



PROPEL VALLEJO

General Plan 2040



City of VALLEJO California


ONE WAY

PROPEL VALLEJO GENERAL PLAN 2040

ADOPTED BY CITY COUNCIL | AUGUST 29, 2017

City of VALLEJO California

LIST OF GENERAL PLAN AMENDMENTS

The Propel Vallejo General Plan 2040, originally adopted in 2017, has been amended from time to time. The following table identifies those amendments and indicates whether they have been incorporated into this version of the General Plan.

Resolution No.	Adoption Date	Summary of Amendment	Incorporated into This Document
17-128 N.C.	11/07/2017	Amended Map PF-6 (Land Use Map)	Yes
18-073 N.C.	07/24/2018	Amended Map PF-6 (Land Use Map)	Yes
20-016 N.C.	02/11/2020	Amended Map PF-6 (Land Use Map)	Yes
20-017 N.C.	02/11/2020	Amended Map PF-6 (Land Use Map) and Map MTC-5 (Bicycle Network)	Yes
20-096 N.C.	07/14/2020	Incorporated the "City of Vallejo CEQA Transportation Impact Analysis Guidelines" prepared by Fehr and Peers as Exhibit A to the General Plan	Yes
21-061 N.C.	06/07/2021	Amended the land use descriptions in Chapter 2 as well as Map PF-6 (Land Use Map)	Yes
24-210 N.C.	12/30/2024	Incorporated the General Plan Housing Element for the 6th Cycle (2023-2031) and amended Map PF-6 (Land Use Map)	Yes
25-111 N.C.	06/24/2025	Amended Map PF-6 (Land Use Map)	Yes
26-180 N.C.	10/13/2026	Replaced Exhibit A to the General Plan with the new "Transportation Analysis Guidelines" prepared by Fehr and Peers	Yes

Note: This list is updated as amendments are adopted.

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1

INTRODUCTION

1 INTRODUCTION

WHAT IS A GENERAL PLAN?

Every municipality in California is required by the State to adopt and periodically update a general plan that provides a comprehensive, long-range statement of the jurisdiction's land use policies for the coming decades. Propel Vallejo: General Plan 2040 is the City government's primary tool to guide physical change within the city limits, and, in some cases beyond them in a Sphere of Influence (SOI) (where City services may someday be provided), which is collectively referred to as the Planning Area. The SOI includes unincorporated islands in the community and adjacent areas where land use decisions in areas governed by Solano County might affect quality of life for Vallejoans.



A general plan is broad in scope, addressing all geographic areas within the City's Planning Area and all issues relating to the physical character of the city. In addition, the plan is visionary–it looks 25 years into the future and focuses on broad, emerging trends that will shape the Vallejo of tomorrow. Finally, the plan must be internally consistent: its policies and actions are vital to carrying out goals and complement one another across topic areas without conflicting.[1]

The Propel Vallejo General Plan is the community's overarching policy document that defines a vision for future change and guides the location and character of development, enhancing the local economy, conserving resources, improving public services and safety, and fostering community well-being. The General Plan is the City's primary land use regulatory tool and describes the means necessary to achieve the community's vision for the future. The General Plan is Vallejo's constitution for future change and, together with the Development Code (Title 16 of the Municipal Code) and other related sections of the Municipal Code, will serve as the basis for planning-related decisions made by City staff, the Planning Commission, the City Council, and other City boards and commissions.

[1] California Governor's Office of Planning and Research, General Plan Guidelines, Public Draft of the General Plan Guidelines, October 2015.

GENERAL PLAN REQUIREMENTS

A city's zoning regulations and subdivision approvals must be consistent with an adopted general plan. Once a general plan is adopted, updated, or amended, the zoning, subdivision, and other land use regulation ordinances must be amended to be consistent with the plan, as needed. State law requires that a general plan contain seven "elements": land use, circulation, housing, conservation, open space/parks and recreation, safety, and noise. Optional elements may also be added, such as an Economic Development element; several additional optional elements are proposed in the Propel Vallejo General plan. Table 1-1 compares the State-mandated elements to the structure of Propel Vallejo: General Plan 2040.

TABLE 1-1 General Plan Chapters and State-Mandated Elements

Propel Vallejo: General Plan 2040 Chapter	Required Element[a,b]	Optional Element
Community & People	Open Space	Healthy Community
Nature & Built Environment	Land Use Conservation Noise Safety	Arts and Culture Historic Preservation
Economy, Education, & Training	–	Economic Development
Mobility, Transportation, & Connectivity	Circulation	–

a. Required per California Government Code Section 65302.
b. The Vallejo General Plan also includes the State-required Housing Element. The Housing Element is not part of the General Plan Update.

The general plan is to be considered and used as a whole. Case law and accepted land use practice stress the equality of the elements in a general plan. Since all general plan elements carry equal weight, no single section, chapter, or subject can be stressed while ignoring others. All of the sections should be read together, although updates to the Housing Element are required more frequently under a separate, more specific set of State laws.

The Propel Vallejo General Plan update consolidates the elements found in the 1999 Plan (the last updated General Plan) into the following four chapters: Community and People; Nature and the Built Environment; Economy, Education, and Training; and Mobility, Transportation, and Connectivity. Table 1-1 shows the way in which the General Plan Update incorporates the State-mandated elements. State law requires an update to the Housing Element every seven years; the City last updated the Housing Element in May 2015 to cover the planning period between 2015 and 2023. The General Plan update does not involve any amendments to the Housing Element.

RECENT PLANNING EFFORTS

Perspectives regarding planning in Vallejo have changed significantly since the economic downturn of the 1990s and the closure of the Mare Island Shipyard in 1996, which brought the need to reorient the local economy. The prior General Plan update in 1999, which emphasized Vallejo's strategic location and transportation connections, led to the adoption of long-range plans for key areas, including the Mare Island



Specific Plan, Downtown Vallejo Specific Plan, Vallejo Waterfront Planned Development Master Plan and Design Guidelines, and the County Fairgrounds/ Discovery Kingdom area ("Solano 360," see Table 1-2).

Other important recent City planning initiatives include establishment of the Vallejo Waterfront & Downtown Priority Development Area (PDA) and the adoption of the 2015-2023 Housing Element. The General Plan connects the goals of these specific plans together into one unified and cohesive vision that continues to meet the legal requirements of both those specific plans and the General Plan to guide future preservation and change throughout the entire city, including areas that have not previously been subject to more detailed planning efforts.

The General Plan update also solidifies the initiatives contained in the City's first-ever Climate Action Plan (CAP), adopted in 2012. The CAP seeks to reduce communitywide greenhouse gas (GHG) emissions in the categories of City government operations, renewable energy, and transportation; and it promotes energy efficiency, water conservation, and adaptation to changing environmental conditions.



TABLE 1-2 Consistency with Adopted Plans

Specific or Master Plan	Consistency with General Plan Update (GPU)
Sonoma Boulevard Specific Plan – (SBSP) 2017	YES: GPU encompasses SBSP uses and is subject to the same Environmental Impact Report and resulting mitigation.
Solano360 Specific Plan – 2013	YES: GPU does not propose any changes to Solano360, and its policies would continue implementation of the Specific Plan.
Waterfront Planned Development Master Plan – (WPDMP) 2007	YES: GPU does not propose any significant changes to WPDMP, and its policies would continue implementation of the Master Plan. GPU allows for a broader range of uses, affording flexibility in associated regulations such as building types and parking in Central and Southern Waterfront areas, pending an amendment process.
Downtown Specific Plan (DSP) – 2005	YES: GPU does not propose any significant changes to DSP, and its policies would continue implementation of the Specific Plan, except for development standards, which will be removed from the Specific Plan and addressed by the City's Development Code.
Mare Island Specific Plan – (MISP) 1999, 2005, most recently amended 2013	YES: GPU does not propose any changes to MISP, and its policies would continue implementation of the Specific Plan, except for the Badge and Pass site at the corner of Wilson Avenue and Tennessee Street, which will be removed from the Specific Plan and addressed by the City's General Plan and Development Code.
White Slough Specific Plan – 1995	YES: GPU does not propose any significant changes to the Specific Plan, and its policies would continue implementation of the Specific Plan, except for land use policies and corresponding development standards for commercial and residential development, which will be removed from the Specific Plan and addressed by the City's General Plan and Development Code.
Northgate Specific Plan – 1988	NOT APPLICABLE: Due to near buildout of the area the Specific Plan has effectively been achieved; the land use designations have been incorporated into the land use map of the General Plan.
Hiddenbrooke Specific Plan – 1987	YES: GPU does not propose any changes to the Specific Plan and its policies would continue implementation of the Specific Plan.

PLAN OBJECTIVES

In conceiving the Propel Vallejo effort, the City Council sought to create a comprehensive General Plan Update that would go beyond State requirements to also emphasize economic development; historic preservation; arts and culture; and community health. The Council's goals for the Plan included not only protecting and improving on the City's existing physical, social, and economic conditions, but also to promote sustainability and improve the efficacy of non-automobile transportation in Vallejo.

The Council directed that a communitywide inclusive process be utilized using both proven and innovative outreach strategies. Accordingly, a multifaceted, two-year campaign of public engagement, ranging from face-to-face to entirely digital input opportunities, brought involvement from community members who represent a broad cross-section of interests and cultural concerns, and ensured participation from all population sectors of the city, including underserved communities.

Based on the City Council direction and broad community input, the specific objectives of the General Plan Update include:

- Focusing future growth to foster a vibrant Downtown/Waterfront District, strong job centers, livable neighborhoods, thriving neighborhood corridors, and retail/entertainment clusters that draw visitors from the city and the region.
- Preserving and enhancing the natural, historic, and scenic resources that make Vallejo special.
- Establishing Vallejo as an attractive place to live, work, shop, and enjoy time off.
- Providing a balance of employment and housing opportunities locally.
- Attracting and supporting investment for rehabilitation and new development that builds the tax base and provides fiscal stability to fund municipal services.
- Promoting infill development, particularly on vacant and underutilized parcels in central areas of Vallejo.
- Leveraging publicly owned lands and infrastructure investments to catalyze development in key opportunity areas.
- Ensuring there is land available to accommodate public facilities as growth takes place.





