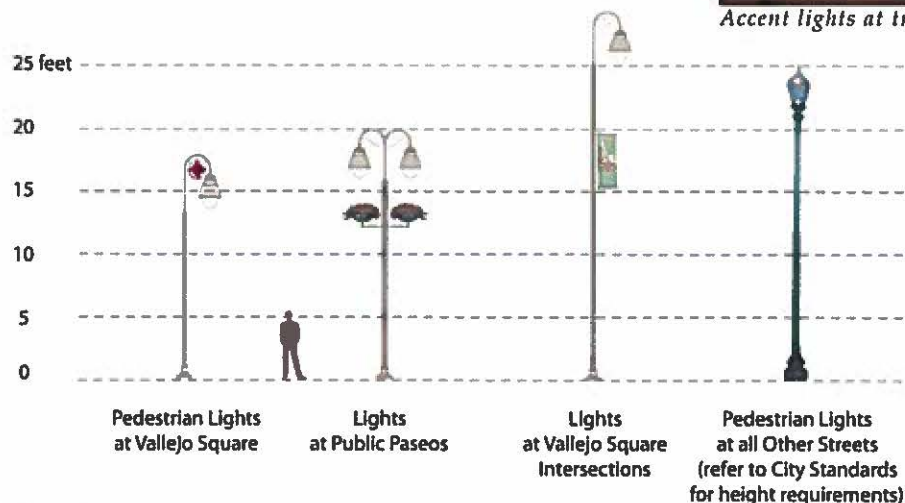


Figure 2.13 Lighting Diagram

NO TEXT

PUBLIC REALM DESIGN ELEMENTS

This section of the Design Guidelines will deal with specific descriptions and design intentions for the public realm in the Downtown. In order to provide and retain a higher quality of design, it is important to be prescriptive in how most of the pieces of the Downtown will be designed and what type of site furniture will be incorporated. The following section will describe typical conditions and improvements in the downtown as well as suggested quantities of site furniture where appropriate. For this purpose, a new type of subsection, Design Criteria, will be introduced to further explain details with information such as dimensions, materials, and colors.

The following are the elements that are described in the following section: *

Bulb-out (Vallejo Square)

Bulb-out (all other streets)

Enhanced Mid-block Crossing

Standard Mid-block Crossing

Tree Islands

Angled Tree Islands

Tree Grates

Light Standard

Benches

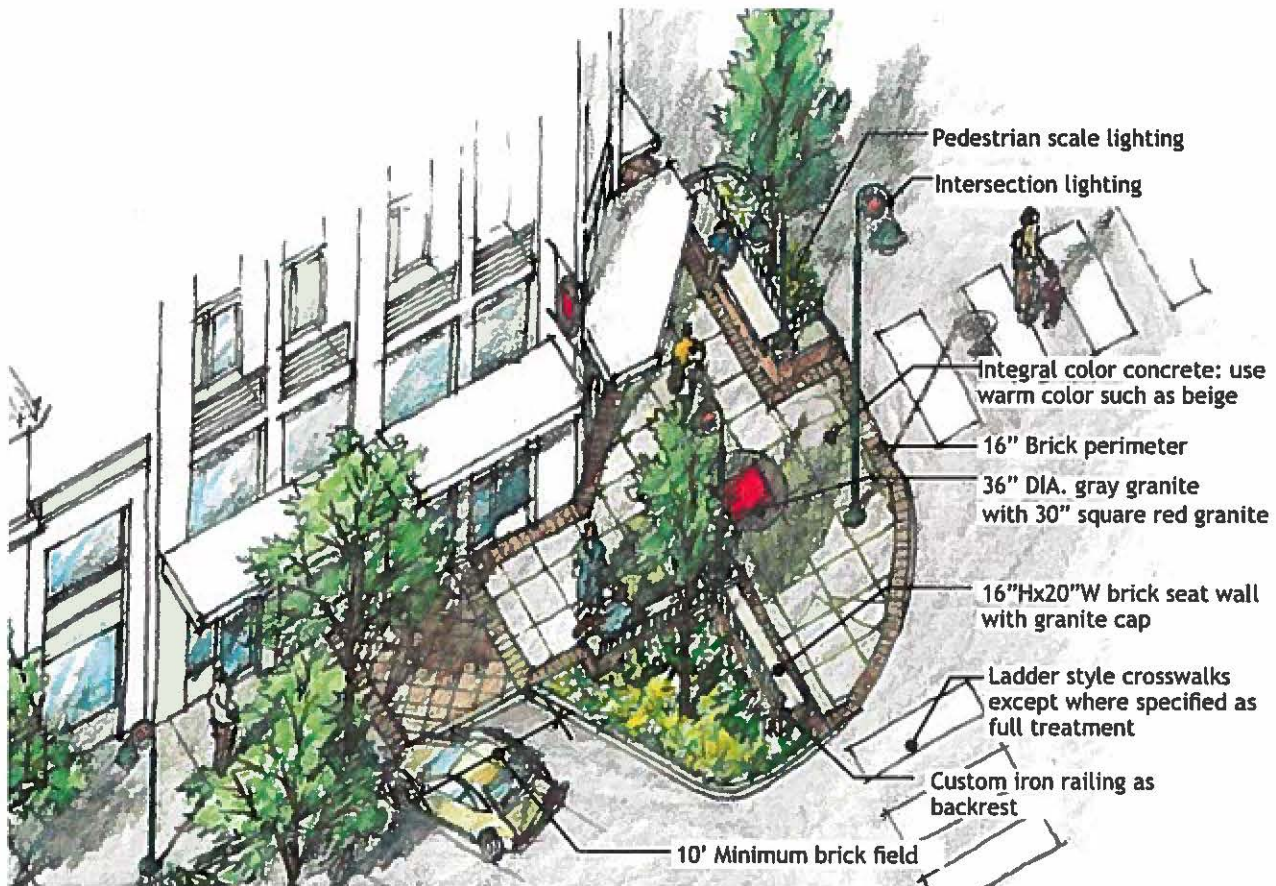
Trash, Urn, and Recycling Receptacles

Bicycle Racks

Newspaper Racks

Kiosks

**Refer to Streetscape Improvements Diagram Figure 1.2*



Bulb-outs at Vallejo Square intersections

BULB-OUT (AT VALLEJO SQUARE)

As a traffic calming measure, bulb-outs help slow traffic down, decrease the visual width of streets, and shorten the length of cross-walks for pedestrians. Appropriate lighting and added amenities such as planting and seating opportunities help to enhance the space as a potential place for social encounters.

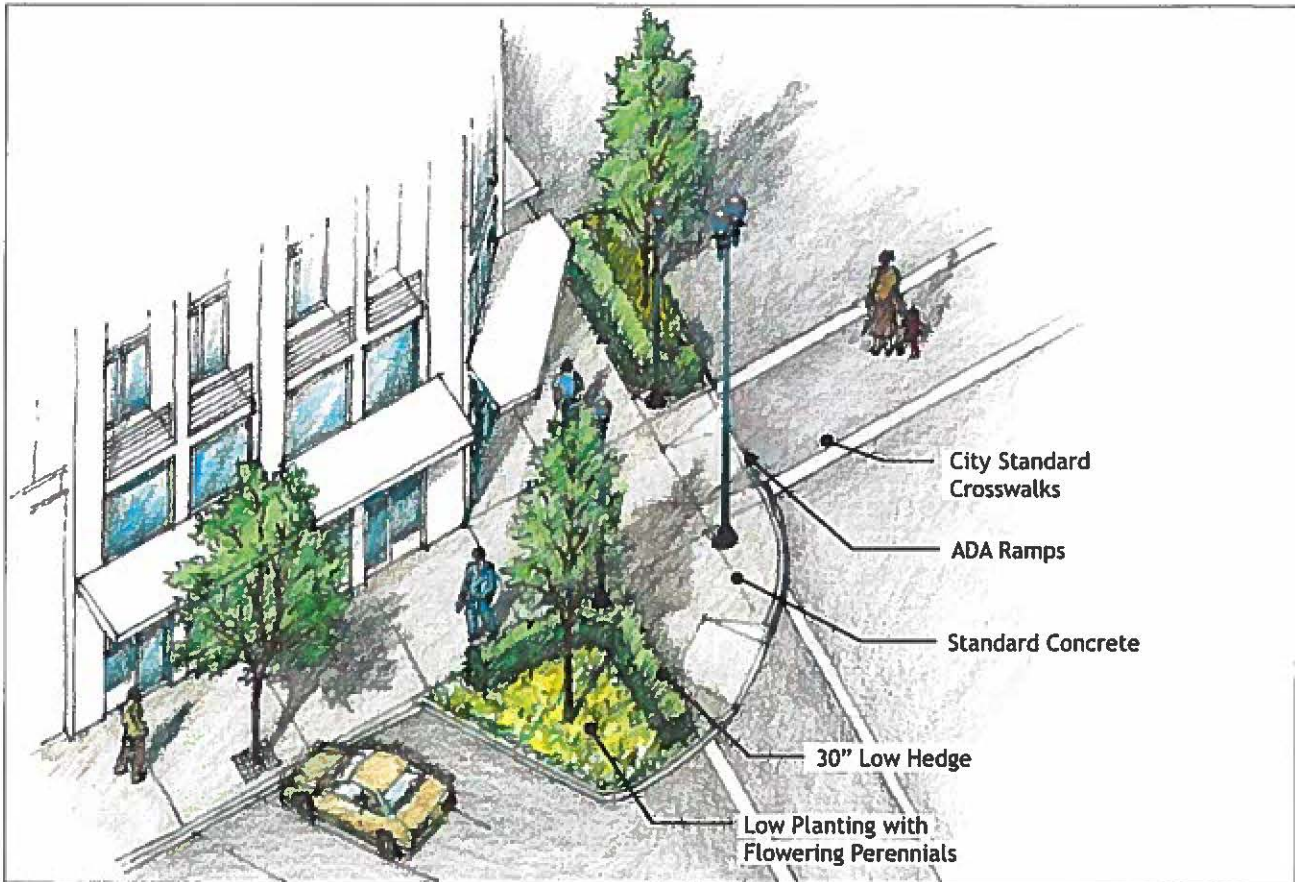
Location: At all intersections along Vallejo Square including Virginia Street, Sacramento Street, York Street, and Sonoma Boulevard.*

DESIGN CRITERIA

1. **Material:** Standard concrete curb, brick wall w/ gray granite cap, custom iron railing as backrests, brick border around edge of bulb-out, integral or stamped concrete field, and 10' minimum brick fields at bulb-out entry. Permeable paving should be explored as an alternative to commonly used paving materials.
2. Incorporate Vallejo Square granite medallion at each corner of intersection at the extreme corners of Vallejo Square.
3. Provide ADA-compliant wheelchair ramps or depressed curbs
4. Provide intersection lights.**
5. Provide electrical for seasonal/special event lighting at initial installation.**
6. Maintain low colorful planting such as Day lilies, Dietes, etc

* Special consideration shall be applied to Sonoma Boulevard where bulb-outs will not encroach into Sonoma Boulevard.

**Refer to Lighting Diagrams pg. 2.13, for appropriate street light descriptions



Non-Vallejo Square bulb-out

BULB-OUT (AT ALL OTHER STREETS)

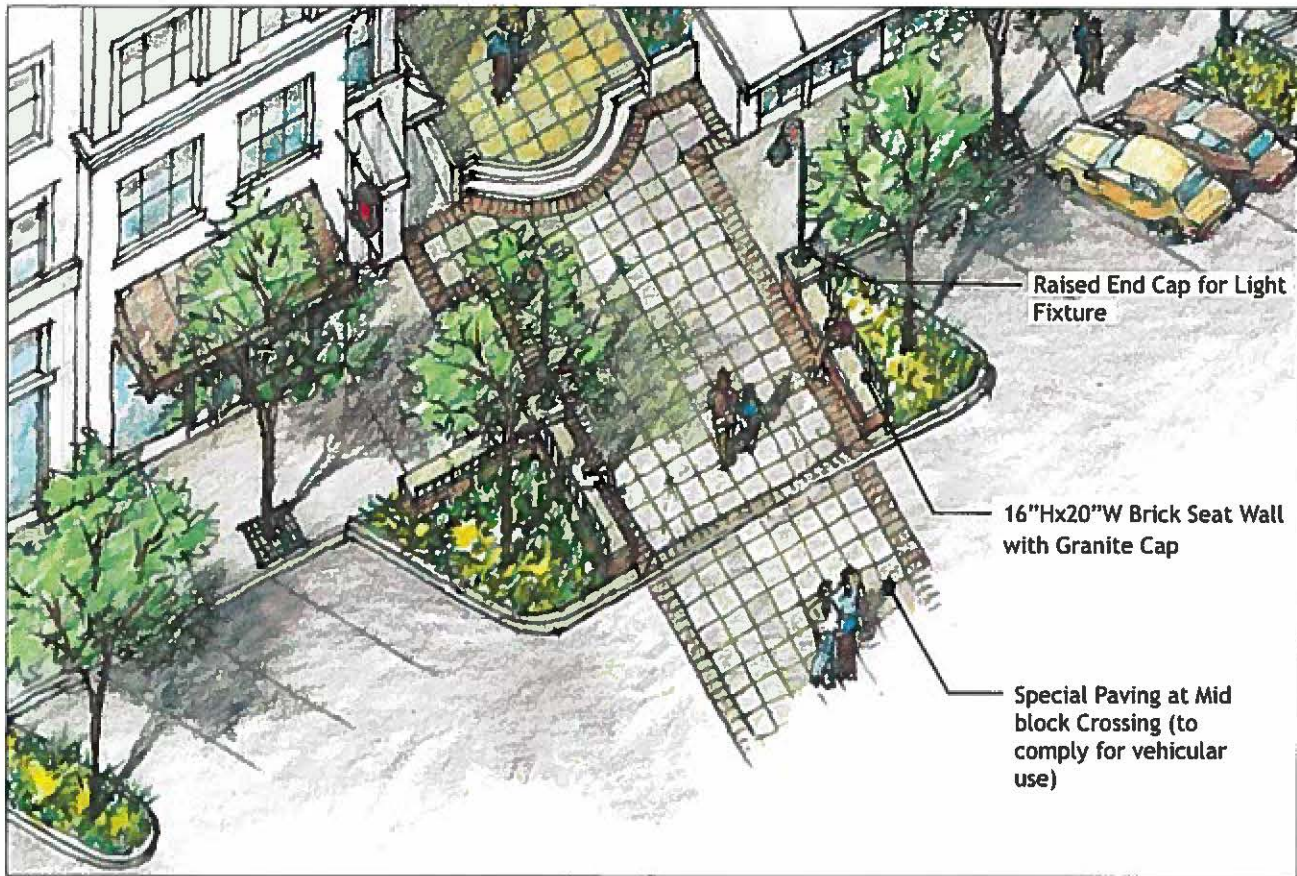
Location: All corners other than Vallejo Square. *

DESIGN CRITERIA

1. **Material:** Standard concrete curb and gray concrete field.
2. **Dimensions:** Vary
3. Provide ADA-compliant wheelchair ramps or depressed curbs
4. Provide City standard lights at intersections.**
5. Provide electrical for seasonal/special event lighting at initial installation. **
6. Create hedge to imitate the form of seat wall that occurs at Vallejo Square bulb-outs.
7. Maintain low colorful planting such as Day lilies, Dietes, etc

* Special consideration shall be applied to Sonoma Boulevard where bulb-outs will not encroach into Sonoma Boulevard.