- Focusing development and redevelopment near existing and planned transit facilities including the Ferry Terminal and Vallejo Transit Station, to make it easier and more convenient for residents and people who work in Vallejo to use transit.
- Strengthening and enhancing connections between neighborhoods and key destinations in the community.
- Providing a range of options for getting around Vallejo, including alternatives to the automobile such as biking, walking, and transit.
- Fostering a stable and diverse local economy built on local strengths in the manufacturing, health and life sciences, higher education and tourism sectors.
- Helping to build strong connections between residents, businesses, community groups, and City officials, and encouraging active participation in civic life.
- Increasing personal safety and emergency preparedness.

GOALS, POLICIES, AND ACTIONS

Propel Vallejo: General Plan 2040 is built around a series of goals, policies, and actions that describe what needs to be done to achieve the community's vision for the future. "Goals" are end-states; they describe what the community wants to accomplish to resolve a particular issue or problem. Policies and actions guide day-to-day decision-making so that there will be continuing progress toward the attainment of goals. Goal, policy, and action are further defined as follows:

- **Goal:** A general, overall, and ultimate desired outcome toward which the City will direct effort during the 25-year timeframe of the general plan.
- **Policy:** A specific statement that regulates activities in the City, guides decision-making, and directs implementing actions to achieve a goal. General Plan policies



guide City staff and the Planning Commission in their review of land development projects and in decision-making about City actions.

- **Action:** A measure, procedure, or technique intended to implement one or more policies to help reach a specified goal. An action may be ongoing or something that can be completed in a targeted timeframe.

The goals, policies, and actions are a critical component of the General Plan. Goals determine what should be done and where. Policies and actions together establish who will do the work and how and when the goals will be carried out. Accompanying narratives explain why. Taken together, they describe the steps the City and the community must take to make the vision of the General Plan a reality.

The plan is meant to be a useful, everyday guide for what to do where and when. Explanatory text is provided where needed, and every action is listed and numbered under a specific policy. However, an action can sometimes help implement more than one policy, so there are cross-references provided in the Plan where appropriate.

STRUCTURE

Propel Vallejo: General Plan 2040 includes this introduction; a description of the City's land use planning framework; and the four separate chapters that establish goals, policies, and actions for the seven elements covering the topics required by California State Government Code Section 65302; as well as for optional elements covering economic development, historic preservation, arts and culture, and community health. In addition, the plan includes an index, glossary, and implementation plan summarizing all of its actions. The General Plan structure is summarized as follows:

1. **Introduction –** Describes the required elements of a General Plan and its production process, and provides an overview of the plan's principles, objectives, and organization.
2. **Planning Framework –** Covers existing land use conditions and policy framework, and presents opportunity areas that help guide the location, intensity, and type of future growth and development in the city and its SOI.
3. **Community & People** – Addresses a range of issues related to community well-being and includes strategies for strengthening bonds between community members. The focus of this chapter is on fostering a climate of collaboration and opportunities for collective impact. It is organized around five key goals that represent priorities for Vallejoans: healthy community; safe city; strong community bonds; active participatory community; and caring, equitable community.
4. **Nature & Built Environment** – Covers the following topic areas required by California law: land use, conservation, open space, noise, and safety. Additionally it covers the following optional topics of importance to the Vallejo community: historic preservation and arts and culture.
5. **Economy, Education, & Training** – Covers economic development, an optional topic for the State, but a topic of great importance and emphasis for the City. It outlines a vision for building a strong, stable, and diverse economy, and it addresses the locally important issues of workforce development, innovation, and green business practices.
6. **Mobility, Transportation, & Connectivity** – Covers the State-mandated topic area of circulation, including circulation of people and goods by road, rail, and water for all users, such as pedestrians, bicyclists, motor vehicles, and trucks. Additionally, it addresses the locally important issues of regional and local connectivity within and between Vallejo's neighborhoods, including recreational trails.

7. **Index & Glossary** – The index cross-references goals, policies, and actions found throughout the plan, while the glossary lists terms used in the plan, organized by subject.

Chapters 3 through 6 take their titles from and build on the four categories of Guiding Principles developed by community members for Propel Vallejo (see Chapter 2). An additional section within the Nature and Built Environment chapter has been added to satisfy State legal requirements for policies and actions needed to protect life and property from natural and human-made hazards.

HOW TO USE THIS PLAN

The General Plan is used as a point of reference for a variety of interested parties. Some of the key groups that will use the General Plan include elected and appointed City officials, City staff, city residents, and individuals proposing new development projects when making decisions regarding such topics as subdivisions, capital improvements, and neighborhood rehabilitation. For all of these users and many others, the policies in this General Plan are intended to provide clear guidance and explanation of the City land use decision-making processes and about how Vallejo may grow, change, or stay the same.

In general, actions that use the words "require," "prohibit," or "shall" are mandatory. Policies that use the words "encourage," "promote," "discourage," "consider," or "should" are not mandatory, and the City may choose to modify its course of action in cases where a policy may not prove appropriate for a particular situation or if extenuating factors, such as competing priorities or budget limitations, would make it difficult to follow a policy direction verbatim.

As described in Chapter 2, Planning Framework, the general plan update process involved a wide variety of stakeholders and interests. As a result, this General Plan is intended to meet multiple, and sometimes competing, policy objectives, and the City may not be able to strictly adhere to every policy in every decision that it makes to implement the overall goals of this General Plan. The City Council will continue to have discretion over prioritizing overall policy objectives to implement this General Plan in instances in which competing policy objectives may affect a single decision.

Finally, the plan is intended to be understandable and easily available to the public, in part because policies will be carried out only if they continue to merit community support. If and as conditions in Vallejo change, the Plan can and should be interpreted, and modified as necessary, to reflect and remain consistent with the City's and community's desires and priorities.

ANNUAL REVIEW BY PLANNING COMMISSION

State law requires the Planning Commission to report annually to the City Council, California Office of Planning and Research, and California Department of Housing and Community Development on:

- The status of the plan and progress in implementing it.
- The City's progress in meeting its share of regional housing needs pursuant to Government Code Section 65584.
- Local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to Government Code Section 65583(c)(3).
- The degree to which the plan complies with the general plan guidelines developed and adopted pursuant to Government Code Section 65040.2.

In addition, the State expects the Planning Commission to review the City's capital improvements program annually for consistency with the General Plan.

AMENDING THE PLAN

Finally, the General Plan is intended to be as dynamic as needed by the Vallejo community. State law allows up to four general plan amendments *per mandatory element* per year. Requested amendments in California tend to be proposed by land owners seeking to change the land use designation for specific properties. In addition, the City could amend the General Plan in response to changes in growth and market demand or for other policy reasons.

Although much of the General Plan represents regulatory guidance and is subject to this limitation, many items in the General Plan are provided for informational purposes only. Items included for illustrative purposes, such as photographs, figures, and maps, do not establish General Plan policy and do not require a formal General Plan amendment to update or revise; their purpose is to help make the plan more user friendly. Similarly, typographical corrections and parcel boundary changes may be made without a formal General Plan amendment. However, modifications to figures that reflect State or City regulation, such as the General Plan Land Use Map (Map PF-5) or Circulation map (Map MTC-3) could require a General Plan amendment.

As time passes, the City may find it desirable to revise portions of the General Plan to reflect land use map changes or other changing circumstances. It generally is recommended that the City comprehensively review the plan every five years to determine whether it still reflects the community's values, as well as the city's physical and economic conditions. State law requires California's Office of Planning Research to publish the names of jurisdictions with general plans older than 10 years and to notify the respective City Councils of these jurisdictions.



2

PLANNING FRAMEWORK

2

PLANNING FRAMEWORK

Vallejo is a vibrant and diverse community, located in the San Francisco Bay Area at a gateway to the inner Bay Area and the Napa Valley. Blessed with scenic natural beauty and a rich history, Vallejo is the largest city in Solano County and the tenth largest in the Bay Area (with 118,000 residents in 2016). This chapter presents the planning context for the Vallejo General Plan, summarizing local history, existing land use, major recent planning initiatives, and the process for developing the plan. It also outlines the vision for Vallejo in 2040, encapsulated in the General Plan Land Use Map.





PLANNING AREA

The city encompasses an area of approximately 50 square miles, framed by San Pablo Bay and the Napa/Sonoma Marshes on the west, the Carquinez Strait to the south, and unincorporated Solano County open space lands to the northeast (see Map PF-1). The General Plan considers land within the city limit as well as surrounding land the City may annex in the future, known as the Sphere of Influence (SOI). Determined in conjunction with the Solano County Local Agency Formation Commission (LAFCO), the SOI is an area of approximately 4.5 square miles that could be provided with City services in the future and can therefore be considered as a potential future boundary of Vallejo. In the future, a General Plan amendment would address these areas if and when the City considers annexing these areas. Together, the city limit, unincorporated County islands within the community, and the SOI comprise the Planning Area.

MAP PF-1
Location and Setting



Vallejo City Limit
Regional Open Space (Outside Vallejo)
Sphere of Influence (SOI)
Railroad

Regional Location



Source: City of Vallejo, 2014; Solano County, 2014; USGS, 2014; Bay Area Open Space Council, 2014; PlaceWorks, 2016.