**Refer to Lighting Diagrams pg. 2.13, for appropriate street light descriptions



Enhanced Mid block Crossing

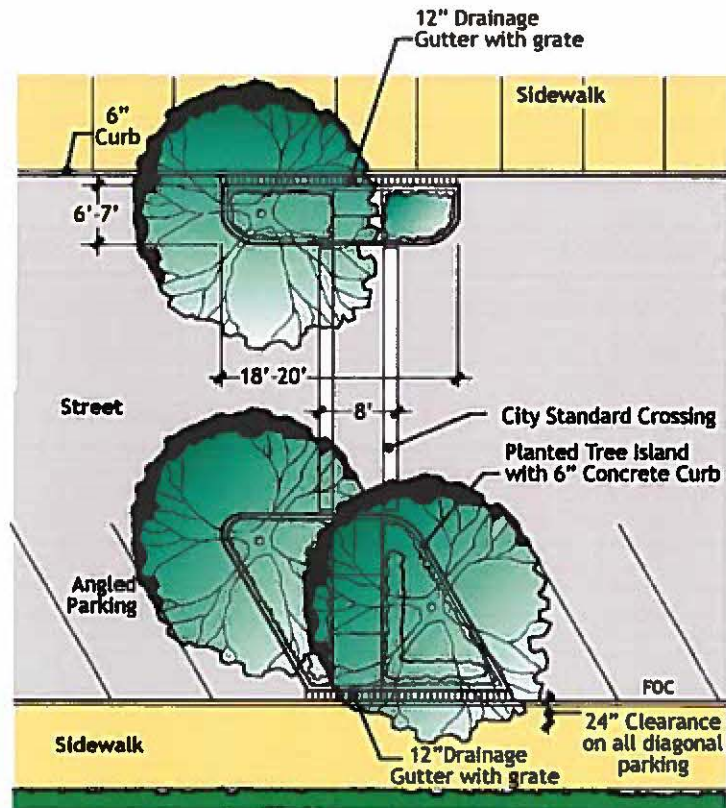
ENHANCED MID-BLOCK CROSSING

Mid-block crossings are important in a vibrant downtown to encourage traffic-calming and allow the variety of pedestrian routes. The Mid-block crossings provide visibility of the pedestrian to the motorist while giving a choice of travel that allows the pedestrian to enjoy the versatility of a downtown. These crossings should be clearly indicated for safety.

Location: Virginia Street between Marin and Sacramento Streets, Georgia Street between Sacramento and Santa Clara Streets, and Sacramento on the intersections of Virginian and York Streets. (Refer to Streetscape Improvements Diagram Figure 1.2)

DESIGN CRITERIA

1. **Materials:** Stamped colored asphalt
2. **Dimensions:** Pedestrian travel should be minimum of 10' wide.
3. Provide in-pavement lighting on both sides of crosswalk.
4. Provide ADA-compliant wheelchair ramps or depressed curbs.
5. Provide automatic deep irrigation system at initial installation.
6. Provide adequate planting area for sufficient drainage.
7. Use root barriers to avoid lifting pavements.
8. Provide electrical for seasonal/special event lighting at initial installation.
9. Maintain low planting at corners for maximum pedestrian visibility.



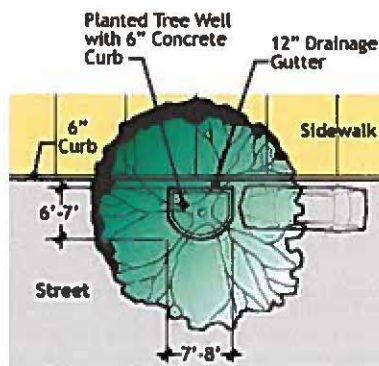
Standard Mid-block Crossing

STANDARD MID-BLOCK CROSSING

Location: Refer to Streetscape Improvements Diagram *Figure 1.2*

DESIGN CRITERIA

1. **Materials:** Standard concrete curb with a crosswalk per City standards
2. **Dimensions:** Pedestrian travel should be minimum of 8' wide.
3. Provide in-pavement lighting on both sides of crosswalk where appropriate.
4. Provide ADA-compliant wheelchair ramps or depressed curbs.
5. Provide automatic deep irrigation system at initial installation.
6. Provide adequate planting area for sufficient drainage.
7. Use root barriers to avoid lifting pavements.
8. Provide electrical for seasonal/special event lighting at initial installation.
9. Maintain low planting at corners for maximum pedestrian visibility.



Parallel Parking Tree Islands

TREE ISLANDS

Tree islands at strategic places along the street will aid in slowing traffic when parked autos aren't present by visually and physically "narrowing" the width of streets. Tree islands help break up long linear lengths of parking and create visual separation between buildings and street.

Location: At all streets with parallel parking with the exception of Sonoma Boulevard and Georgia Street.

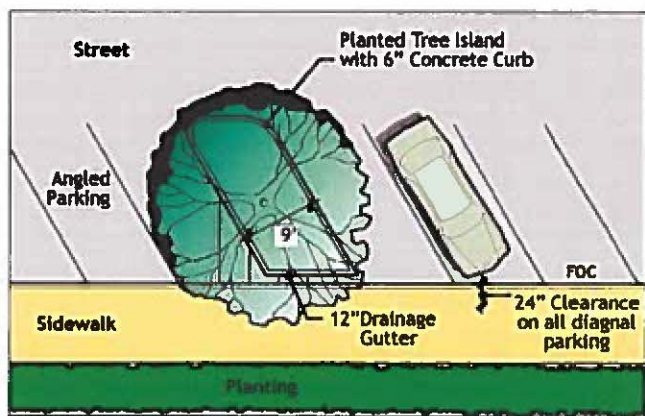
DESIGN CRITERIA

1. **Material:** Standard concrete curb.
2. **Dimensions:** Width 6'-7' (Width of parallel parking stall minus gutter)
Length 7'-8' (Avoids cars hitting tree and provides ample room for roots)
3. Provide automatic deep irrigation system at initial installation.
4. Provide system for trees if soil does not adequately drain.
5. Use root barriers to avoid lifting pavements.
6. Provide electrical for seasonal/special event lighting at initial installation.
7. Provide colorful planting such as Day lilies, Dietes, etc. with 36" or 48" box trees with a minimum 14' vertical clearance. *

*Refer to Specific Plan for tree species according to streets.



Angled Parking Tree Islands



ANGLED TREE ISLANDS

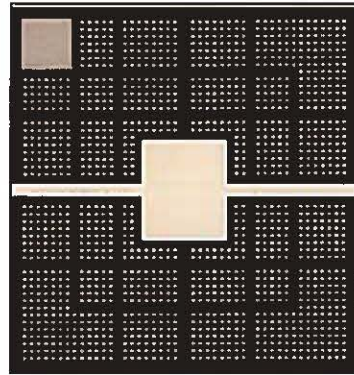
Location: At all streets with angled parking.

DESIGN CRITERIA

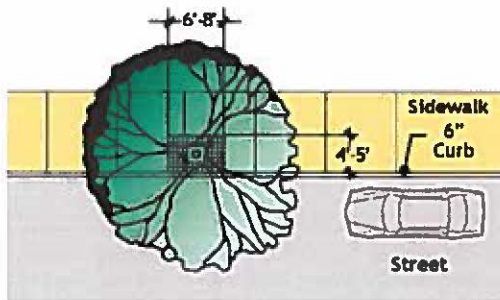
1. **Material:** Standard concrete curb.
2. **Dimensions:** Varies
3. Width 9' (Width of angled parking stall) *
4. Length 18' (Length of stall minus gutter)*
5. Provide automatic deep irrigation system at initial installation.
6. Provide system for trees if soil does not adequately drain.
7. Use root barriers to avoid lifting pavements.
8. Provide electrical for seasonal/special event lighting at initial installation.
9. Provide colorful planting such as Day lilies, Dietes, etc. with 36" or 48" box trees with a minimum 14' vertical clearance. **

**Measured from face of curb; where mid block crossings are provided, islands may be reduced to 8' width.*

***Refer to Specific Plan for tree species according to streets.*



Market Model Tree Grate



Tree Grate



TREE GRATES

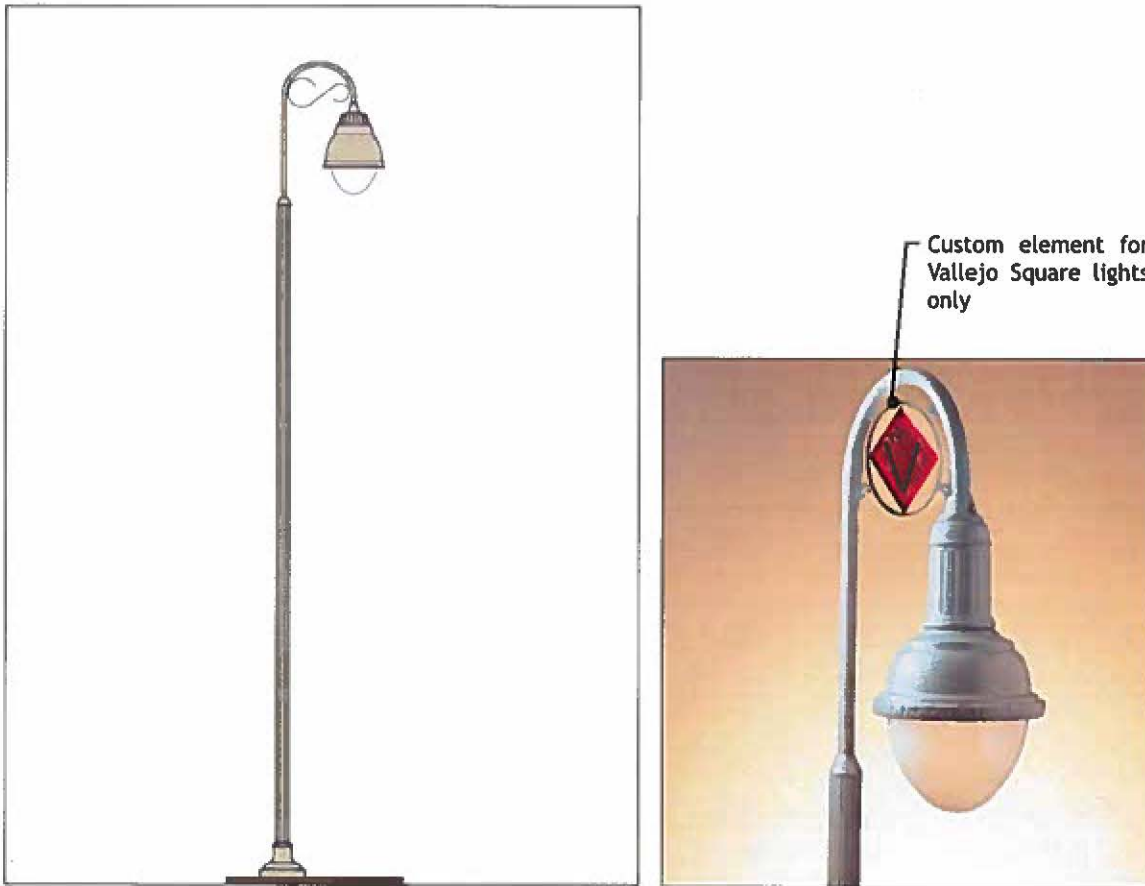
Tree grates allow for more usable space for items such as tables and chairs as well as provide added design quality to the sidewalk.

Location: Along all streets except along Residential Transition Streets (see Diagram 2.1)

DESIGN CRITERIA

1. **Material:** Cast iron ADA approved grate.
2. **Dimensions:** 4'-5' wide x 6'-8' long depending on tree species. (Varies)
3. Provide automatic deep irrigation system at initial installation.
4. Provide system for trees if soil does not adequately drain.
5. Use City approved root barriers to avoid lifting pavements.
6. Provide electrical for seasonal/special event lighting at initial installation.
7. At installation provide trees with a 14' minimum vertical clearance.**

***Refer to Specific Plan for tree species according to streets.*



Light Standard for Vallejo Square

LIGHT STANDARDS AT VALLEJO SQUARE AND PASEOS

Vallejo Square will utilize a distinctive street light fixture that will serve to lend character, warmth and pedestrian scale to this special corridor. The Paseos will use a similar fixture, but will incorporate a double head and will not include a custom detail within the arm portion.

Location: Vallejo Square and Paseos. See Lighting Diagrams Fig. 2.12 & 2.13 for height distribution and configuration

DESIGN CRITERIA

1. **Manufacturer:** Architectural Area Lighting (Luminaire); Millerbernd Mfg (pole) *
2. **Model:** PRMD H4-MAT (Single head at Vallejo Square/Double head at paseos); Trimline Series Pole
3. **Pole Height:** 14' min at Vallejo Square, 28' min. at Vallejo Square intersections, 16' min at Paseos
4. **Material:** Steel and Cast Aluminum
5. **Type of Finish:** Prime and finish paint
6. **Color:** Very Dark Green
7. Vallejo Square lights should have custom design integrated into fixture arm.
 - Use unique material such as colored metal, shatter resistant glass, etc.
 - Weld joints should be clean and exceed normal quality standards.

**Lights should comply with City of Vallejo Regulations and Standard Specifications for Public Improvements.
Light photometrics shall meet minimum City standards*



Acorn Light Standard

LIGHT STANDARDS AT ALL STREETS (EXCEPT VALLEJO SQUARE AND THE PASEOS)

The Downtown, with the exception of Vallejo Square and the Paseos, will utilize the current street light fixture that is prominent along the new extension of Georgia Street. Using the same Acorn light in the rest of downtown will continue the concept of using similar elements to maintain a continuity in the Downtown.

Location: All streets with the exception of Vallejo Square and the Paseos.

DESIGN CRITERIA

1. **Manufacturer:** Spring City
2. **Model:** Washington - 199 Globe w/ Brass Band (Single head at length of block/Double head at corners)*
3. **Pole Height:** 12' at length of block, 28' min. at intersections.
4. **Material:** Heavy wall cast aluminum
5. **Type of Finish:** Prime and finish paint
6. **Color:** Medium Gloss Black

Refer to City for verification of model information and luminaires specifications.



Bench



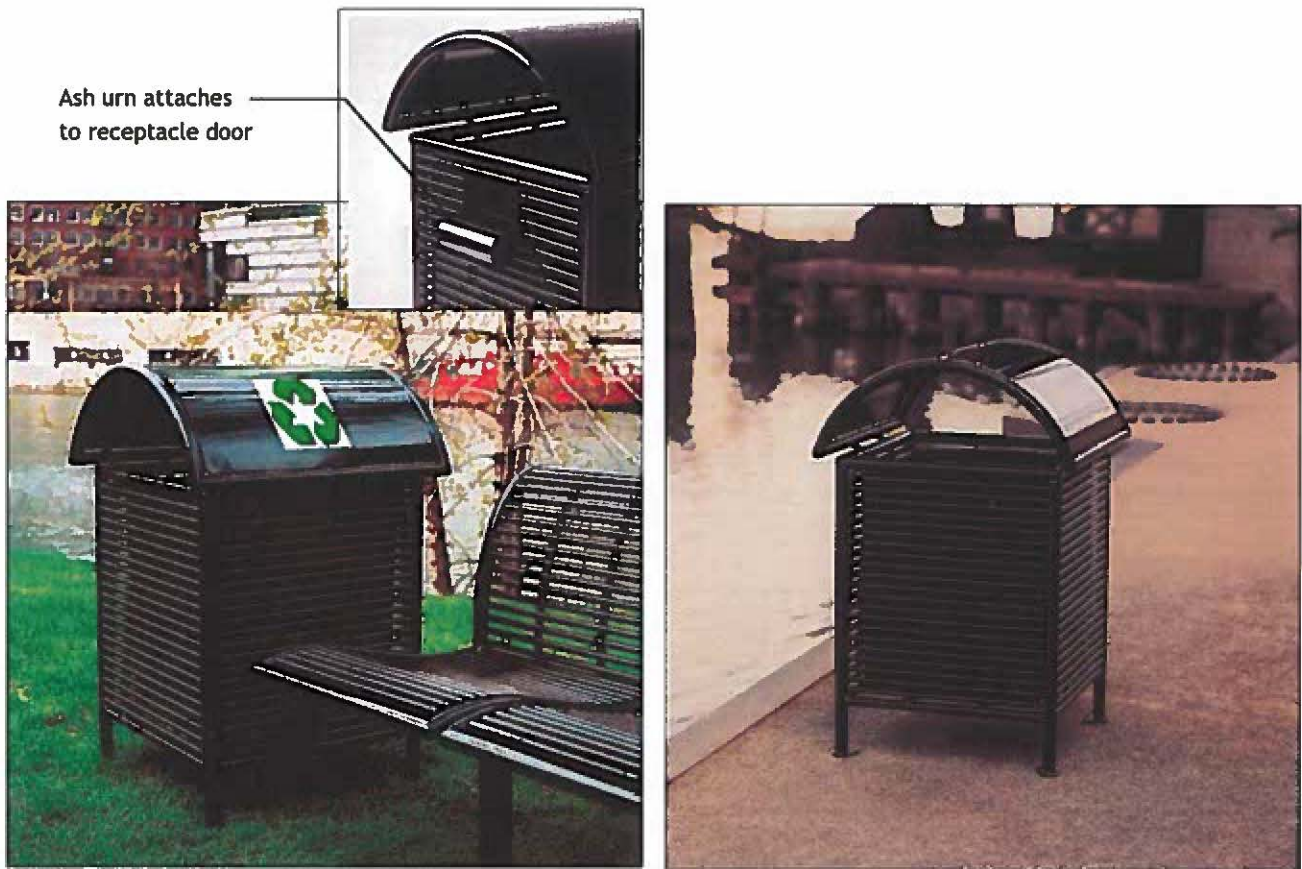
BENCHES

Benches throughout Downtown, with the exception of Georgia Street, should be used where there's potential for social activity. They should be vandal resistant and permanently affixed to the ground. Georgia Street should match existing.

Location: At Paseos, Festival Green, non-Vallejo Square bulb-outs and areas where there's potential for social activity.

DESIGN CRITERIA

1. **Manufacturer:** Landscapeforms
2. **Model:** Presidio Collection
3. **Material:** Metal
4. **Type of Finish:** Pangard II Powder coat
5. **Color:** ~~Forest Green~~ **BLACK FOR COMBINING**



Trash, Urn, and Recycling receptacle

TRASH, URN, AND RECYCLING RECEPTACLES

Trash, urn, and recycling receptacles should be located throughout the Downtown. They are intended to provide a clean environment as well as facilitate trash and recycling collection and should be placed in locations that are easily accessible to both pedestrians and sanitation workers.

Location: The receptacles will generally be located along major pedestrian routes and where people tend to congregate. These areas include bus shelters, bench locations and along Vallejo Square and the Paseos (minimum of 2 of each per block). Georgia Street should match existing receptacles.

DESIGN CRITERIA

1. **Manufacturer:** Landscapeforms
2. **Model:** Presidio Collection
3. **Material:** Metal
4. **Type of Finish:** Pangard II Powder coat
5. **Color:** Forest Green
6. Ash urn attachment should be provided at either trash or recycling receptacle.



Bicycle Rack

BICYCLE RACKS

In order to reinforce Downtown's commitment to alternative means of transit, bicycle racks should be located for convenience where appropriate.

Location: Bicycle racks will generally be located along bicycle shared streets, but away from public sidewalks where possible. They should be located out of pedestrian path of travel and where they will be the least hazardous.

DESIGN CRITERIA

1. **Manufacturer:** DeroRacks, Inc.
2. **Model:** Hoop Rack
3. **Material:** 1.5" Schedule 40 pipe (1.9" OD)
4. **Type of Finish:** Powder coat
5. **Color:** Forest Green

Note: Bicycle racks should be installed in-ground and not surface mounted.



Example of newspaper racks incorporated into seating areas

NEWSPAPER RACKS

In keeping with a consistent detail to design in the Downtown, appropriate newspaper racks should be incorporated into the streetscape fabric. Organized and consistent locations for a cluster of newspaper racks prevents a proliferation that can be an unsightly public eyesore. Custom built modular newspaper enclosures are encouraged.

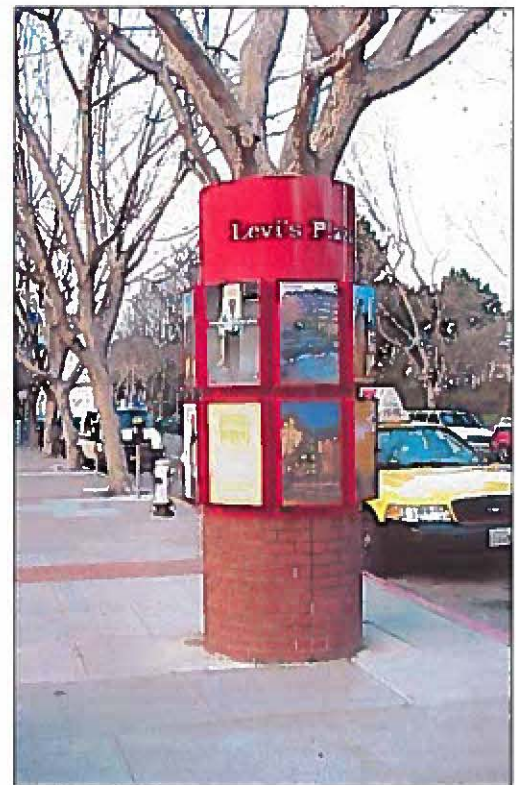
Location: Newspaper racks will generally be located at corners and areas of high pedestrian activity where they won't be a safety hazard.

DESIGN CRITERIA

1. **Material:** High quality materials that will be resistant to vandalism.
2. **Color:** Forest Green
3. Newspaper racks should be grouped in one location, within an enclosure. (*See example above*)
4. Incorporate into masonry corner benches where appropriate.
5. For safety, newspaper modules should be bolted and secured to enclosure.
6. Newspaper racks should be rust resistant.



Example of appropriate covered kiosk



Example of appropriate informational kiosk

KIOSKS

The location of kiosks in the public realm can add another level of detail in the Downtown. Whether large or small they can present opportunities for social interaction. When located properly, at places such as courtyards, paseos, or plazas, they can present a unique opportunity to create different spaces which adds to the variety of the place.

Location: City should work closely with appropriate parties to ensure location of kiosk is in a safe and suitable location.

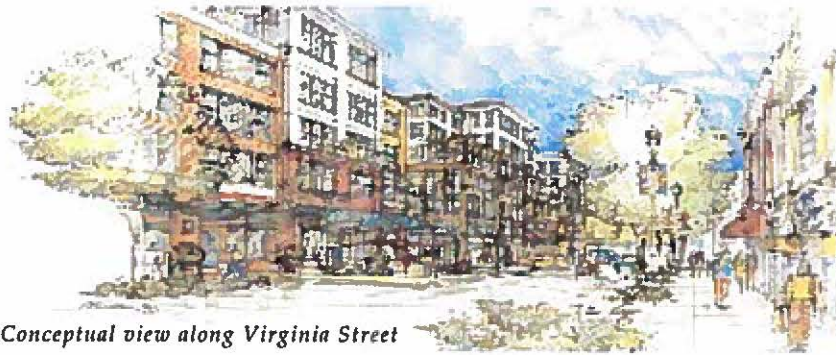
DESIGN CRITERIA

1. **Material:** Should be constructed of high quality non-corrosive metal or stainless steel
2. **Type of Finish:** Powder coat
3. **Color:** Should work with contextual surroundings
4. Kiosk should be custom and maintain a constancy with the character of Vallejo.



INTRODUCTION

The intent of the Design Guidelines is to encourage new developments to contribute to the vibrancy and success of Downtown Vallejo, and to establish concepts for Design Review. The Design Guidelines do not dictate design themes or require specific techniques, but instead outline design concepts that support the vision articulated in the Downtown Vallejo Specific Plan. See the Downtown Vallejo Specific Plan for Development Standards and other requirements for development in Downtown.



Conceptual view along Virginia Street

DOWNTOWN CHARACTER AND DESIGN PRINCIPLES

Downtown Vallejo has a distinct urban character reflecting a rich architectural history. The following design principles reflect that urban character and history, and form the basis for the Design Guidelines.

Reinforce the Existing Urban Form

Downtown Vallejo has the physical structure of a traditional mixed-use urban neighborhood, with a variety of uses and activities, including shops, offices, arts and entertainment venues, and residences. Downtown Vallejo's urban form is defined by buildings that maintain a relatively consistent framework of building façades lining a traditional street grid.

New developments should continue the urban form of Downtown Vallejo and help reinforce that recognizable urban identity. Appropriate site planning and massing of buildings will reinforce the existing grid form and strengthen the distinct sense of urban identity.

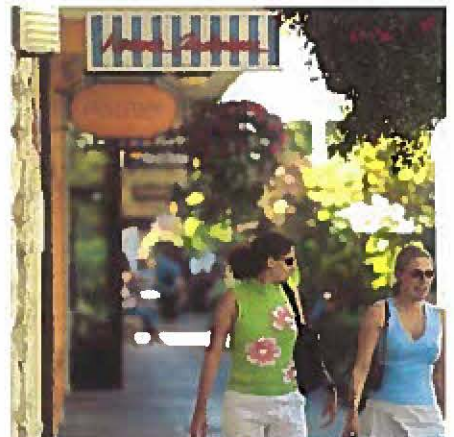


Urban street grid in Downtown Vallejo

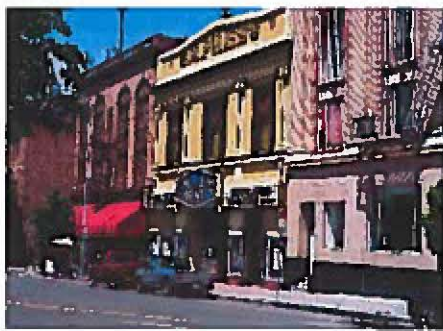
Enhance the Pedestrian Environment

The rich visual architecture evident in Downtown Vallejo also helps create an inviting urban environment. Individual buildings contribute greatly to a positive experience for pedestrians with small scale, intimately-designed façades and storefronts that emphasize interaction with passersby. This interactive architecture creates opportunities for a lively streetscape environment, with public amenities, places to stroll, shop and dine.

The design of new infill buildings should be distinctive, while still part of the visual composition of the streetscape. Designs at the sidewalk level should highlight interaction with pedestrians. The architecture should be carefully composed, with variety in massing, changes in materials and unique details that stay in the memory of visitors and residents.



Active retail sidewalk for pedestrians



Empress Theater

Respect the Downtown Historic Context

The core of Downtown Vallejo presents a unique historical resource, demonstrating a traditional American main street character. There are a number of architecturally significant historical buildings representing. The range of architectural styles represents a long of history, lending a sense of authenticity.

New buildings and developments should emphasize a contextual relationship to the character, scale, materials, or massing of nearby historical buildings. In referencing historic architecture, buildings should not be designed to directly mimic historical buildings or styles, but rather utilize architectural designs that reflect an aesthetic relationship. Buildings with a contemporary expression or architectural style can reinforce the history and authenticity of Downtown Vallejo.

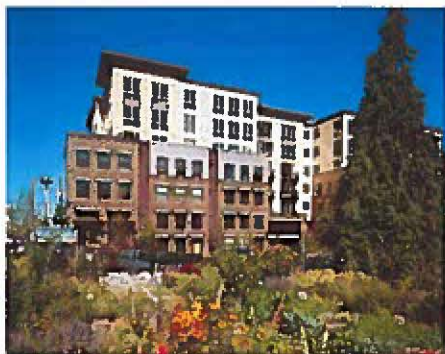


Residential units overlooking the public realm

Emphasize “Around-the-Clock” Habitation

The best urban streetscapes are lined with buildings overlooking the public realm with windows, balconies, entries and design features that indicate activity and habitation, even when residents and users are not apparent. These visual clues of urban life connote a sense of ownership and connection to the public realm on the part of residents.