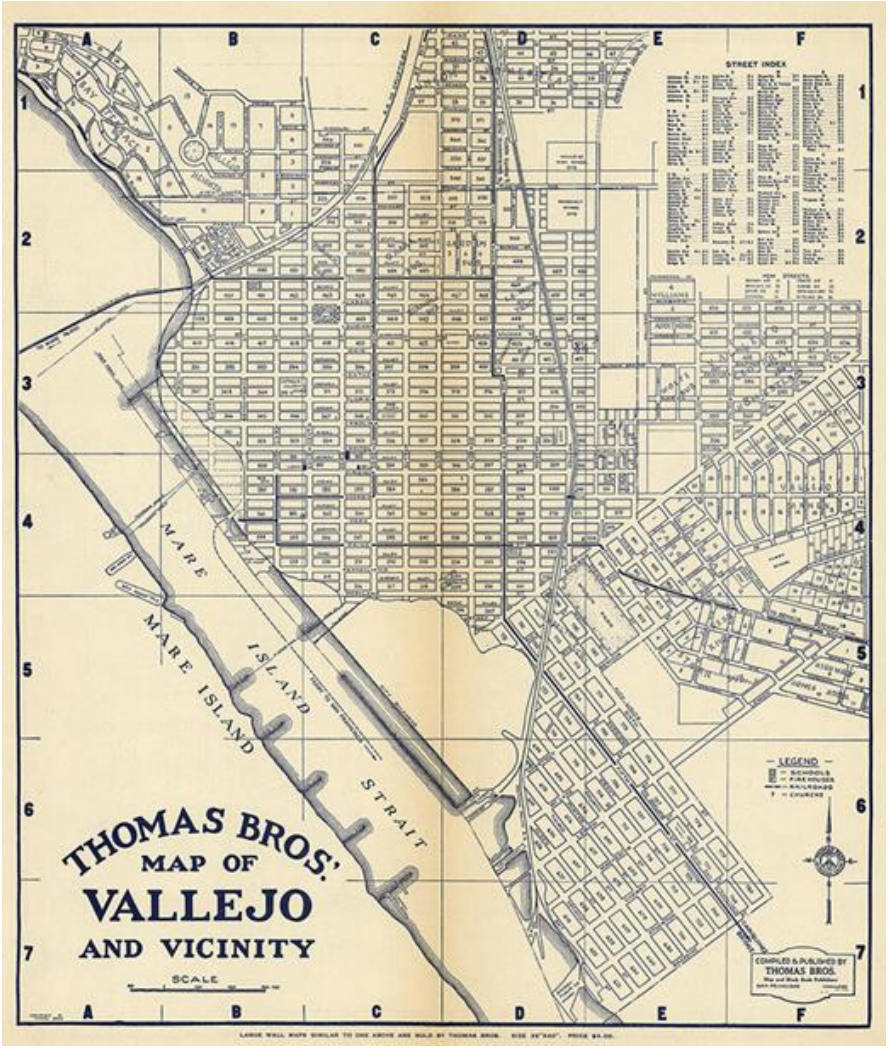
HISTORY

While some of the earliest settlers of the area were the Native American Patwin and Carquin peoples, the town of Vallejo was originally built by people of European descent with streets laid out in a simple grid pattern along the waterfront. When California gained statehood in 1850, General Mariano Guadalupe Vallejo donated 156 acres of land to the United States, and for three years the city was the seat of State government. In the early days, growth was slow, in part because of a shortage of building materials, but with the establishment of the first west coast US naval facility on Mare Island in 1854 and the arrival of the transcontinental railroad in 1870, the population and the local economy began to grow.

With the addition of fill into the Mare Island Strait in the later 1800's, Vallejo's main street moved shoreward from Alameda Street (now also Broadway Street to the north) to Sonoma Street (now Sonoma Boulevard). The waterfront played a pivotal role in the history of the city, and its commercial importance brought prosperity to Vallejo. Figure PF-1 depicts the street pattern during this time period. Rail connections to agricultural areas made Vallejo the nation's largest wheat shipping port in the late 19th Century, and in the early 20th Century shipbuilding activities on Mare Island were spurred by the Spanish American War, the opening of the Panama Canal, and World War I. The Navy became the primary engine of the local economy during World War II, and the local population swelled from 20,000 residents in 1940 to nearly 90,000 in 1945, as the shipyard workforce expanded.

Development in the early 20th Century was concentrated near the waterfront, across the Strait from the shipyard. The downtown area was largely rebuilt with two and three story buildings between 1910 and 1920; however, the development of highways and freeways began to change the local land use pattern. State Route (SR) 37, running 21 miles along the northern shore of San Pablo Bay, was built in 1917 to connect Novato to Vallejo. Lincoln Highway- the first transcontinental highway–was realigned in 1927 and guided travelers along a route now paralleled by Interstate 80 (I-80) through Davis, Vallejo and Berkeley, where drivers transferred to San Francisco via ferry. What is now Interstate 780 (I-780), opened as a State highway in 1935 and was redesignated to federal status in 1955.

FIGURE PF-1 VALLEJO HISTORICAL STREET PATTERN



Source: Thomas Brothers Maps

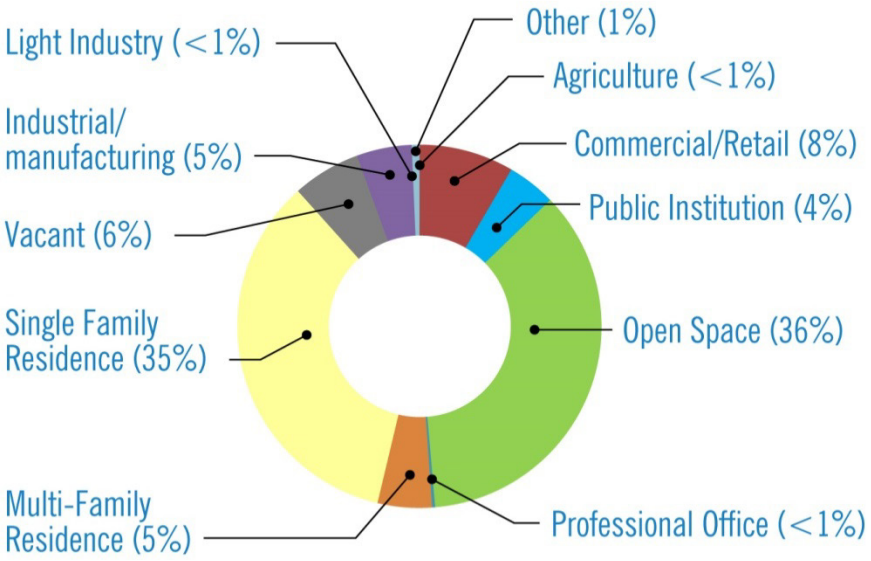
Sonoma Boulevard served not only as a main street but also as a major regional connector until the opening of I-80 in the 1950s; the following decades saw development of Vallejo's suburban neighborhoods, including Glen Cove with over 9,000 homes, Northgate with more than 2,000 homes and 2 million square feet of commercial and business development, and Hiddenbrooke with approximately 1,400 homes around a championship golf course. With new residents and constrained highways, direct ferry service between Vallejo and San Francisco resumed in 1986.

The economic downturn of the 1990s and the closure of the Mare Island Shipyard in 1996 brought the need to reorient the local economy. Activity in the downtown area generally continued to decline over the next two decades, but Vallejo's strategic location and the legacy of excellent transportation connections to the region provide a strong foundation on which to rebuild. Recent investments in the downtown and waterfront area, including development of the Vallejo Station inter-modal transit complex, support downtown revitalization and continue to recognize the waterfront as a critical asset for the community. Attraction and support of a now thriving population of artists and entrepreneurs in and around downtown and Mare Island has signaled an upsurgence in the economic and cultural identity of the city.

EXISTING LAND USE

Today, the urbanized area of Vallejo is predominantly residential in character, with single-family and multi-family development occupying 40 percent of the land within the city limit (see Chart PF-1). Commercial uses, including shopping centers, retail stores, hotels, and gas stations, account for approximately 8 percent of existing land uses; while industrial and manufacturing uses, concentrated primarily on Mare Island, make up nearly 5 percent of land in the city. Vacant and undeveloped land accounts for 6 percent of the total land area, with wetlands, parks, and natural open space comprising the balance.