The design of new buildings should attempt to maximize the sense of an active urban life in Downtown. The placement and number of windows, doors, balconies and open spaces should demonstrate a clear sense of habitation and occupation towards streetscapes and the public realm.



LEED Certified Sustainable mixed-use building in urban neighborhood of Seattle

Incorporate Sustainable Design

The goal of sustainable design is to meet the needs of the present without compromising the ability of future generations to meet their own needs. Meeting this goal requires an approach to development that reduces further depletion of natural resources, air pollution, helps slow global warming, and creates healthier living environments. This approach decreases dependency on non-renewable resources while improving opportunities for more efficient and economical alternatives that are self-sustaining. Selecting proper materials in conjunction with appropriate environmental systems creates healthier living environments for residents and workers.

Downtowns are inherently sustainable and resource efficient by virtue of their efficient use of land, resources and services. New developments in Downtown are encouraged to further incorporate sustainable design strategies that minimize environmental impact, reduce demand on infrastructure, reduce long term operations, maintenance, and utility costs, provide a healthier indoor environment, and create distinction within the market place.

SITE DESIGN

Site design in Downtown is primarily concerned with reinforcing the existing urban form and enhancing the pedestrian environment.

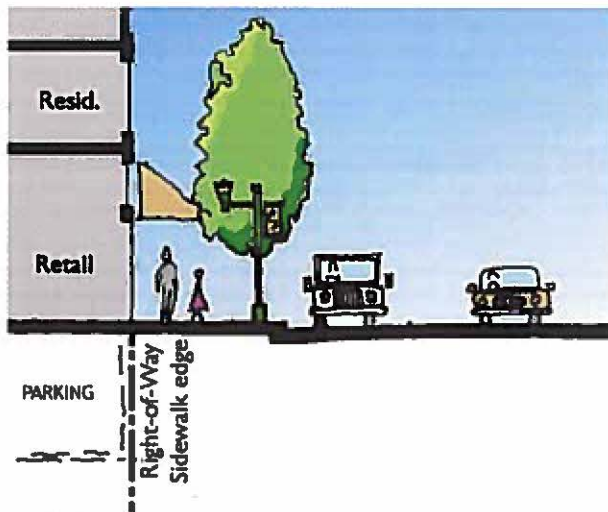
Site Planning

Downtown Vallejo's urban character is defined by buildings that emphasize a visual and physical connection with streetscapes and the public realm. Existing buildings in the Downtown core are generally located along the edge of the street, with no setbacks. The placement of buildings and open spaces in new private developments should reinforce the streetscape, block patterns and existing streetscape edge, with emphasis placed on the pedestrian environment. See *Chapter 9: Development Standards of the Downtown Vallejo Specific Plan* for requirements.

GUIDELINES

1. Reinforce the Street Grid and the Streetscape Edge

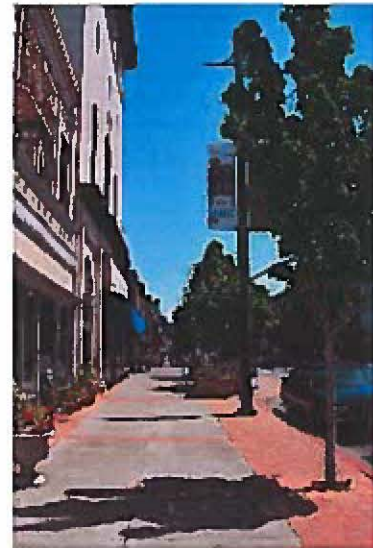
Sites should be planned to reflect the orientation, scale and alignment of the existing block pattern and urban form of Downtown. In Central Downtown locate buildings along the edge of the property lines adjacent to public streets and rights-of-way. In districts where setbacks are allowed in the Specific Plan, buildings and façades should align with the property lines and street grid.



Building located at edge of sidewalk in Downtown core

2. Integrate Site Circulation with Downtown Pedestrian Systems

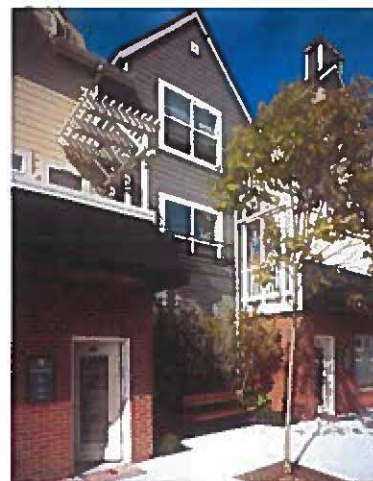
Organize sidewalks, pedestrian circulation, open spaces and entries to connect and align with surrounding pedestrian circulation patterns, paseos and pathways. Orient pedestrian pathways to connect with links to public transportation, such as bus stops, and the ferry and bus terminals.



Buildings on Georgia Street aligned at street edge



Building façades oriented to both streets



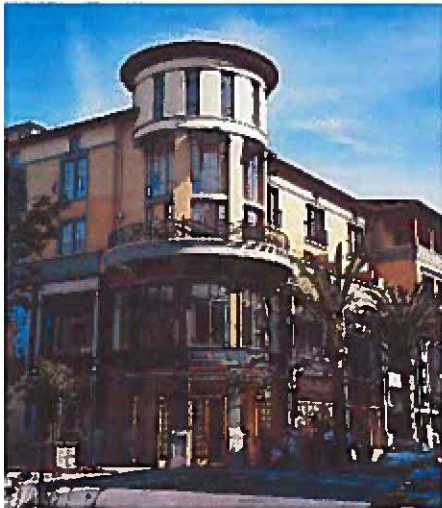
Live/ work units located along sidewalks with townhouses setback in outer Downtown



Primary building façades oriented to streets



Building and Retail base oriented to corner



Building form and retail entry opening to corner



Sidewalk cafe

Building Orientation and Street Relationship

Most existing buildings in Downtown orient primary façades toward the street edge, parallel to the sidewalk. Continuing this relationship with on street frontages will create activity along sidewalks. Intersections should be activated by orienting uses toward corner.

GUIDELINES

1. Orient Primary Building Façades toward the Street

Primary façades are those sides of a building located along or adjacent to the public street or right-of-way, receiving the greatest degree of design treatment and detail, with the highest level of materials and finishes.

Primary façade(s) of buildings should be oriented toward the adjacent street and easily identified as the front of the development, associated with the primary address.

2. Orient Buildings to Corners and Neighborhood Gateways

Buildings on corner lots should orient windows and openings toward the intersection and to both public street frontages. Incorporate retail entries at corners facing intersections and provide pedestrian amenities. Corners should emphasize pedestrian interaction at the sidewalk level with entries, canopies, small plazas, arcades or other architectural elements. Pedestrian entries should be accessed from the street with the greatest pedestrian intensity.

Sites designated in the Specific Plan as Gateways should address both streets with primary façades, and should provide space at the corner for special streetscape enhancements.



Building frontages located along streets

3. Develop Active, Flexible Sidewalk Uses

Sidewalk-level uses, such as retail shops, cafes and restaurants, or galleries, should be oriented toward and accessed from the sidewalk. These uses should incorporate retail storefronts with pedestrian and good visual access to the interior.

Limited setbacks and recesses designed per the Specific Plan may be incorporated along the street edge. They should be directly related to building entries, outdoor dining, paseos and or other sidewalk-level building uses. Provide these spaces with pedestrian amenities, such as benches, art, plantings, or kiosks.

Entries and Access

Buildings with entries oriented toward the street contribute greatly to the public realm. New buildings in Downtown should orient distinct, inviting pedestrian entries toward the street and public ways. Barrier-free design should be incorporated as part of the overall building design concept.

GUIDELINES

1. Create Distinct, Identifiable Building Entries

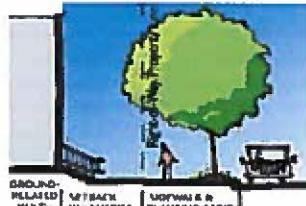
Pedestrian entries and retail shops should open directly to a public sidewalk or major pedestrian corridor. Mixed-use buildings with residential uses should be accessed through a clearly identifiable primary entryway directly from an adjacent sidewalk.

Entries to buildings and retail shops should generally be located directly at the sidewalk level. Ramps for barrier-free access should generally be located inside the building envelope and integrated into the overall design.

Alleys may provide entries to small retail shops, where conflicts between pedestrian and vehicles will be minimized. Retail or commercial spaces with a primary entrance on the street may include secondary entrances from an alley or adjacent parking facility.



Primary residential lobby entry highlighted with canopy and change in materials



Residential entry with elevated stoop

2. Engage Residential Entries with the Streetscape

Residential units located at the sidewalk-level should be directly connected to the sidewalk, while providing a degree of visual privacy for residents. Raise entries to individual residential units by incorporating a grade-change of at least 12", with traditional urban entry forms such as stoops and porches.

Residential unit entries may be setback from the sidewalk edge per Chapter 9 of the Specific Plan. The setback should convey a residential character, with planting or hardscape, and may not be utilized for storage or service access. Fences and railings should generally not be greater in height than 36" above the grade and should not create a visual barrier.

In no case will these Design Guidelines supersede or negate any applicable regulations for Barrier-Free Design required by the US Government, the State of California, the City of Vallejo or other responsible authorities.



Distinct building entry



Alley entry to retail shops



Raised stoop entry at residential units



Raised stoop entry at residential units

Views and Visibility

Views within Downtown are primarily oriented through and along the existing streetscape corridors. Site plans and building massing can be arranged to enhance views along streetscape corridor, paseos or other pedestrian ways by framing and terminating views with carefully designed façades and roof forms. Additionally, through the careful location of uses, buildings can help connect the interior of buildings with the exterior streetscape, helping to create a sense of 24-hour habitation and observation of the public realm.

GUIDELINES



New building complete street edge and frame views along streets

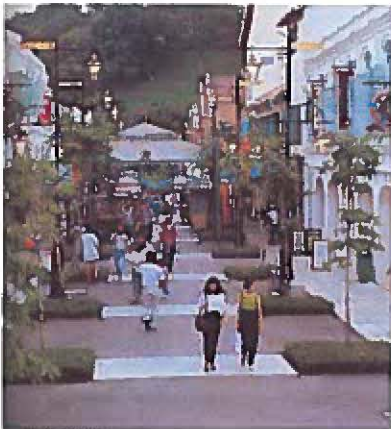
1. Complete Downtown Streetscape Views

Buildings should be consistently located, and their volumes arranged, on the site along the edge of the streetscape so as to maintain, enhance or create a framed view along the length of streetscape corridors. Buildings that will be distinctly visible from the waterfront or surrounding neighborhoods should be located on sites so as to frame views and add a distinct character to views of the Downtown skyline.

2. Create and Frame Through-block Views

The site plan and massing of buildings should be arranged to provide views that align with paseos, plazas, and pedestrian ways in the public realm or on adjacent lots or across streets.

Building massing should also be composed so as to take advantage of public and private views to interesting or significant buildings on nearby lots.



Distinctive roof form at end of paseo view



Vista through paseo space is framed by active building uses

3. Maximize Visual Interaction

Site plans and building designs should be oriented to maximize visibility to and from interior building uses and residences, providing views into the streetscape, open spaces and the public realm.

Parking

Parking facilities and garages should be designed to be compatible with the architectural and pedestrian character of Downtown.

GUIDELINES

1. Design Attractive Parking Garages

To minimize the negative visual impacts of parking facilities they should be located behind other street-level uses, and oriented to the rear or interior of the property. Parking should not be located adjacent to the public right-of-way at the street-level. Parking garages should incorporate retail uses at the ground level along public streets, especially at corners.

Where visible from the public realm, the façades of parking garages should reflect the architecture of Downtown. Utilize distinct window patterns, detailing and materials similar to other building types. Incorporate art elements and other architectural details at garage entries, doors and gates. Utilize planting and other landscape design elements to enhance façades and entries.

Parking garage interiors should be well lighted for pedestrian and vehicular safety. Incorporate natural daylighting and ventilation with exterior openings where possible.

2. Design Landscaped, Pedestrian Oriented Parking Lots

On properties where surface parking is permitted, parking areas and lots should be located behind other street frontage uses, and oriented to the rear or interior of the property. Parking lots should not be located adjacent to public rights-of-way. Planting and other landscape design techniques should be used to screen parking from the view of any public streets. Where residential developments are permitted and planned, access to residential parking spaces should be from an internal circulation system.

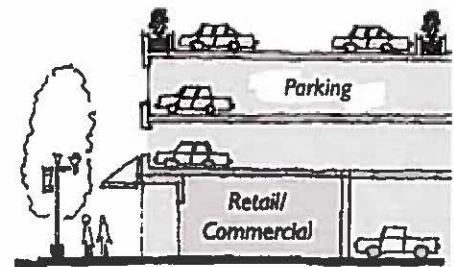
3. Minimize Conflicts Between Pedestrians and Vehicles

Parking garages and lots should emphasize pedestrian circulation. Provide clear pedestrian pathways through parking lots, with changes in paving materials.

Minimize the number of vehicular access points by locating vehicular entries on alleys and secondary streets. Entries may be permitted from public rights-of-way, but should be located away from corners and mid-block crossings. Pedestrian safety measures should be provided, such as signage, textured surfaces at entries, audible warning devices, visibility mirrors, and other design techniques or technologies.



Parking garage in Portland, OR. with retail base and architectural façade treatment



Parking garages with retail at base and garage entry from alley



Landscaped parking lot with pedestrian amenities



Residential parking in accessed from interior courtyards



Parking garage signage

Utilities, Mechanical Equipment and Service Areas

Urban buildings often require a number of complex facilities for utilities, building services, mechanical equipment and emergency equipment connections. While providing for easy access and maintenance, the visual impact of those facilities should be minimized.

GUIDELINES

1. Minimize Visual Impacts by locating Utilities and Service Access in Alleys

Where possible, alleys or secondary streets should be utilized for access to utilities and building services access, including, but not limited to, trash/recycling storage and collection, mechanical equipment servicing and fire department connections.

Service facilities should generally be located behind street-level uses, to the rear or interior of the property, and not located adjacent to the public right-of-way. Where possible, facilities and equipment should be located within the building envelope.

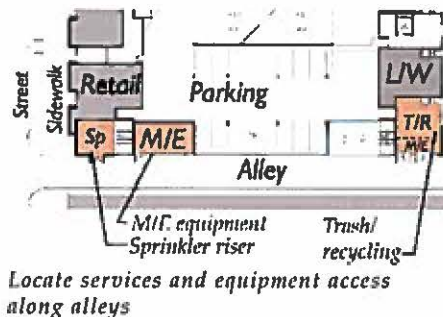
Fire Department connections, water sprinkler risers and other emergency and public works equipment should be located internally to the development. Backflow preventer devices should be located away from public streets, accessed from an alley in a recessed location or located underground. Dedicated rooms or offset areas located along alleys should be designed to specially accommodate the equipment, and should be screened from view.

Development proponents should consult early in the design process with affected City departments to develop creative design responses.

2. Incorporate Design Elements to Minimize Visual Impacts

Utilize landscape design, art elements or other architectural details to integrate the design of service access, utility connections or other mechanical equipment into the overall design of the development. Consider artist-made building parts for screening if appropriate for the equipment.

Any mechanical equipment, including when located on rooftops, should be visually screened in a manner that is integrated into the design of the building. Materials used should be finished and incorporate colors that blend with the overall building and reduce their visual impact. Plastic screens, chain link fences, and other utilitarian screens are insufficient for screening mechanical equipment.



Metal grill artwork used to screen garage and cooling equipment



Artwork on trash enclosure gate

BUILDING SCALE & MASSING

Downtown Vallejo's distinctly urban form is typified by blocks lined with buildings that consistently frame the streetscape, creating a sense of enclosure to the public realm. A relatively consistent and simple arrangement of the three-dimensional forms of buildings is evident, and should be continued to preserve the Downtown urban identity.

Scale, Massing and Volume

Streetscapes in Downtown Vallejo are lined with buildings of varied heights and scales, though their massing and volumes usually maintain a relatively consistent street edge. New buildings should visually reinforce that spatial form and scale when consistent with the Downtown Specific Plan and these Guidelines.

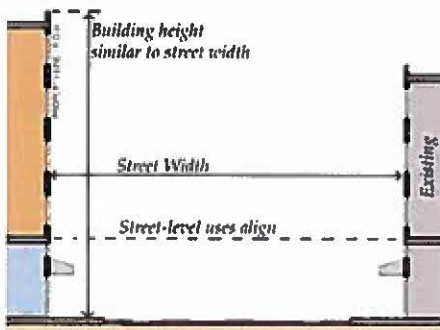
GUIDELINES

1. Reinforce the Streetscape Form

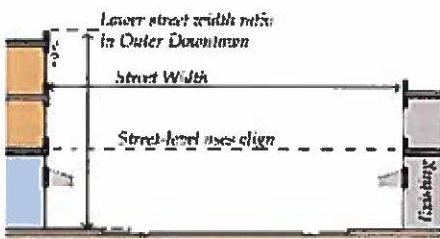
The massing of buildings and the arrangement of volumes at the lower floors should visually reinforce the grid pattern of surrounding streets in Central Downtown by maintaining a street wall at the edge of the adjacent street.

Building façades should generally be at least as tall as façades on buildings directly across the street.

The relationship of the width of a street to the height of buildings across the street defines the urban character of a streetscape. Streetscape sections where the height of buildings is at least two-thirds of the distance between the buildings will help establish and maintain an urban character in the Downtown Core area.



Appropriate urban street section in Downtown Core



Appropriate street section relationship in Outer Downtown



Varied building heights and roof line on a single development in Portland, OR.

2. Create Visual Interest with a Variety of Building Heights

The perceived heights of buildings are as important as the actual heights, and incorporating varying heights at the street edge will create visual interest in the streetscape. Vary the heights of the building volumes, incorporate changes of materials and rooflines, or step back upper floors.



Building design concept incorporating varied massing and roof heights along the street edge

Open Space

Developments that include plazas, paseos, outdoor dining and other open spaces can enhance the pedestrian environment and the urban lifestyles of Downtown residents. Outdoor open space should be surrounded by active building uses, and include amenities and landscaping.

GUIDELINES

1. Design Active, Interesting Open Spaces that Relate to the Streetscape

Use ground-level open space to complement retail shops, live/work units, cafes and restaurants, or other ground-floor uses. Provide benches, sitting areas and other elements that allow people to linger. Use decorative railings, special paving or other design techniques to demarcate outdoor dining areas.

Provide physical and visual connections to the public way, while using distinct pavement, landscaping, art, signage, screening or decorative fences to identify the ownership and acceptable uses of the space.

2. Provide Private Open Space for Residents.

Provide at least one landscaped common open space in mixed-use buildings for use by residents, easily accessible to all residents, and with areas of hardscape and planting.

Open space can be provided through ground-level courtyards, residential courtyards at upper levels, or rooftop decks and gardens.

Consider incorporating communal garden spaces, or "pea-patches" that utilize rain-water and allow residents to grow vegetables and flowers.



Rooftop "pea-patch"



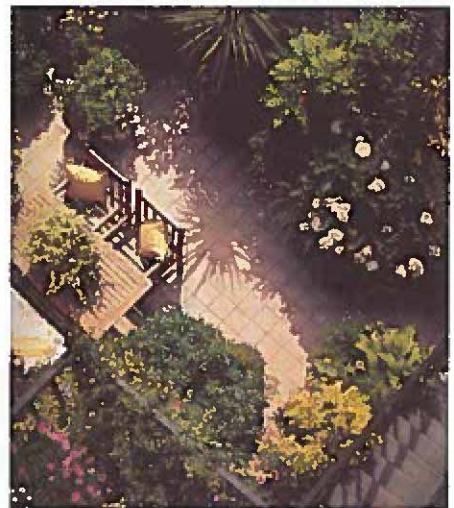
Residential courtyard



Plaza with seating



Plaza with fountain and seating



Residential courtyards located on upper levels with planting and seating



Private rooftop terrace

3. Make Open Space Visible from Residences

Ensure that open spaces are easily visible and accessible from adjacent residential units or other uses. Provide an appropriate level of pedestrian lighting and avoid safety risks associated with areas hidden from view.

3. Create a Visual Relationship between Buildings

Create a visual relationship with neighboring buildings by incorporating desirable architectural features and design concepts from neighboring buildings, particularly historically significant structures or landmarks. Some façade elements that may relate to adjoining buildings include:

- building modulation patterns
- ground floor arcades or upper floor setbacks
- signage bands above the storefront level
- patterns of change in materials, colors, or finishes
- architectural elements such as belt courses, cornices, awnings and canopies, window types and patterns
- the alignment of storefront windows
- transom and clerestory windows
- window sills on upper floors
- windows opening patterns and styles
- roof lines and horizontal changes



Neighboring buildings incorporate similar ground floor uses and architectural patterns

4. Create a Visual Transition to Surrounding Districts

New buildings located at the edges of districts should be compatible with less-intensive neighboring uses.

Transitions may include similar uses, setbacks at upper floors, and incorporation of traditional residential architectural elements, such as porches, stoops, dormers, or bay windows. The visual impacts of abrupt changes in building articulation, massing, or scale should be minimized.

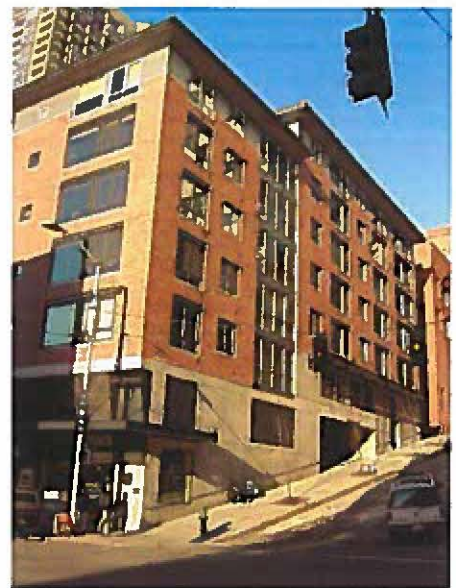


Locate residential or live/work across from residential neighborhoods

5. Respond to Site Topography

On steeply sloping sites, the massing of buildings should generally follow the slope. Building uses and façade designs should follow site topography to maintain active uses and a transparent design character at the sidewalk level. Use the slopes of sites to create diversity and interest in the façade composition.

Where possible, use the natural slope and topography of a site to reduce the apparent volume of buildings by locating parking garages and other basement uses below the grade.



Parking garage buried in slope of site with retail along street edge

Streetscape Rhythm

The best Downtown streetscapes are composed of many building façades in each block, rather than a single architectural expression. These façades create a consistent, recognizable rhythm along the length of the streetscape by using similar proportions and massing, but with a wide variety of scale, architectural expression and detailing. New infill developments in Downtown should respond to the rhythm and patterns of neighboring streetscapes and buildings.

GUIDELINES

1. Design Large Buildings with Multiple Façades

New developments should reflect the rhythm of vertical divisions and façades of the surrounding streetscape. Primary façades of relatively large buildings should be divided vertically into smaller segments that respect the streetscape façade rhythm and scale. Avoid long, uninterrupted horizontal façades and design elements.

Changes in the streetscape rhythm may be used to emphasize building entries, paseos or pedestrian ways. *See related Guidelines on page 3.5.*



Rhythm of smaller façades along Georgia Street



Building design concept incorporating multiple façade designs

Neighborhood Gateways and Corners

Corner lots present special opportunities for incorporating distinctive architectural forms and details in Downtown. Special design treatment for Gateway locations should serve as a visual marker announcing an arrival into the Downtown.

GUIDELINES:

1. Emphasize Neighborhood Gateways with Architectural Forms

The corners of buildings located at Gateway intersections designated in the Specific Plan should incorporate special architectural forms with significant visual emphasis, such as vertical towers, spires or other roof forms, with distinctive fenestration, architectural detailing and other elements that visually emphasize the massing of the building.

2. Maintain Corners at Upper Levels

Corner edges of buildings should be maintained on upper floors. Locate windows, balconies and other architectural elements near corners, and avoid blank walls or large decks that erode the corner's edge on upper floors. Incorporate distinctive canopies, roof forms and other architectural elements to emphasize the corner.



Distinct roof forms at gateways



Corners reinforce street edge

Rooflines

Vallejo's Downtown should present an interesting and engaging skyline when viewed from the Waterfront and from surrounding neighborhoods and hillsides. Buildings should incorporate varied rooflines and roof forms that add variety and visual interest to the skyline.

GUIDELINES

1. Enhance Views of the Downtown Skyline

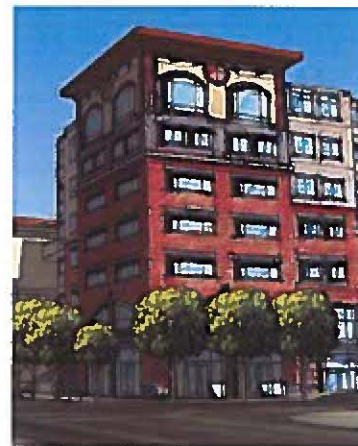
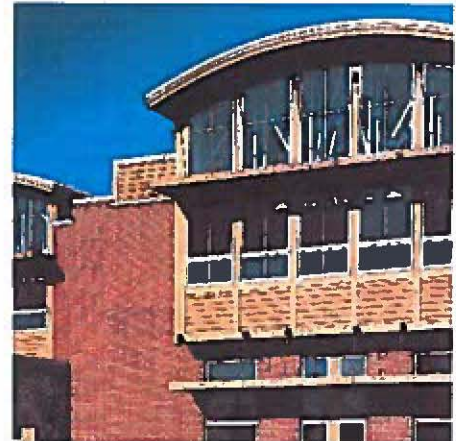
Buildings that will be distinctly visible from the Waterfront or from surrounding neighborhoods should contribute interest and variety to the Downtown skyline.

2. Create Varied, Interesting Rooflines

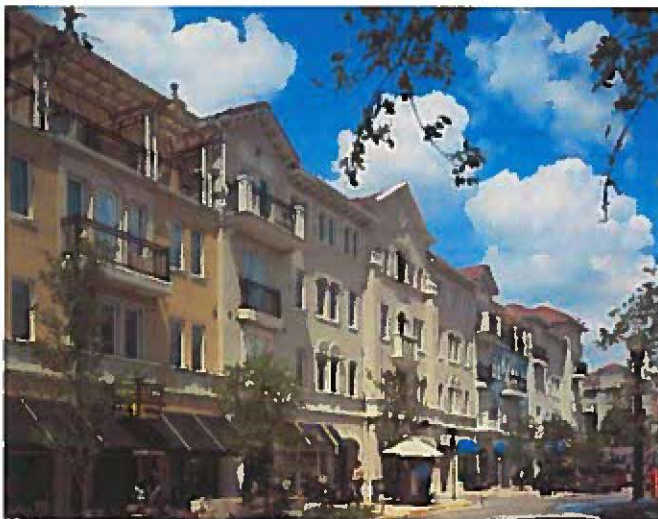
Rooflines should be varied to reflect the articulation and modulation of the overall building. Unbroken horizontal rooflines greater than 50' should be avoided.

Utilize roof design elements and roof shapes as part of the overall building composition and architectural expression. Use distinctive roof forms, profiles and cornices to provide a termination to the top of the building.

Consider that rooflines not visible from the street level may be highly visible from a distance and have a different visual impact. Proponents are encouraged to explore designs from multiple viewpoints.



Distinctive roof elements



Distinctive roof elements



Trellis at roofline

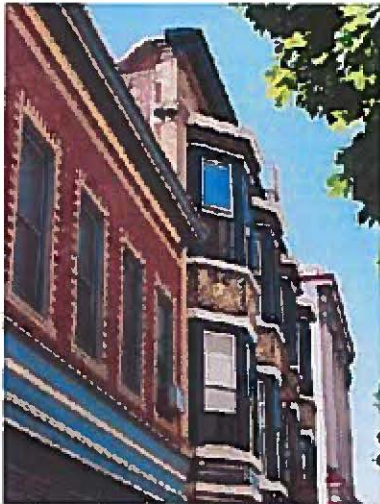


Contrasting cornice line add interest

ARCHITECTURAL EXPRESSION

Downtown Vallejo's streetscapes include buildings with a rich diversity of architectural styles that represent the various periods of the city's history. Many buildings are constructed of durable heavy materials that lend a sense of permanence and authenticity, such as brick masonry and stone. Façades typically incorporate details and finishes that create a rich visual composition along the streetscape, and varied storefronts add to the character.

In order to carry this sense of history and authenticity into the future, new buildings should not try to directly mimic historic buildings, but should complement the existing urban character and add variety to the architectural styles.