CHART PF-1 EXISTING LAND USE

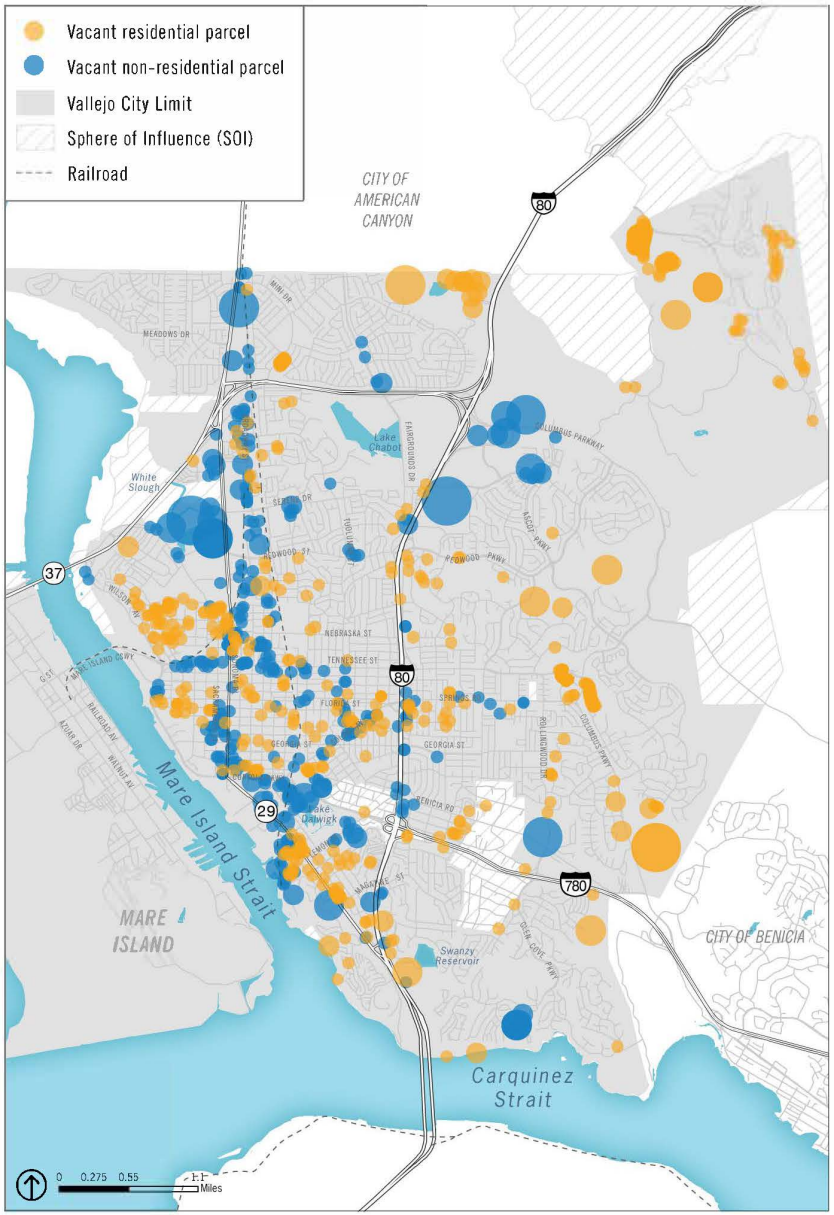


Source: Solano County Assessor, 2014.

Map PF-2 shows the general distribution of vacant residential and commercial properties (i.e. properties with no structures/improvements) in Vallejo, based on 2014 data from the Solano County Assessor. These properties are largely concentrated in the central and western parts of the city, near Sonoma Boulevard and the Downtown/Waterfront area. Many of these parcels are small, but collectively they represent an important opportunity for infill development in established parts of the city well-served by transportation and utility infrastructure.

The transfer of significant portions of Mare Island from U.S. Navy to City ownership has allowed the City to plan for orderly growth and conservation of the area in partnership with interested developers. Among these, the Lennar Corporation (through its Lennar Mare Island subsidiary) has taken the lead in preparing and

MAP PF-2 VACANT RESIDENTIAL AND COMMERCIAL PARCELS



Source: City of Vallejo, 2014; Solano County Assessor, 2014; ESRI, 2010; PlaceWorks, 2016.

marketing residential, commercial, industrial, and maritime properties. In combination with the organic changes in land uses occurring one property at a time in the Downtown/Waterfront and Mare Island districts, this holistic master planning has marked a new phase in the history and development of Vallejo.

The City of Vallejo owns several large properties downtown, on the waterfront, and on Mare Island, and new activity at these key locations can catalyze economic development and help strengthen sense of place and community identity. City-owned properties include the site of the former Pacific Gas & Electric (PG&E) Manufactured Gas plant on the southern waterfront between Curtola Parkway and the Ryder Street Wastewater Treatment Plant; the northern waterfront area at the western end of Tennessee Street south of the Mare Island Causeway; and North Mare Island east of Azuar Street between SR 37 and the Causeway.

THE GENERAL PLAN UPDATE PROCESS

In 2012, the Vallejo City Council initiated a robust public process to comprehensively update the General Plan and develop a renewed vision for the future of the city. A critical first step in the process was a community-wide effort to develop Guiding Principles. In the spring of 2014, a broad spectrum of community members contributed their energy and ideas either in person at one of four public workshops held in different locations around town, or via the City's online forum. Collaborating successfully with local community organizations, the City also took extra steps to include high school students, residents of South Vallejo, and members of local community groups in the conversation to make sure everyone had a voice in the process. This outreach resulted in the development of 19 Guiding Principles that were translated into goals for the General Plan Update and also served to guide development of the Sonoma Boulevard Specific Plan and the citywide zoning code update that were undertaken in parallel with the General Plan Update.

Guiding Principles

Community and People

1. *Pride in Identity.* Vallejo takes pride in its identity, natural setting, and history. Its residents, businesses, and government value the City's maritime heritage, cultural diversity, neighborhoods, and thriving arts community—and their links to the region and the world.
2. *Strong Community Bonds.* Vallejo builds strong community bonds at the neighborhood level, with activities and recreational opportunities for youth, local festivals, and a strong culture of volunteering, positive role models, and leadership programs.
3. *Safe City.* Vallejo is a safe place for everyone. Residents and businesses in every neighborhood collaborate with each other and with responsive law enforcement to promote personal safety.
4. *Caring and Equitable Community.* Vallejo treats everyone with compassion, dignity, and fairness and supports stable, diverse neighborhoods. It is a caring community where everyone has access to services, jobs and housing and shares in the vitality and prosperity of the community.
5. *Collaborative Civic Engagement.* Vallejo identifies its challenges and takes constructive actions to address them. It is a place with strong, collaborative partnerships between government, residents, and local businesses and where challenges are addressed proactively, drawing on lessons learned from their own experience and from other communities.
6. *Active, Participatory Community.* Vallejo supports and depends on active community participation. Vallejo provides timely and understandable information on planning issues and projects, and community members participate directly in shaping plans and policies for the city's future.
7. *Healthy Community.* Vallejo promotes the health of its residents and recognizes the value of a proactive, preventative approach to health. All Vallejo neighborhoods have easy access to healthy food, including organic food and locally grown food from school and community gardens.

Nature and the Built Environment

8. *Beautiful City.* Vallejo values and showcases the City's beauty, historic character, compatible architecture, abundant trees, and local ecology. Gateways into the community make positive, welcoming impressions, and Vallejo's pride is displayed on every block in the way people care for their homes, gardens, businesses, and neighborhoods.
9. *A Place People Want to Be.* Vallejo's vibrant downtown, attractive waterfront and open spaces, livable neighborhoods, and varied destinations draw people from the Bay Area and beyond. Vallejo is a place where people of all ages want to be, day and night—to live, work, shop, and recreate.
10. *Iconic Waterfront.* Vallejo treasures its waterfront as a centerpiece of the community, with a promenade, multi-use trails, natural open space, and access to water activities. It is a place for community gathering, exercising, socializing, shopping, dining out, and having fun.

Guiding Principles

11. *Environmental Stewardship.* Vallejo pursues and promotes environmental education; protects and manages its watersheds, wetlands, and wildlife habitats; and embraces businesses and industries that are sensitive to the environment. It is a community where environmental stewardship is an asset that attracts people and businesses.
12. *Sense of Place.* Vallejo values its special character and unique sense of place in its dramatic waterfront setting, varied topography, city-wide views, historic districts, maritime heritage, and favorable weather.

Economy, Education, & Training

13. *Good Jobs, Education, & Training.* Vallejo provides people with good jobs and its young people with job training and the education they need to succeed. Vallejo embraces innovations in education, and the city's excellent educational institutions and trade schools play a prominent role in its economic vitality and community life.
14. *Innovation, Entrepreneurship, & Successful Local Businesses.* Vallejo welcomes innovative businesses and fosters entrepreneurship. It is a community that capitalizes on new technologies, community assets, and local knowledge – while helping local businesses to succeed.
15. *Economic Development Aligned with Natural Environment.* Vallejo values economic development and aligns well-designed projects with the protection and enhancement of environmental resources. It is a community where sustainable development is efficiently processed and provides broad benefits that serve community needs and enhance the quality of life.
16. *Stable, Strong, & Diverse Economy.* Vallejo is characterized by fiscal stability; a strong, diverse economy, including health care, education, and manufacturing; and efficient use of its lands and waterways. Vallejo's unique setting, community character, and favorable weather are major resources for economic expansion, including tourism and entertainment.

Mobility, Transportation, & Connectivity

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



The City Council also appointed a 15-member General Plan Working Group (GPWG) to provide recommendations to City staff in creating a General Plan document responsive to neighborhood conditions and the aspirations of the community expressed in the Guiding Principles. With input from the GPWG, key opportunity areas were identified where development could expeditiously produce a significant positive impact on quality of life. These areas are generally locations that have not had the benefit of detailed planning efforts in the past, or where additional attention was needed to refine and update the community's vision. The General Plan both supports continued implementation of the specific and master plans (see Map PF-3) and offers complementary policies and actions for the additional opportunity areas, shown on Map PF-4.

Then in a series of community workshops and online activities held in February and March 2015, the community at large was invited to help develop a vision for each area and the entire city in 2040. Again with the help of the GPWG, the broad range of ideas generated through that process was distilled into three distinct future scenarios, each of which described a different way that Vallejo could evolve over the coming 25 years.

Next, the future scenarios were presented to the community, together with an assessment of their impact on future economic and fiscal conditions, sustainability and public health, utilities and transportation infrastructure, and public services. In another series of workshops, online activities, and targeted outreach events held in September and October 2015, community members were asked to consider the future scenarios and help select the combination of components to include in a preferred future land use scenario to serve as the core of the General Plan Update. Refined with recommendations from the GPWG, the Economic Vitality Commission (EVC) and the Vallejo Planning Commission, and approved by City Council on March 1, 2016, the Preferred Scenario provided clear direction for the proposed General Plan land use map and the key planks in the policy framework of the Draft General Plan Update. The community vision is described in the following section. Community input received throughout the process informed the development of goals, policies, and actions in the General Plan Update, and the GPWG and EVC also made specific recommendations regarding revisions to the policy statements in the Draft Plan.