Distinctive roofline elements



Distinct Georgia Street façades with similar proportions



Alignment of windows and horizontal elements on adjacent façades

Neighborhood Architectural Context

The design of new buildings should relate to the character, proportions and lines of the distinctive historical buildings in Downtown buildings, while adding to the variety of architectural expression.

GUIDELINES

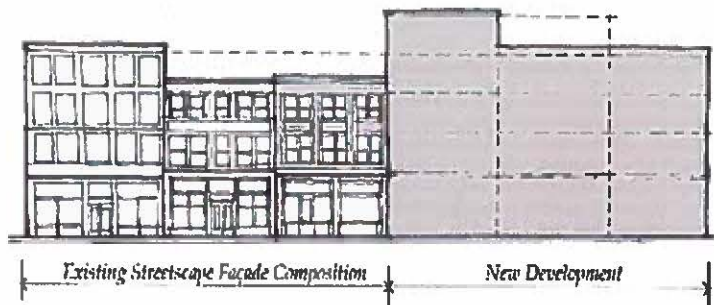
1. Relate to the Immediate Architectural Context

Respect the distinctive details, building lines, materials, colors and other details of the surrounding district and neighboring buildings.

A variety of architectural expressions or styles may be designed in Downtown Vallejo. Architectural compatibility is not meant to be achieved through uniformity, but through the use of variations in building elements to achieve individual building identity.

2. Façade Composition

Reinforce the desirable patterns of massing and façade composition found in the surrounding areas, particularly on historically significant structures or landmarks. A relationship to the horizontal lines created by massing and architectural form of neighboring buildings of neighboring buildings should be reflected in primary streetscape façades, without necessarily mimicking them.



Relate proportions and rhythm of new infill development to the existing streetscape façade

Street Frontage

The architectural composition of buildings façades should reflect the diversity and scale of Downtown. Buildings should be designed to maximize opportunities for creating a sense of activity in buildings. Design façades with many windows, provide balconies overlooking streets, incorporate planters and pot balconies, and open space to contribute a sense of activity.

GUIDELINES

1. Design Interesting, Active Façades

The horizontal length of larger building façades should be divided vertically into smaller segments that respect the architectural lines, pattern, and scale of the surrounding district and streetscape buildings. Buildings with long horizontal frontages should be composed with multiple façades.

All buildings should incorporate elements that break up façade planes and create a visual play of light and shadow. Incorporate changes in modulation, color, materials, and patterns of window openings to visually break down the scale of the façade. Utilize a variety of architectural elements such as balconies, railings, window boxes, mullions, operable windows and doors to the architectural expression of the façade.



Façade with windows and no blank walls



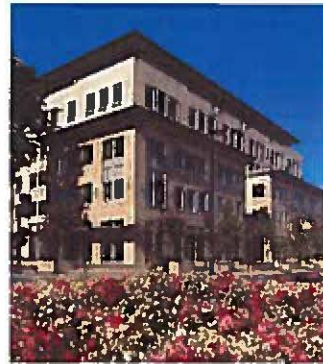
Distinct Base / Middle / Top

2. Create a Distinct Base, Middle and Top

The ground floor of new buildings should be architecturally distinguished from the upper façade, so as to form a visual base for the building.

Incorporate distinct window patterns and other architectural elements into middle portion of the building façade.

The top floor or roofline should be defined by design elements that create a distinct architectural expression at the top floor or roofline.



Upper and lower portions of buildings distinguished

3. Promote Pedestrian Interaction at the Ground Floor

The ground floor level should be as transparent as possible to create a sense of interaction with the public realm. Generally, the ground floor should incorporate the highest level of detailing and finishes.

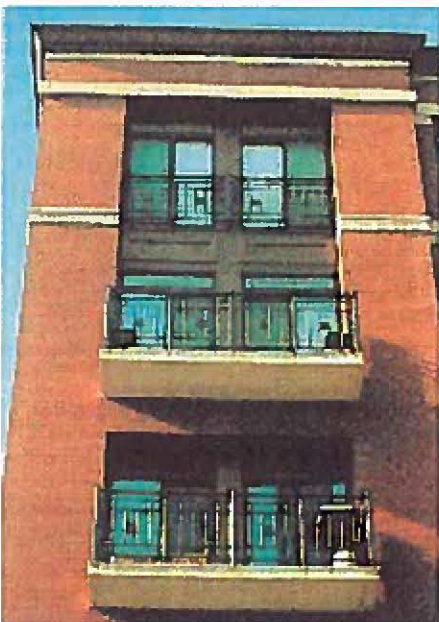
Canopies, awnings and signage should be integrated into the design of storefronts and primary building entries to be easily visible to pedestrians and from vehicles.



Live/work townhouses at the ground floor

Vallejo Office Building
Callahan Property Company
Collaborative Design Architects Inc.
Downtown Specific Plan & Downtown Vallejo Design Guidelines
DRAFT REFERENCES TO GUIDELINES.
PD13005

12. Section 3.8: Section shows example of metal grill artwork, similar to concept integrated into the building's design.
13. Section 3.10: Create Visual Interest with a Variety of Building Heights-"The perceived heights of buildings are as important as the actual heights, and incorporating varying heights at the street edge will create visual interest in the streetscape. Vary the heights of the building volumes, incorporates change of materials and rooflines, or step back upper floors. The proposed building incorporates all of these guidelines.
14. Section 3.11: Create a Visual Relationship between buildings: "building modulation patterns- patterns of change in materials, colors, or finishes- architectural elements such as belt courses, cornices, awnings and canopies, window types and patterns-transom and clear story windows, window sills on upper floors, rooflines and horizontal changes. The proposed building incorporates all of these guidelines.
15. Section 3.12: Neighborhood Gateway and Corners-Corner Lots: 1. Emphasize Neighborhood Gateways with Architectural Forms "The corner of building located at Gateway intersections designated in the Specific Plan should incorporate special architectural forms with significant visual emphasis such as vertical towers, spires or other roof forms, with distinctive fenestration, architectural detailing and other elements that visually emphasize the massing of the building. The proposed building incorporates all of these guideline suggestions.
16. Section 3.12 Neighborhood Gateway and Corners-Corner Lots: 2. Corner edges of buildings should be maintained on upper floors. Locate windows, balconies and other architectural elements near corners and avoid blank wall or large decks that erode the corner's edge on upper floors. Incorporate distinctive canopies, roof forms and other architectural elements to emphasize the corner. The proposed building incorporates all of these guideline suggestions.
17. Section 3.13: Rooflines- Vallejo's Downtown should present an interesting and engaging skyline when viewed from the Waterfront and from surround neighborhoods and hillsides. Building should incorporate varied rooflines and roof forms that add variety and visual interest to the skyline.
Guideline: 1. Enhance Views of the Downtown Skyline-Building that will be distinctly visible from the waterfront or from surrounding neighborhoods should contribute interest and variety to the Downtown skyline.
Guideline:2. Create Varied, Interesting Rooflines-Rooflines should be varied to reflect the articulation and modulation of the overall building. Unbroken horizontal rooflines greater that 50' should be avoided. Utilize roof design element and roof shapes as part of the overall building composition and architectural expression. Use distinctive roof forms, profiles and cornices to provide a termination to the top of the building. Consider that rooflines not visible from the street level may be highly visible from a distance and have a different visual impact. The proposed building incorporates all of these



Windows grouped together with balconies

4. Create Distinct Patterns of Windows and other Openings

Upper floor windows should generally incorporate traditional vertically proportioned window openings within a more solid façade treatment, commonly referred to as punched-openings.

Use windows similar in size and shape to those used historically to maintain a consistent façade pattern.

Vertical bays or stacked windows with decorative spandrels can help create distinct window patterns.

Contemporary architectural window designs that incorporate curtain wall systems may be used on up to 30% of a building's façade, and should be designed as part of a distinct architectural design feature.

Decorative or highly detailed sun-shade devices such as brissoleils or trellises of limited size may be integrated into the design of windows and façades. Awnings should not be located on upper floor windows.



Stacked window patterns on upper floors

5. Balconies and Decks

Metal balconies with a decorative or architecturally distinct character may be incorporated along primary façades, extending into the right-of-way, provided the design does not create a visual barrier. Pot balconies with windows or balcony doors with glazed openings from residential units are encouraged.

Private residential decks overlooking streets should be recessed and designed to fit into the overall composition and patterns of the façade in a similar fashion as window openings. Residential unit decks extending into the right-of-way should be avoided.

6. Avoid Blank Walls

No large blank wall surfaces will be allowed on façades that are visible from a public right-of-way. The sides of buildings that are visible from public streets should be designed with an architectural treatment similar to that of the primary façade, though the level of finish and detailing may be reduced.

Where blank walls are located on pedestrian pathways or open space the walls should incorporate landscaping, art or other design measures to minimize the visual impacts.

Architectural Detail and Human Scale

A variety of visually engaging, traditional details can be found on buildings throughout Downtown Vallejo. These details establish a human scale to buildings and create a visual interaction that makes specific places in Downtown memorable. New buildings should incorporate architectural detailing techniques that create a unique identity, that relate to human scale and that emphasize the quality of design and materials.

GUIDELINES

1. Use Unique Architectural Details that Create Identity

Utilize a variety of architectural elements to add dimensional detail to the architectural expression of the façade. Primary façades should include human-scaled details, unique material finishes and architectural elements such as:

- Decorative masonry patterns and courses
- Unique windows and doors
- Cornice, trim and roofline line details
- Detailing on the underside of projecting bay windows and other overhead projections
- Decorative metal balconies and railings
- Windows with special detailing
- Decorative spandrel panels
- Unique or custom lighting fixtures
- Unique, artist-made building parts that are integrated into the design of the building
- Pavers and other surface treatments that create a custom patterns
- Grates, grilles and other screening materials that incorporate artwork or decorative patterns
- Other unique or custom features that add to the character of the overall District and streetscape.

2. High-quality Detailing the Pedestrian Environment

The level of detailing and material durability should be highest at the base of the building in areas accessed by pedestrians. In areas of building façades with little or no human activity, details may be less highly-finished.

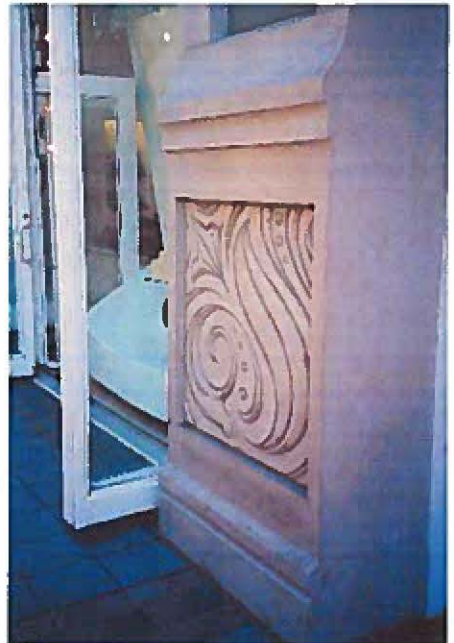
Use standard sizes of masonry, windows and other commonly recognizable building component modules at the sidewalk level to help establish a human scale.



Decorative cornice line visible from sidewalk



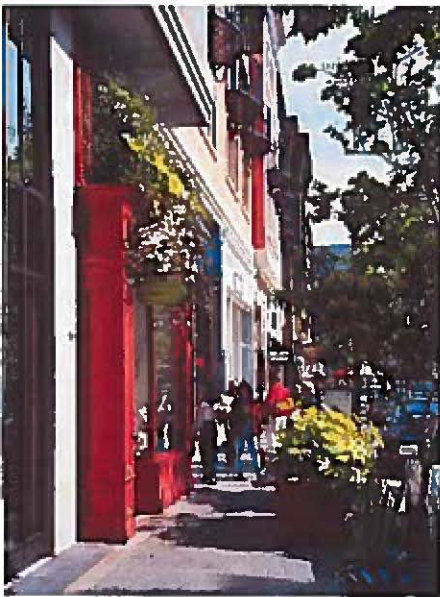
Unique balcony details



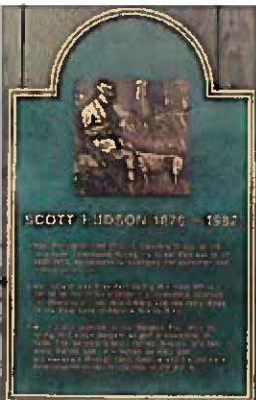
Unique detail of pedestal at sidewalk level



Pot balconies at residential units



Planting incorporated into storefront



Commemorative plaque

3. Enhance the Building Design with Plants

Incorporate opportunities for greenery and planting to be integrated into the primary façade. Trellises, pot balconies and other custom architectural elements that accommodate plants should be designed as part of the composition of the façade and the overall building.

Plants may be located at the sidewalk level in front of storefronts in planter pots, with trees, shrubs, and flowers. These elements should be considered a part of the overall building design with complementary materials and finishes.

Consider adding power supplies to tree wells and planters to allow for festive and decorative lighting.

4. Provide a Commemorative Building Plaque

A plaque, sign, panel, or inscription should be permanently-mounted on the primary façade or frontage of new buildings, located near a corner easily visible from pedestrian areas. The plaque should include historical information regarding the building or development such as date of construction, developer or owner, "City of Vallejo", the architect, or historical data or images.

The plaque should be at least 12" wide by 12" tall, and should be fabricated of bronze, stone, stainless steel, or another durable material expected to last throughout the life of the building.

Materials and Finishes

Many of the existing historic structures in Downtown Vallejo have brick masonry, stone or stucco façades, with a wide variety of colors and finishes that reflect their styles and time-periods. The consistency of materials with a variety of finishes accents the visual rhythm of the streetscape. Similar materials used in new buildings will help unify the streetscape when architectural styles vary.

A high level of finish and craftsmanship of materials in locations that have direct contact with pedestrians will add an inviting character to Downtown. Especially in these locations, materials should communicate authenticity and permanence.

GUIDELINES

1. Use Authentic Building Materials

Exterior materials on primary façades should incorporate materials common to the buildings in Downtown Vallejo and convey a sense of permanence.