COMMUNITY VISION: RIVER AND BAY CITY

The vision for Vallejo in the planning horizon year 2040 is one anchored by a vibrant downtown and waterfront, which together are a focus of local life and a regional tourist attraction (see Map PF-3 City Elements). Strong job centers south of Downtown around Solano Avenue, on Mare Island, and along central Sonoma Boulevard north of Redwood Street provide good jobs for local residents and employees from the wider region. Thriving regional retail and entertainment attractions are located at the intersection of I-80 and SR 37. A network of mixed-use corridors links these key

destinations, supporting safe, livable residential neighborhoods. At some key locations along these corridors, "urban villages," with shops and services catering to the daily needs of residents, act as neighborhood focal points.

DOWNTOWN/WATERFRONT

Downtown/Central Waterfront

The General Plan envisions a vibrant downtown that is a destination for locals and visitors alike. A variety of new housing, including market rate condominiums, live/work units for creative professionals, and senior housing, contributes to downtown's charming character. Mixed-use development on Virginia, Georgia, and York Streets, including redevelopment of some surface parking lots, provides new housing, retail, and office space within easy walking distance to the Ferry Terminal and the Vallejo Transit Station. Larger parcels on York or Virginia Streets host a college campus or student union. The historic Empress Theater anchors the dynamic Downtown Arts and Entertainment District, celebrating local arts and culture. In general, buildings are three-to-six stories high, with restaurants, cafes, shops, and services at ground level and professional offices and housing located above. Workers, residents, and students activate the downtown area seven days a week, providing a critical mass to support a "cafe culture" and technology access, sparking innovation and entrepreneurship.

A series of linkages connect Downtown with the Waterfront, including the Maine Street extension, the existing Vallejo Station Paseo, the Georgia Street extension, and the anticipated Capitol Street extension. Together with enhanced street furnishings, these linkages facilitate pedestrian circulation and visual links between the Waterfront and Downtown.

The General Plan promotes transit-oriented uses around the bus and ferry terminals. Commercial development, such as office, retail, and visitor-serving uses, along Georgia Street adjacent to the parking structure on Santa Clara Street and across from the Vallejo Transit Center, brings commuters, tourists, and business visitors to the area and connects the Ferry Terminal with Downtown. Nearer the Waterfront, between Maine and Capitol Streets, a cluster of mixed-use residential and retail buildings connect the Waterfront with Downtown. Multi-family and condominium development group around public spaces, with retail and restaurant uses reinforcing the Waterfront and Downtown area for live, work, and play. Building heights stepping down closer to the Waterfront ensure that shoreline open spaces remain sunny and open.

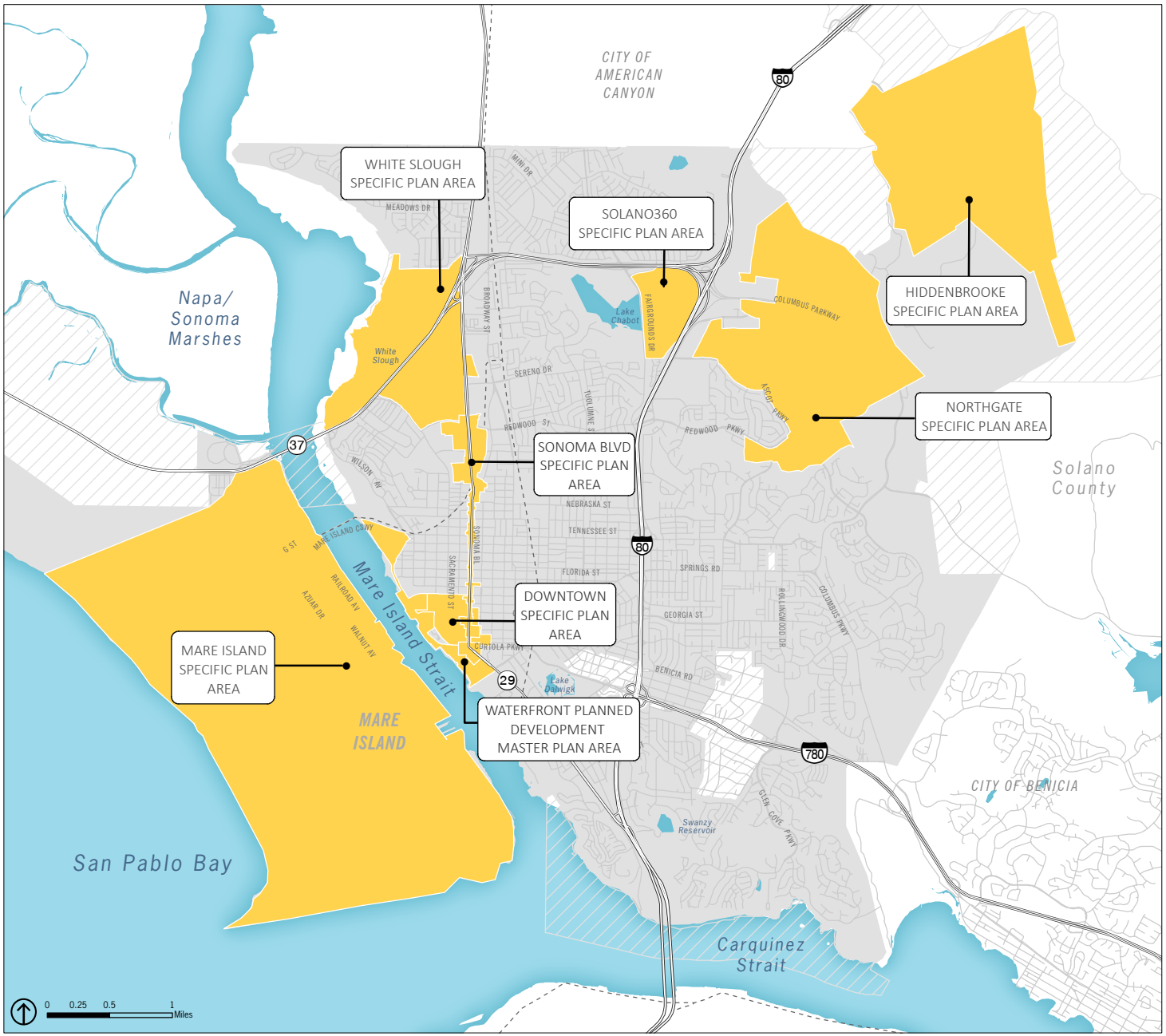
The Southern Waterfront, west of Mare Island Way between Maine Street and Solano Street, features a mixed-use development with multi-family or student housing, a corporate campus, or an educational campus. Open space along the strait, including a boat launch, is a hallmark of any development on those sites.

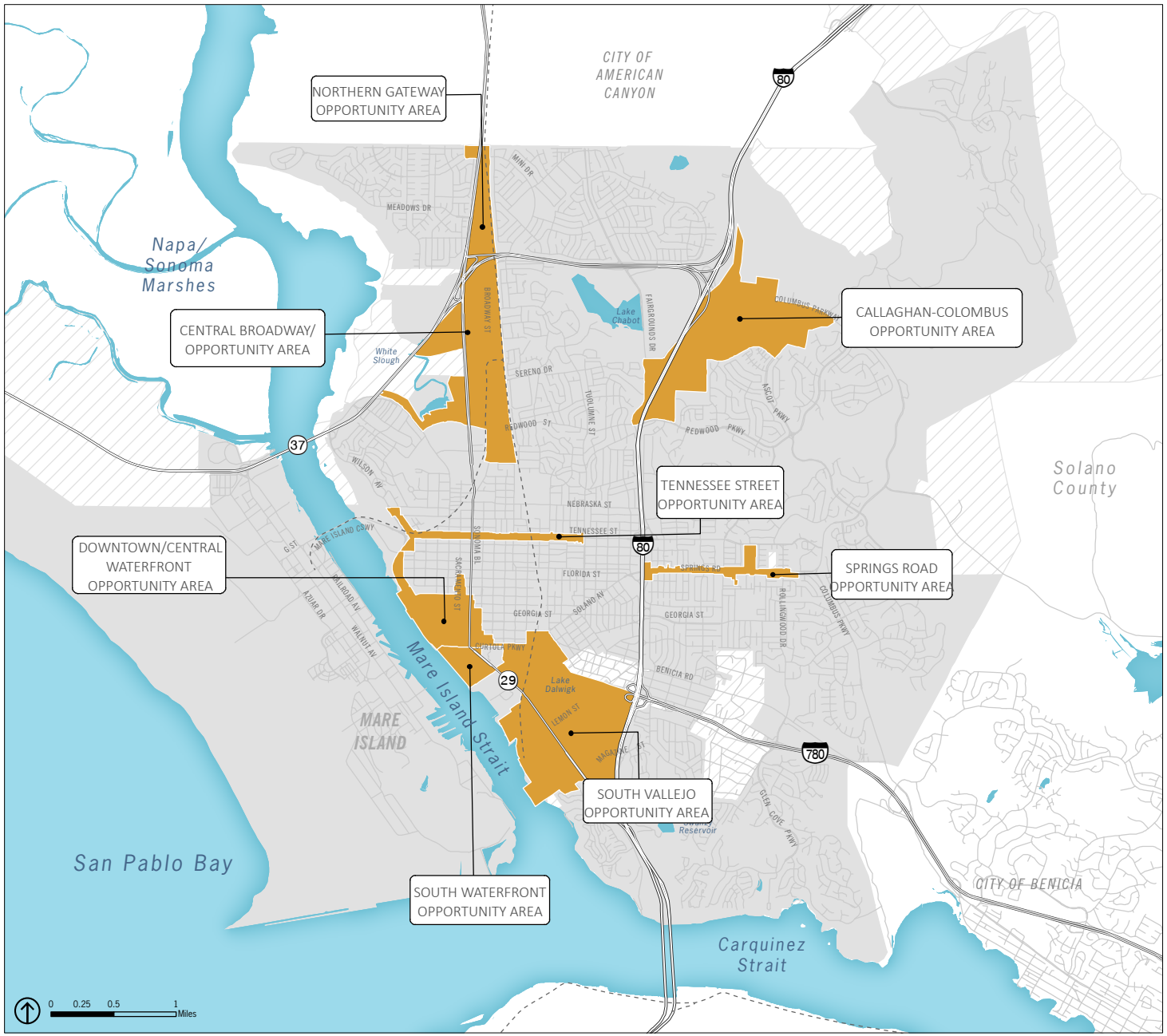
Along the Water's Edge

The General Plan envisions a continuous pathway along the waterfront, or as close to the shoreline as feasible, that extends from Maritime Academy and the Zampa Bridge in South Vallejo through the Downtown/Waterfront District north to River Park and White Slough. It connects to Mare Island via the Causeway. The pathway offers connections to the waterfront and other open space amenities; opportunities for strolling, jogging, skating, and cycling; and pause points, with seating at scenic spots affording views of the water and beyond. The pathway also provides access to places for in-water, recreational activities and for commercial and recreational small craft, such as water taxis, canoes, and kayaks. As it continues through the Central Waterfront, the pathway connects a series of larger public green spaces with recreational amenities for families and children. The pathway is a part of a citywide comprehensive network of multi-use trails, as detailed in a future Bicycle and Pedestrian Master Plan.