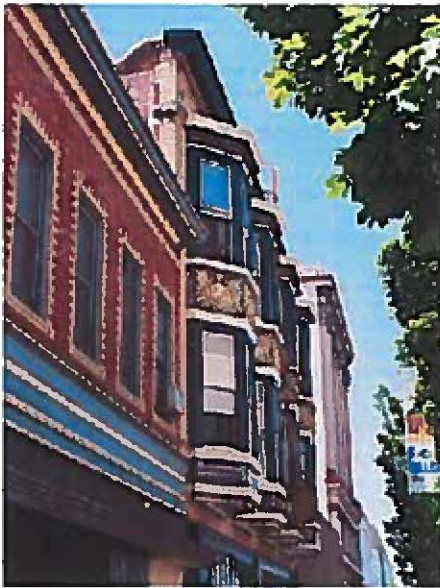
At the ground floor, incorporate materials such as bronze, steel, brick or other masonry, and architectural-grade concrete that have a heavy, permanent appearance.

Preferred façade materials include:

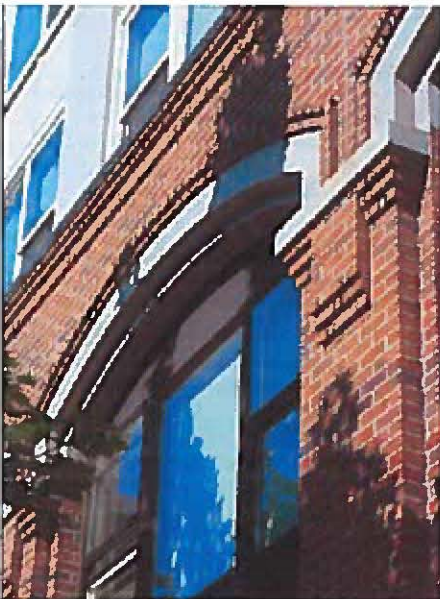
- brick and stone masonry
- pre-cast concrete lintels, sills and panels
- stucco
- wood profiles and details
- stone (marble, granite) lintels, sills, cladding and detailing
- ceramic and clay tiles or masonry

Other materials that are acceptable include:

- metal panels that are pre-finished or painted
- metal and glass curtain wall systems when used for less than 30 percent of the façade area
- synthetic detail profiles when covered with a stucco finish
- concrete masonry units, except gray, and when used in limited quantities at the ground floor and designed with patterns of multiple colors and/or finishes
- other innovative materials and new technologies that convey high-quality design and durability



Distinctive brickwork and window detailing on Georgia Street



Brick detailing



Masonry and stucco used together



Prefinished metal cladding



Varied brick colors and precast concrete lintels



Contemporary window elements

Thin materials generally do not convey high-quality and durability. At the pedestrian level avoid thin materials such as "stick-a-brick", stucco finishes, clear-anodized aluminum windows and storefronts, and other light-weight materials and finishes.

The following materials and finishes are generally inappropriate:

- Coarsely finished, "rustic" materials, such as wood shakes, shingles, barn board or fir plywood
- Indoor-outdoor carpeting ("astro-turf")
- Corrugated or expanded metal, except as part of a design feature or detail
- Corrugated fiberglass panels
- Imitation masonry and stone materials or panels
- Silver or clear anodized aluminum sheets
- Silver or clear anodized aluminum extrusions for windows, doorways and storefronts
- Plastic molded imitations of a conventional building material
- Mirrored or metallic reflective glass
- Glass block, except as a limited part of a design feature or detail

To avoid the appearance of a false façade, materials and finishes should return around corners and terminate with an architectural detail or relief.

2. Use Complementary Colors and Finishes

The finishes and colors on painted surfaces should blend with the historic character of the surrounding neighborhoods, and be complementary to common materials, such as brick.

Avoid colors that contrast dramatically with the colors of neighboring buildings. Neon and other bright colors should be avoided, except when used in a very limited amount as part of an architectural detail or feature.

3. Consider the Locations of Material Textures and Finishes

The grade of finishes should be highest at the pedestrian level of buildings. Textures should generally be more fine-grained and smooth in ground floor areas. In areas of building façades with little or no human activity, materials may be less highly-finished.

4. Roof Materials

Sloped roofs visible from public rights-of-way should be of slate, tile, standing-seam metal, or other high quality materials.



Varied colors used along Virginia Street add distinctive character



Varied, but complementary colors



Color used to distinguish base/middle/top



Concentrate higher level of detail at pedestrian level

Weather Protection

Providing shade and cover for inclement weather, canopies, awnings and other weather protection help create a sense of safety and comfort for pedestrians. When designed as part of the overall façade and streetscape composition, the design and detailing of weather protection will add visual interest of the streetscape.

GUIDELINES

1. Integrate Weather Protection Elements into Façade

Arcades, awnings, canopies, recessed entries and other methods of weather protection should be designed as integral parts of the building when adjacent to sidewalk and public walkways. At a minimum, weather protection elements should be provided at retail and building entry locations.

2. Avoid Long Horizontal Dimensions

Single continuous canopies or other overhead weather protection that emphasizes horizontality are discouraged. Except for arcades, weather protection elements should avoid horizontal runs greater than 20' without a visual break.

3. Awnings and Canopies

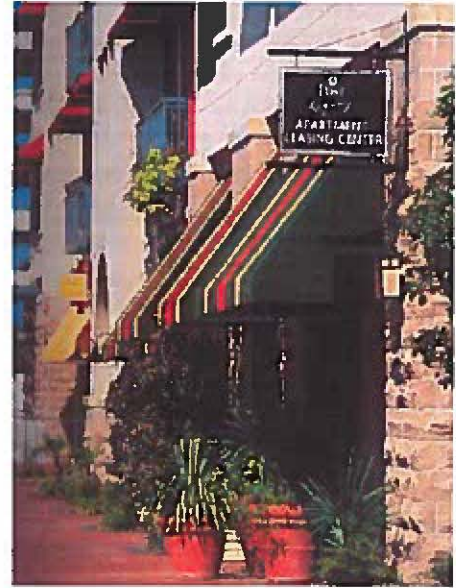
Awnings and canopies should fit within framed openings relating to storefronts, should be consistent with the architectural style and character of the building, and should be constructed with materials, finishes and profiles that exceed the minimum physical and structural requirements. Design and placement of awnings and canopies should complement the scale of the storefront and overall building design.

Awnings should fit into the openings of the building on which they attach without overlapping the opening or multiple openings. They should generally add color and serve as a transition between the storefront and the upper façade. Avoid a uniform awning design for multiple retailers.

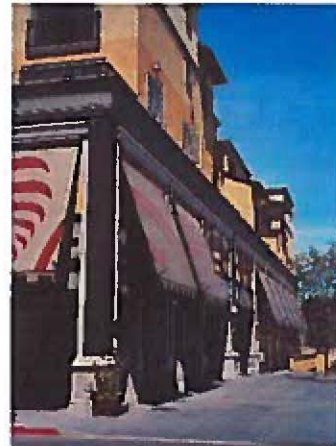
Awnings and awnings should identify a business's street frontage, and be identified as part of the tenant's image.

Awning material should be of a woven fabric or other material that projects the natural appearance of canvas. Traditional canvas awnings are recommended. Retractable or open side awnings are preferred and vinyl awnings should be avoided. Canopies should be fabricated of durable materials such as steel, and glass.

Refer to page 3.25 – Building Lighting for lighting requirements associated with canopies and awnings.



Canvas awnings in storefront



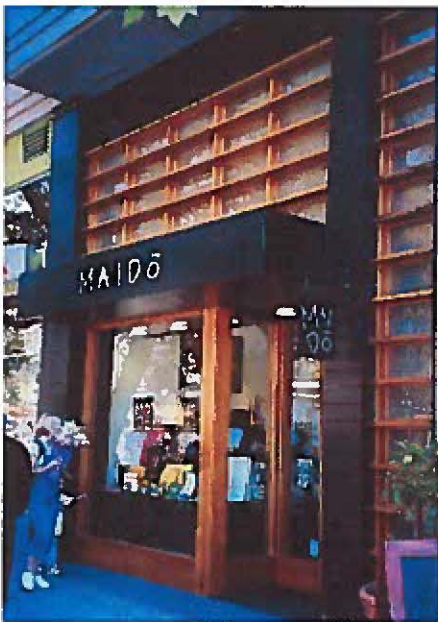
Canvas awnings in storefront



Steel and glass canopy



Varied storefronts in a single building façade



Contemporary storefront design gives unique identity



Two-story storefront

Retail Storefronts

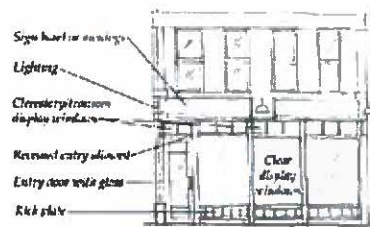
The presence of retail shops, cafes and restaurants, galleries and entertainment venues, live/work and artist lofts is the foundation of a pedestrian-friendly downtown environment. Businesses primarily use storefronts to orient and advertise merchandise to customers, and establishing physical and visual connections between the streetscape environment and businesses is critical to supporting downtown. Easy observation of interior spaces encourages shoppers to stop and browse. Allowing for visual transparency between inside and outside creates a pedestrian-friendly environment and provides a sense of security.

Through the creative design of storefronts, carefully selected materials, colors, graphics, appropriate lighting, sensitive detailing and fixtures, each storefront should become a distinct and expressive element in Downtown Vallejo.

GUIDELINES

1. Storefront Design

A minimum of 75 percent of the length of sidewalk-level retail frontages should be storefronts, entry ways, doors, windows, and other openings that allow for a visual connection between the interior and the street environment, and for access directly from the sidewalk. Multiple entries should be incorporated where possible. Entry doors may be recessed, but storefront windows and displays should not be set back from the sidewalk. Storefront designs should be coordinated with adjacent designs to create a cohesive streetscape façade.



Traditional storefront elements



Storefronts along sidewalk edge with individual identities

2. Storefront Identities

Utilize traditional storefront designs that are consistent with the character of Downtown Vallejo. Storefronts should be individual expressions of a tenant's identity, but should create an expression that is complimentary to the downtown architectural vocabulary. National and regional tenants who have a standard, recognizable storefront design and color palette will be required to tailor their designs and colors to complement Vallejo's downtown identity.

3. Storefront Materials

Storefronts should consist predominantly of transparent glass to provide views into the store, but glass should not be the exclusive material. Opaque, smoked and reflective glass should be used for accents only.

Durable, high-quality materials should be used including wood, metal, brick, stone, architectural-grade concrete, and stucco plaster. Acceptable materials are painted, smooth exterior-grade woods such as oak, redwood, and poplar. The degree of construction detailing and finish in storefronts should generally exceed that of other parts of a building, and should exceed normal standards of craftsmanship.

4. Storefront Expansion Zones

Subject to approval by both the Development Services and the Public Works Departments, retailers may use sidewalks as a part of their presence on the street. A storefront expansion zone of approximately 2' wide may be identified along the building façades that will be available for tenants to extend their merchandising past the building façade plane. This space can be occupied by constructed projections, such as bay windows or a series of doors that open to the sidewalk during warmer months. Other elements may include benches or pots with flowers or shrubbery. These elements should reflect the quality and identity of the retailer or restaurant, but should not obstruct pedestrian flow.



Storefront with recessed corner entry



Storefront with seating and planting



Storefront of detailed wood and glass



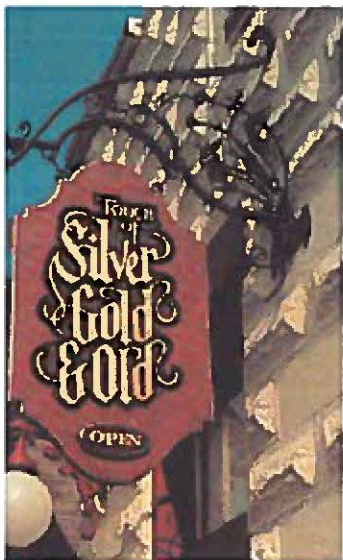
Metal storefront to match canopy



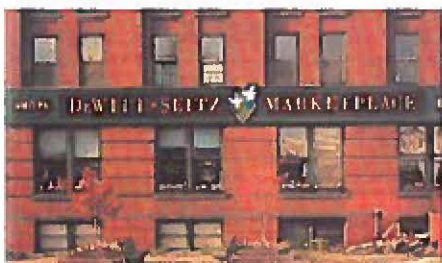
Storefront with recessed entry and awning



Storefront at sidewalk edge with integrated signage



Blade sign



Signage integrated into building design



Signage integrated into canopy



Creative streetscape signage with integrated light

Signage

Interesting, creative signage designs will enhance the streetscape experience. Buildings can incorporate several types of signage in an urban district including district wayfinding signage, retail signage and address signage. Signs are most effective when the architecture and rhythm of the street are preserved or emphasized by the design of the signs. Signage should always be designed as an integral component of the overall composition of the buildings and storefronts.

GUIDELINES

1. Integrate Signage into the Building Design

Creativity in the graphic design of signs is encouraged. Signage should be considered part of the façade composition and integrated into the overall design. Signs should be placed above the transom area on the signboard area. Retail signage should not be located above the sill line of second story windows.

All signage should be integrated into the building design, and not detract from the architectural quality or concepts. Signs should respect the overall building façade and composition. Signs should not obscure architectural details including windows, any projection, relief, cornice, column, door opening or trim, or change of building material or pattern.

2. Retail Signage

Retail signage should be incorporated into storefront designs, communicating a retailer's identity, while avoiding prominent expressions of corporate logos.

Creative signage design is encouraged. Appropriate signage can take the form of wall-mounted signs, projecting blade signs, awning or canopies. Signage may be incorporated into the design of canopies, marquees and awnings, where the latter are incorporated into the design of storefronts or entries. Emphasis should be placed on durable materials and quality manufacturing.

The following types of signs should be avoided:

- generic box signs
- back-lit plastic and neon sign
- pole-mounted and freestanding signs

Building Lighting

Lighting adds to both the character and the safety of public streets, and contributes to the overall success of an urban neighborhood. Building lighting is used to illuminate storefronts and retail frontages, to illuminate open space, and to highlight architectural features. Lighting design techniques and fixtures should limit light pollution while adding to the character and rhythm of the streetscape.

GUIDELINES

1. Integrate Lighting Design into the Overall Composition

Storefront façades, recessed doorways, outdoor spaces and passageways should be lighted. Lighting fixtures should generally complement the architectural expression and detailing of the building and storefront.

2. Highlight Architectural Features

Creative use of lighting may be incorporated into the architectural design of buildings to highlight feature elements, particularly at corners.

3. Storefront Lighting

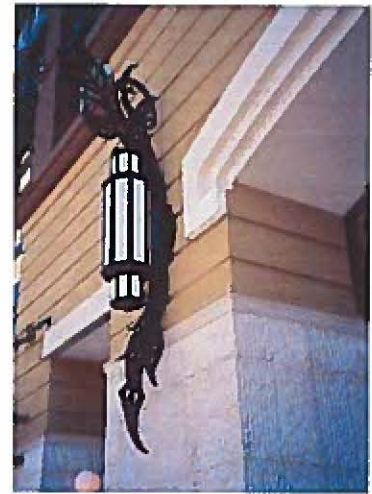
Fixtures should be located and angled to ensure that they spotlight a retailer's merchandise and do not point toward the window or cause distracting reflections.

Awnings and canopies may incorporate lighting with fixtures that light the sidewalk and storefront. Back-lit awnings are not allowed. Signage lighting, including flat-mounted signs, blade and banner signs, must be lit with concealed lighting or from above with down-lighting.

Storefronts should provide for "after hour" lighting within the front floor area of stores so as to highlight goods and to contribute to pedestrian lighting. Night lighting will help animate the downtown area, prolong street life after business hours, and increase pedestrian safety.

4. Limit Light Pollution

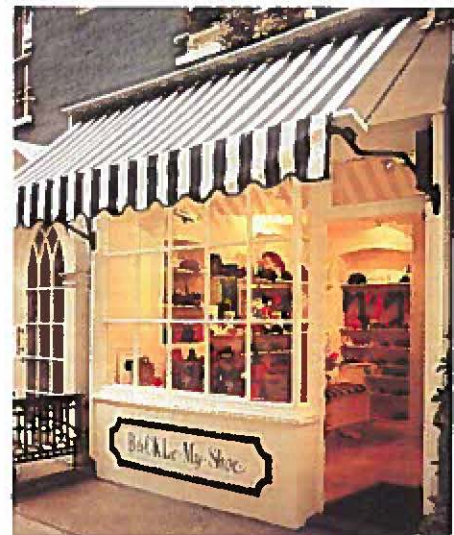
Use fixtures and a comprehensive lighting plan that maximizes the efficiency of light sources and limits light intrusion into residential units. Pedestrian lights placed on buildings along streets and sidewalks should complement and supplement the pedestrian lighting plan of the street lighting without creating excess light or glare.



Custom light fixture at building façade



Custom light fixture at building entry



Storefront with nighttime lighting

Public Amenities in Private Developments

The provision in private developments of streetscape amenities for pedestrians' convenience and comfort contribute to an inviting streetscape environment and experience for everyone using the Downtown. These features may be part of the street furniture and equipment, but can also be architectural elements or features that reinforce a building's design and identity.



Benches in front of storefronts



Seating area for games



Kiosk for maps and notices

GUIDELINES

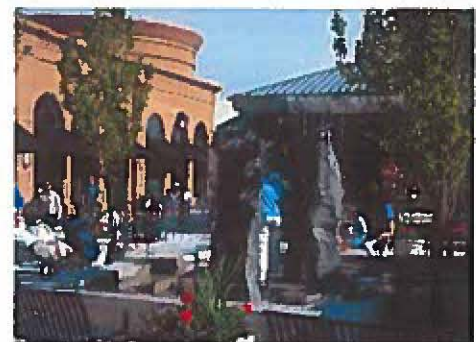
1. Incorporate Pedestrian Amenities

On primary pedestrian frontages and in open space setbacks adjacent to public pedestrian ways consider providing amenities for use by the public such as benches, fountains, planters with seating walls, art, bicycle racks, kiosks and notice boards.

These public amenities should be designed and located to complement public streetscape improvements, and should exceed the normal levels of craftsmanship, reflecting the typical materials, finishes and colors of the building.



Newspaper sales racks integrated into planter and seating wall



Fountain with seating wall

2. Incorporate Kiosks and Notice Boards

Kiosks and Boards for wayfinding, public notices and information can be provided along pedestrian ways. They should be accessible and well-lighted. The design and construction should complement the design and composition of the building façade and/or other streetscape elements. They should be fixed in one place or attached to the building so as to be permanent.

3. Safety and Accessibility

Amenity features should not create physical hazards or other issues of safety for pedestrians or drivers. They should allow for easy pedestrian access and required barrier-free accessibility. Materials should be permanently fixed, durable, easily cleaned and maintained, and without sharp edges or points.

Alley Façades

Alleys can serve as secondary pedestrian systems in Downtown, as well as offering alternate means of access to shops, restaurants and other commercial uses. Over time, they may evolve into distinct pedestrian spaces with retail and live/work uses. Alley façades should incorporate some architectural treatment to mitigate a strictly utilitarian aesthetic.

GUIDELINES

1. Improve Alleys to Enhance Residential Views, Pedestrian Routes and Commercial Services

Uninterrupted ground-level blank walls on alleys should be mitigated by incorporating changes in color or materials, changes in plane and varied articulation, landscape plantings, trellises, art, murals or other techniques.

Incorporate awnings and decorative signage, pedestrian scale lighting and accent lighting to highlight entries and pedestrian pathways.

On alleys with pedestrian connections to parking facilities or open spaces, consider incorporating retail display windows and secondary entries for employees or customers.

Use decorative paving to identify entries by incorporating special paving or ground surface treatment spanning the entry's width. The special paving treatment should incorporate a textured surface that will provide visual and audible warnings for traffic calming.

Incorporate well-designed screening for mechanical equipment, trash storage and other services. Locate utilities underground.

2. Allow for Variety and Flexibility of Alley Uses

Where appropriate, incorporate retail, live/work, or other active uses that open onto alleys. Provide clearly delineated pedestrian access and pathways. Where the existing context is not appropriate for retail or live/work uses, design for flexibility in developing future uses along alleys as development occurs over time in a block.



Pedestrian improvements in alley



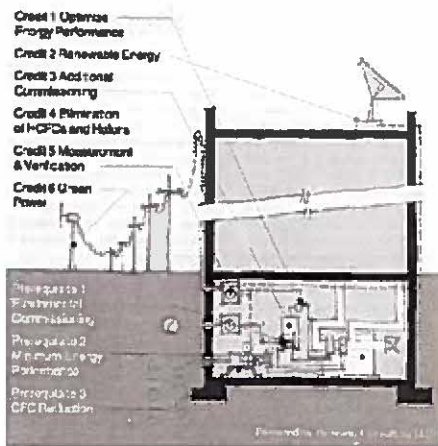
Small retail shops on alley



Residential loft along a working alley



Bicycle parking



Total System Approach for buildings



USGB LEED



Green roof



Planted courtyard above parking to collect water

Green Buildings

While concentrating future development into the Downtown contributes environmental sustainability, additional methods of building design and construction are encouraged. While not required as a condition of design approval, incorporating sustainable building techniques that are appreciably ahead of current standards and practices for development will contribute to a unique and desirable Downtown. The residential buildings created by this effort will become a model for healthy, ecologically responsible environments where occupants collectively enjoy the benefits of living in a "green" community.

GUIDELINES

1. Use a Total System Approach to Building Resources

Use a "total system approach" in design and construction to achieve the desired result in a cost effective manner over a building's lifetime. One of the financial goals of a total system approach is to minimize the impact on initial costs (construction costs) by offsetting increases from some requirements with decreases from others. For example, the cost of improving the performance of the exterior envelope of the building may be offset by a reduction in the size and subsequent cost of mechanical equipment.

2. Design for LEED Certification

The US Green Building Council has developed the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, which provides a national standard for "green building" practices. LEED Certification requires using environment friendly design, construction and maintenance techniques. Information is available at www.usgbc.org/LEED.

3. Maximize Water Efficiency and Management

Install water efficient (low-flow) plumbing fixtures.

Reduce potable water consumption by collecting, storing and using site stormwater or graywater for sewage conveyance and landscape irrigation.

Install green roofs to increase evapotranspiration, increase stormwater infiltration and reduce heat island effect.

Use native plants and landscape elements with low water requirements, composted soils, and efficient irrigation systems with automatic controllers. Avoid the use of any non-native, drought-sensitive or invasive plant species.

4. Utilize Sustainable Energy Sources to Reduce the Total Energy Consumption of Developments

Employ systems to re-cycle surplus energy created within the building.

Maximize energy efficiency by using 100% Energy Star appliances.

Maximize opportunities for natural daylight sources.

Maximize natural ventilation and cooling in buildings with operable windows and appropriate site planning that takes advantage of local wind patterns and solar orientation.

Provide shading for southern and western windows to minimize heat gain and cooling requirements.

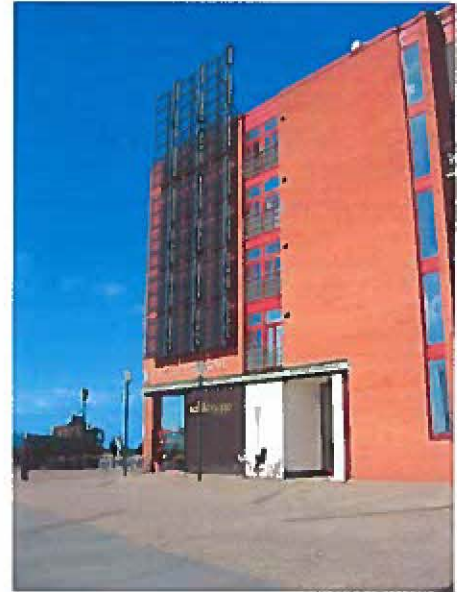
Install localized heating and lighting controls and use fluorescent lighting.

Use photovoltaic (PV) energy sources and/or Building Integrated Photovoltaic (BIPV) sources in the roof, cladding or window systems to supplement energy requirements.

Use Green-e electricity resources. (www.green-e.org)



Green-e certified energy sources



Solar panels used as design element

5. Use Appropriate Materials and Resources

Increase occupant health and well being by incorporating unprocessed or low V.O.C. materials.

Reduce the demand for new material resources by using recycled and renewable materials.

Contribute to the local economy and reduce the energy required in transporting materials by using locally recycled and manufactured materials.

Incorporate recycled content/recyclable building materials and products into the construction.

Implement recycling programs for tenants and provide for storage and collection of recyclables.

Use 100% low V.O.C. paints, coatings and carpets.

Use locally produced and manufactured materials.

Use rapidly renewable materials such as bamboo flooring, wheatgrass cabinetry, poplar OSB, wool carpets and Forest Stewardship Council (FSC) Certified Wood.



Healthy, safe materials

HISTORIC PRESERVATION

The objectives of the City are to retain significant buildings and maintain the historic integrity of the downtown. The downtown area contains a number of significant buildings recognized as City Landmarks and potentially significant historic buildings that have the possibility of contributing to an historic district. The Secretary of the Interior's Standards for the Treatment of Historic Properties should guide all work in the downtown area in order to protect its historic integrity. The Secretary of the Interior's Standards, available at: <http://cr.nps.gov/hps/rhb/stand.htm>, define four potential Treatments. Rehabilitation, the most appropriate for the Downtown, acknowledges the need to alter or add to historic property to meet continuing or changing uses while retaining the property's historic character. The Secretary's Illustrated Guidelines include recommended actions to protect and repair character-defining features, replace damaged or lost features and ensure that additions or new construction is appropriate. Interior and Exterior work on listed City Landmarks must be reviewed by the City's Architectural Heritage and Landmarks Commission pursuant to City of Vallejo Title 16, Chapter 38 of Vallejo's Municipal Code.

In the case of extensive modification or removal of any building greater than 50 years of age, an architectural historian should evaluate the structure and prepare the appropriate forms if necessary. See Specific Plan section *Standards for Historic Resource Protection*, page 9.17, for the review and approval process.

Purpose

The purpose of these Guidelines is to ensure that all work in the Downtown preserves, protects, enhances and perpetuates those historic and historically significant buildings and structures that contribute to the cultural and aesthetic heritage of Downtown Vallejo. Vallejo's historic downtown fosters civic pride and its preservation and maintenance will help to improve, protect and enhance the downtown's cultural and aesthetic heritage. The following constitute guidelines only. Refer to Title 16, Chapter 38 of Vallejo's Municipal Code for any regulatory items and procedures.

OBJECTIVES

- Protect existing resources
- Promote adaptive reuse of properties
- Conduct additional historic research
- Additional modification of buildings to be reviewed on an individual basis

Restoration And Modification

Historic renovations and alterations include construction of a new building or structure, or the addition to an existing building or structure, within the project site of a building or structure identified as "historic" or "historically significant." Alteration of a building or structure identified as "historic" or "historically significant" includes any manner in which alteration affects the exterior architectural appearance of a building or structure, including installation or alteration of any exterior sign, any construction or alteration within the project site of a building or structure, or modification of site features including, but not limited to, landscaping, fencing, walls, paving and grading. Interior alterations of a building or structure identified as "historic" or "historically significant" or relocation of a building or structure identified as "historic" or "historically significant" are also considered renovations and alterations.

All historic renovation and/or alteration projects should refer to the Standards and these historic design guidelines.

Historic Design Guidelines

Rehabilitation of buildings in Downtown that have been identified as “historic” or “historically significant” should comply with the Secretary of the Interior’s Standards and the following guidelines.

GUIDELINES

1. Clearly identify the building’s character-defining features and evaluate the building’s current physical condition. Become familiar with the style of the building and the role of the storefront in the overall design. Avoid adding conjectural features or elements from other historic properties.
2. Preserve the character of historic storefronts by maintaining or repairing historic features such as historic glazing, bulkheads, entries, fenestration and cornices.
3. Repair, rather than replace, deteriorated historic features.
4. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the old in design, color, texture, and where possible, materials. Replacement of missing features should be substantiated by documentary and physical evidence.
5. Avoid damaging historic materials by using the gentlest treatments possible to clean exterior surfaces and remove inappropriate coatings. Do not sandblast historic materials.
6. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. New elements may be contemporary as long as the new work meets these requirements.
7. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. Choose paint colors based on the building’s historical appearance. In general, do not coat surfaces that have never been painted. For 19th Century storefronts, contrasting colors may be appropriate, but avoid too many different colors on a single facade.
8. Modifications required for public safety, handicapped access and fire codes should be undertaken so that character-defining features are retained.
9. Retain historic signs whenever possible. This includes signs painted on the sides of brick buildings, cornice and bulkhead signs, entry mosaics, gold leaf street numbers and historic neon. New signs should respect neighboring buildings and should not obscure significant historic features.

NO TEXT

ACKNOWLEDGEMENTS

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Gary Cloutier
Gerald Davis
Tony Pearsall
Pete Rey
Joanne Schivley

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APPENDIX A: BIBLIOGRAPHY

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