MAP PF-3
Specific Plan and Master Plan Areas

- Specific Plan and Master Plan Area
- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit





MAP PF-4
Opportunity Areas

- Opportunity Area
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Source: City of Vallejo, 2016; ABAG, 2016; PlaceWorks, 2016.

In the Downtown/Waterfront District, Independence Park, south of the Ferry Terminal, has open space for kite flying and other informal activities, as well as picnic spaces for families, playscapes for children, and public art or monuments with interpretive signage highlighting the City's proud military and maritime history. Service Club Area (the green north of the Ferry Building) continues as an open space available for festivals, events, and informal play. In the Northern Waterfront south of the Mare Island causeway, open space areas along Harbor Way provide a setting for recreation and possibly music and entertainment, as well as a visual amenity with interpretive features for scenic recreation.

On the western side of Mare Strait, on Mare Island, a waterfront promenade extends from the Causeway north and south to the Historic Core Plaza and shipyard area. Southern and western portions of Mare Island offer an array of recreational opportunities, including a 188-acre Regional Park, a 26-acre Community Park, and an 18-hole golf course.

EMPLOYMENT CENTERS

South of Downtown

The General Plan seeks to strengthen the existing employment cluster south of Curtola near Lake Dalwigk and in the area adjacent to Downtown Vallejo. New commercial and light industrial uses complement existing businesses and facilitate a transition to fewer heavy industrial uses over time, bringing activities that are more compatible with residences to the north and south. Along the waterfront, existing industrial uses with long-term leases could become commercial/light industry, subject to property changes prior to the expiration of the existing leasehold, which could include a range of uses from research and development facilities and light manufacturing to hotels and tourist attractions, including a pathway along the waterfront.

Mare Island

The General Plan continues implementation of the Mare Island Specific Plan and the redevelopment of the historic shipyard as a multi-use community with a balance of industrial, office, commercial, residential, educational, recreation, cultural, and open space uses, meeting the needs of future generations. North Mare Island north of G Street is a major employment center, home to industrial, light industrial, office/R&D, retail, and warehousing uses. Mare Island between North Mare Island and the Historic Core is also a major employment center, with office, research and development, light industrial, warehouse, retail commercial, educational/civic, and residential uses, including a compact, pedestrian-oriented Town Center and adaptive reuse of existing buildings. The Historic Core, generally located between Kansas Street and Tisdale Avenue, is a visitor-oriented mixed-use area that celebrates Mare Island's history through reuse of some of its most historic and attractive buildings. The presence of these buildings along the waterfront provides opportunity for public gatherings, festivals, museum and interpretive activities, historic ships, restaurants, and other visitor-oriented uses in the setting of a working waterfront. Mare Island south of the Historic Core is a major employment center with industrial, light industrial, warehouse, office/R&D, educational (such as Touro University), and retail commercial uses, including the largest buildings on Mare Island, dry docks, and maritime infrastructure.

Sonoma-Broadway

The General Plan encourages commercial/office development along Sonoma Boulevard between Redwood Street and SR 37, with some light industrial uses accommodated both east and west of the corridor north of White Slough. Infill development complements the existing retail uses along the corridor and takes advantage of the regional connectivity provided by Sonoma Boulevard (SR 29). In the Broadway Street corridor between Redwood Street and Sereno Drive, new mixed-use

commercial and residential development complements existing major employers, including Kaiser Permanente and Soltrans. An enhanced Sereno Transit Center provides easy access for commuters to this employment center. North of Sereno Drive along the Broadway corridor, the General Plan encourages commercial/office development and some light industrial uses.

RESIDENTIAL NEIGHBORHOODS

The General Plan preserves and enhances the basic land use pattern of Vallejo's residential neighborhoods. Primarily single-family neighborhoods, such as those found most often on the east side of the city, continue to be predominantly single-family detached homes. Central neighborhoods in the more historic parts of the city remain largely characterized by single-family homes; however, the General Plan acknowledges and supports the current mix of housing types, which include converted duplexes and fourplexes, as well as some smaller-scale apartment buildings compatible with the traditional residential neighborhood character of the area.

On Mare Island, two residential villages, with approximately 1,200 residential units, provide a range of housing types, including high-density townhomes and condominiums, medium-density detached homes, and low-density duplexes and detached homes, in addition to civic, park, and open space areas.

In the White Slough area, mixed-use residential development fronting the west side of Sonoma Boulevard and Redwood Street, south of White Slough, complements existing development in the area and completes the neighborhood corridor connection along Sacramento Street and Redwood Street from the Terrace Park neighborhood to Sonoma Boulevard. Closer to White Slough, clustered townhomes provide residents with scenic views and open space for children to play.

CORRIDORS AND URBAN VILLAGES

The General Plan fosters a network of mixed-use corridors connecting Vallejo's neighborhoods with key destinations around town, including the Downtown/ Waterfront area and the employment districts. Infill development along the corridors intensify development and create neighborhood "main streets," with shops, services, and housing for local residents. The corridors include Springs Road between I-80 and Rollingwood Avenue; Solano Avenue between I-80 and Curtola Parkway; Tennessee Street west of I-80; Tuolumne Street between Tennessee Street and Curtola Parkway; Broadway Street from SR 37 to Tennessee Street; and Sacramento Street from Redwood Street to SR 37. An additional corridor includes Sonoma Boulevard between Curtola Parkway and Redwood Street, with improvements implemented by the Sonoma Boulevard Specific Plan.

The corridors run within a half-mile of some of the most densely populated neighborhoods in the city, putting local residents within easy walking and bicycling distance. This development pattern helps to create walkable, livable neighborhoods where people do not have to drive if they do not want to. Each of the neighborhood corridors is a "complete street," with wide sidewalks, street furniture and trees, bicycle lanes, crosswalks, and bus turnouts to make it easy, safe, and enjoyable for all modes of transportation.

At key intersections and at other locations along the corridors, such as the intersection of Sereno Drive and Broadway Street, or the intersection of Springs Road and Oakwood Avenue, mixed-use urban villages with shops and services catering to the daily needs of residents act as neighborhood focal points. Other potential urban villages include Mini Drive and Sonoma Boulevard; Lemon Street and Sonoma Boulevard; and Magazine Street and Sonoma Boulevard.

GATEWAY AREAS

North Gateway Area

Located at the northern end of Sonoma Boulevard north of SR 37, near the border with American Canyon, the General Plan envisions marquee development to announce arrival in Vallejo. In the large triangular area between Sonoma Boulevard and Broadway Street north of SR 37, new commercial-office and/or residential development, such as a corporate campus, hotel, or higher-density residential development, complements existing retail development. At Sonoma Boulevard and Mini Drive, a mixed-use retail/commercial development, accommodating a possible regional bus/bus-rapid station, includes shops and restaurants catering to local residents, transit users, and visitors on route to and from Napa Valley.

I-80/SR 37 Gateway Area

The General Plan supports, enhances, and helps connect several of Vallejo's key regional attractions–the retail center at Gateway Plaza, Six Flags Discovery Kingdom, and Solano County Fairgrounds–with new commercial and residential development.

The General Plan maintains regional retail and entertainment uses in the thriving Gateway Plaza. A mix of uses east of the plaza supports growth of the existing Solano Community College and helps transition from regional mall to the existing residential neighborhoods. North of Columbus Parkway and west of Ascot Parkway, low-rise, well-designed commercial development, such as retail, office, or hotel, appropriate to the natural beauty of the surrounding hills, complements the regional destinations across the street. The new mixed-use development in the area helps support more frequent transit connections with Downtown Vallejo and other parts of the city.

Attractive commercial-office development on the western portion of the Cooke site, between Turner Parkway and Rotary Way, is visible from the freeway and, together with other development on both sides of the freeway further north, strengthens the sense of place at this important regional destination in Vallejo. On the eastern portion of the Cooke site, residential development acknowledges the site's natural features, allowing for a mix of housing types that transition to the surrounding single-family neighborhoods. On the western side of the freeway, attractive multi-family housing development on vacant and underutilized parcels also contributes to a sense of place. Together, commercial-office and residential development in this area of the city brings more patrons to the planned restaurant, retail, and entertainment uses on the fairgrounds site, supporting the vision described in the Solano360 Specific Plan.

South Gateway Area/South Vallejo

The campus of California State University Maritime Academy (Cal Maritime) sits at the southern gateway to Vallejo. The General Plan supports the continued expansion of the campus at this location and encourages residential development along Sonoma Boulevard from the campus to McLane Street, with mixed-use urban villages providing shops and services for local residents at the Magazine Street and Lemon Street intersections. The General Plan supports community gardens and smaller-scale urban farms in this area, where local residents can grow fresh, healthy food for their families. A completed San Francisco Bay Trail helps connect Cal Maritime and nearby with key destinations in Vallejo.

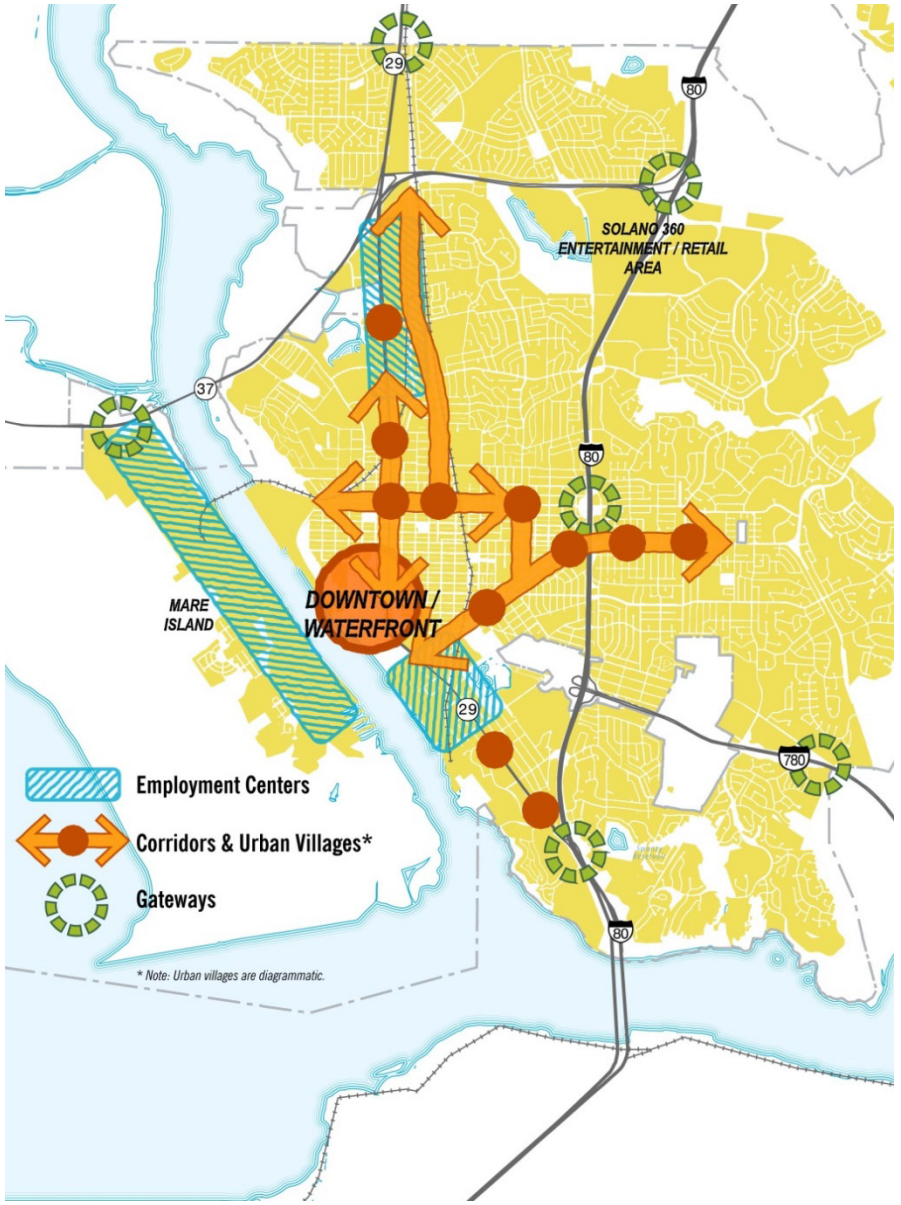
FROM VISION TO LAND USE MAP

Described above, the community's vision is the basis for the City's official land use map (see Map PF-6). The Land Use Map is the backbone of the General Plan, guiding future growth, change, and preservation to achieve the community's vision of Vallejo as a river and bay city with the waterfront as showpiece, downtown as the cultural and commercial heart of the community, and a string of urban villages along pleasant and convenient corridors that connect the city.

The Land Use Map respects and capitalizes on the physical city structure elements shown in Map PF-5 that help define the character of Vallejo, including residential neighborhoods, employment centers, districts, gateways to the community, and the network of neighborhood corridors that connects the city. It also offers a variety of opportunities for to reinforce the roles of these community land use pillars, such as by adding shopping and employment near housing-rich areas and preserving and expanding housing in close proximity to commercial areas.

- **Residential neighborhoods** form the basic fabric of the community. These are areas of the city characterized primarily by housing, parks, and community facilities. Neighborhood boundaries are based on the historic development pattern, subdivision boundaries, and local tradition. Each neighborhood in Vallejo has its own distinct character, defined by the buildings, streets, and public places, as well as by the people who live there. The older residential neighborhoods closest to downtown, typically built before 1940, tend to have a more walkable grid street pattern with a broader mix of housing types and some small storefronts occupied by local businesses. Newer residential neighborhoods outside the historic core tend to have more auto-oriented, curvilinear street patterns with detached, single family homes.
- **Employment centers** are areas of the city with significant concentrations of businesses and jobs. They tend to be well-served by public transit and transportation infrastructure, providing employees with a range of commute options. While the primary focus of activity in these areas is employment, they also provide public open spaces, plus cafes and daily services catering to the lunchtime and after-work needs of employees:
    - South of Downtown – Expand the already successful employment between Sonoma Boulevard and Curtola Parkway.

MAP PF-5 CITY ELEMENTS



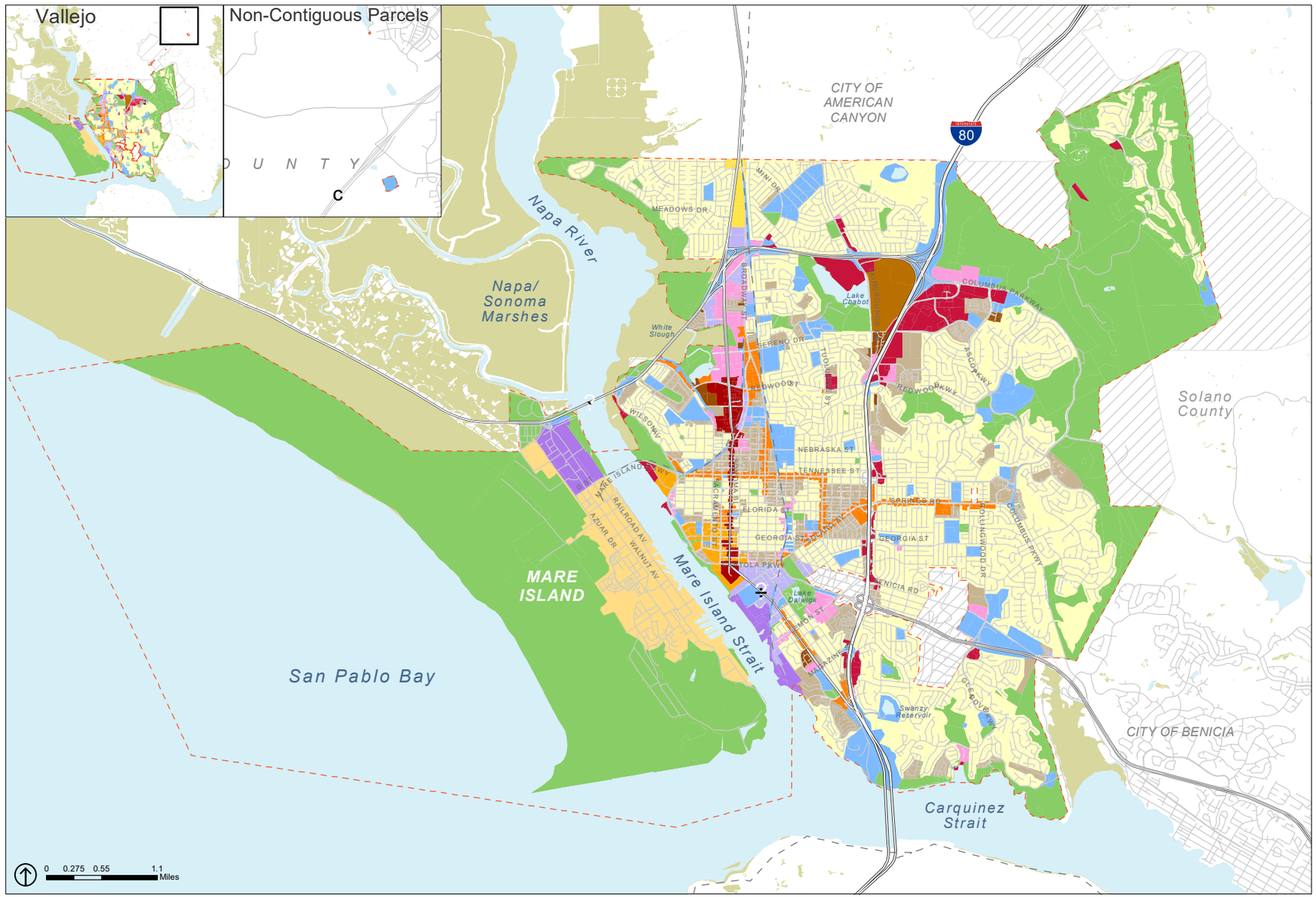
- Mare Island – Add to the growing mix of industrial, office, and retail uses, as called for in the Mare Island Specific Plan.
- Sonoma-Broadway – Complement major medical and transportation enterprises with support services.

- **Districts** are vibrant mixed-use centers, oriented to a street or pedestrian network and having an identifiable character, that act as major focal points of the community, offering an array of choices for living, working, playing and shopping. They are dynamic destinations with amenities that draw local residents from throughout Vallejo and visitors from the wider region:
  - Solano 360 – Combines destination entertainment with regional and local shopping and a complete neighborhood.
  - North Gateway – Provides a focal point for local and regional retail at the entrance to wine country.
  - Mare Island – Offers a range of opportunities to live work, shop, and play in close proximity.
- **Corridors** are areas that connect all of the elements of the city's structure and tie the community together. They pass through the residential neighborhoods, linking residents to key destinations around town. The corridors should provide safe, convenient connections for transit, bicycling, and walking, and provide opportunities for a range of housing options. Corridors also function as local destinations for nearby residents, serving as neighborhood "main streets" in the city's urban villages, where people run errands, hold festivals, and meet friends and neighbors. Commercial uses tend to be concentrated near key intersections in the urban villages, which themselves are smaller-scale mixed use districts that serve as focal points for community activity.
- **Urban Villages** are located on mixed-use corridors and are walkable, bicycle-friendly, transit-oriented, mixed-use settings with shops and services catering to the daily needs of residents. Urban villages support transit use, incorporate civic spaces and facilities, and act as centers of community life and neighborhood focal points.
- **Gateways** are entry points into Vallejo located along major regional thoroughfares. They heighten sense of place and announce arrival into the community through building design and placement and site features such as landscaping, plazas, art, and signage. One such gateway includes I-80 at Tennessee Street, which provides direct access to Mare Island.

LAND USE DESIGNATIONS

The land use designations translate the elements of city structure into a detailed map that expresses the community's vision for future conservation and development on public and private land in Vallejo through the year 2040. Each designation includes standards for density or intensity of use. Residential densities are expressed in terms of dwelling units per acre.

Building intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building floor area (excluding areas designated for parking, etc.) to net lot area, both expressed in square feet (see Figure PF-2). FAR does not regulate building placement or form, only the spatial relationship between building size and lot size. In the designations below, FAR represents an expectation of the overall intensity of future development. The maximums assigned to the land use designations below do not constitute entitlements, nor are property owners or developers guaranteed that an individual project, when tested against the General Plan's policies, will be able or permitted to achieve these maximums.



MAP PF-6

Land Use Map

Residential

- Primarily Single Family
- Mix of Housing Types
- Primarily Multi-Family

Mixed Use

- District - Downtown/Waterfront
- District - Mare Island
- District - Solano360
- District - North Gateway
- Central Corridor
- Neighborhood Corridor

Business and Industry

- Retail/Entertainment
- Business/Limited Residential
- Business/Light Industrial
- Industrial

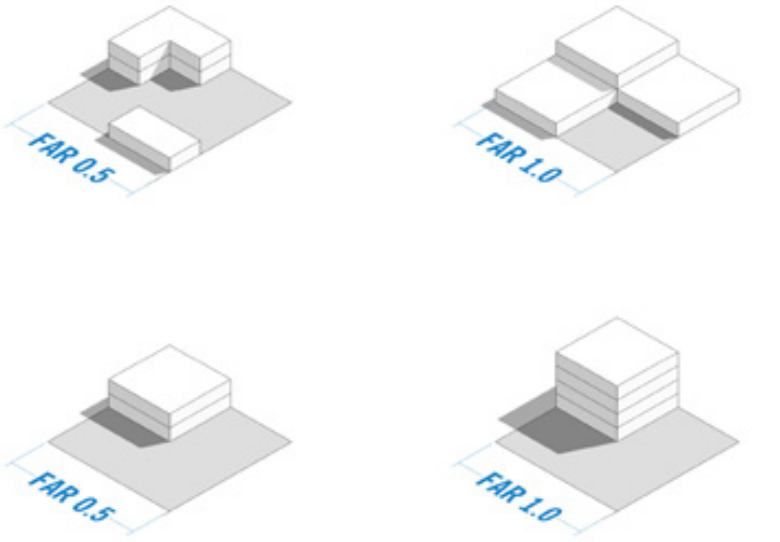
Community

- Parks, Recreation and Open Space
- Public Facilities and Institutions

- Railroad
- Vallejo City Limit
- Wetland
- Sphere of Influence (SOI)

08/07/2025

FIGURE PF-2 FLOOR AREA RATIO



FLOOR AREA RATIO

Possible configurations for Floor Area Ratio, which describes how large buildings can be compared to property

Residential

Primarily Single-Family (R-SF). The R-SF designation applies to residential neighborhoods primarily characterized by detached single-family homes, although some older areas also have attached dwellings and small stores. Dwellings typically have front and rear yards, as well as side setbacks. Permitted land uses include single-family homes, in some instances duplexes, triplexes, fourplexes, and small commercial spaces, and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. The maximum permitted residential density in the R-SF designation is nine dwelling units per acre; however, in single-family areas where accessory dwelling units are allowed, maximum permitted residential density is 12 dwelling units per acre.

Mix of Housing Types/Medium Density (R-MH). The R-MH designation applies to residential neighborhoods largely characterized either by 1) single-family homes but with a mix of other housing types, including duplexes, triplexes, fourplexes, some smaller scale apartment buildings, and small commercial spaces; or 2) primarily single-use, multi-family developments with common outdoor spaces. The residential neighborhoods with single-family and other housing types are typically located in the central and more historic parts of Vallejo. Dwellings typically have front and rear yards, as well as side setbacks. Zero side lots (zero lot lines) may be appropriate where they can be visually integrated into the existing neighborhood context. Permitted land uses include single-family homes; in some instances duplexes, triplexes, fourplexes, smaller scale apartment buildings, and small commercial spaces; and public facilities such as schools, religious institutions, parks, and other community facilities appropriate within a residential neighborhood. For primarily single-use, multi-family development, the R-MH designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and, in some instances, small commercial spaces. They are similar in character to those permitted in Primarily Multi-Family (R-MF), but with a lower residential density. The maximum permitted residential density in the R-MH designation is 25 dwelling units per acre.

Primarily Multi-Family (R-MF). The R-MF designation applies to residential areas primarily characterized by parcels and buildings containing multiple residences, sometimes on several floors, and in some instances small commercial spaces. These multi-family developments tend to have common outdoor spaces but may also have individual yards for dwelling units. They may have common exterior entrances with covered or indoor hallways, or residences may have individual exterior entrances. The maximum permitted residential density in the R-MF designation is 40 dwelling units per acre.

Mixed Use

District – Downtown/Waterfront (D-D/W). The D-D/W designation applies to the downtown area, consistent with the Downtown Specific Plan; the adjacent Central Waterfront, subject to the Waterfront Planned Development Master Plan; and the Southern Waterfront. It is intended to promote a vibrant, pedestrian-oriented place that seamlessly integrates downtown with the waterfront. Layering compatible land uses and public amenities, together at various scales and intensities, the D-D/W designation allows for multiple functions within the same building or adjacent to one another in the same general vicinity to foster a mix of uses that encourages people to live, work, play, and shop in close proximity. The D-D/W designation is also intended to create a vibrant destination for people from other parts of the city and the region. The maximum permitted FAR in the D-D/W designation is 6.0, with a minimum residential density of 30 dwelling units per acre up to 90 dwelling units per acre.

District – Mare Island (D-MI). The D-MI designation applies only to the portion of Mare Island subject to the Development Agreement with Lennar Mare Island, LLC. This designation is intended to facilitate implementation of the Mare Island Specific Plan, which seeks to revitalize this historic area of Vallejo and foster a vibrant civilian employment center alongside a balanced new residential neighborhood, subject to the Development Agreement previously executed. Land use density is set by the Specific Plan, with non-residential FAR determined on a project-specific basis.

District – Solano 360 (D-360). The D-360 designation applies only to the 149-acre County-owned fairgrounds property located in Vallejo. It is intended to facilitate implementation of the Solano360 Specific Plan and foster creation of an iconic, region-serving public entertainment destination with private mixed-use development. Land use density and non-residential FAR for new Entertainment-Mixed Uses set by the Specific Plan.

District – North Gateway (D-NG). The D-NG designation applies to the northern portion of the area north of SR 37 between Sonoma Boulevard and Broadway Street, a highly-visible area that serves as a gateway to Napa Valley from SR 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is 2.0, with a minimum residential density of 16 dwelling units per acre up to 50 dwelling units per acre.

Central Corridor (CC). The CC designation applies only to the Sonoma Boulevard Specific Plan Area. The designation is intended to facilitate implementation of the Sonoma Boulevard Specific Plan and encourage the transformation of the corridor into an economically vibrant, visually attractive, functional, mixed-use, human-scaled, complete street, inclusive of Urban Villages. The Specific Plan identifies individual building types for different locations, instead of residential density or non-residential FAR. The maximum permitted FAR in the CC designation is 3.0. The residential density permitted is between 16 and 50 dwelling units per acre.

Neighborhood Corridor (NC). The NC designation is intended to promote pedestrian-oriented neighborhood "main streets" with an emphasis on shops and services catering to the daily needs of local residents, particularly at mixed-use Urban Villages. Permitted uses in the NC designation include multi-family developments, retail, personal, and automotive services, professional offices, community facilities, and other uses conducted primarily inside buildings and compatible with an eclectic neighborhood-oriented mixed-use environment. The maximum permitted FAR in the NC designation is 2.0, with minimum residential density of 16 dwelling units per acre up to 30 dwelling units per acre.

Business and Industry

Retail/Entertainment (RE). The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted FAR in the RE designation is 1.5.

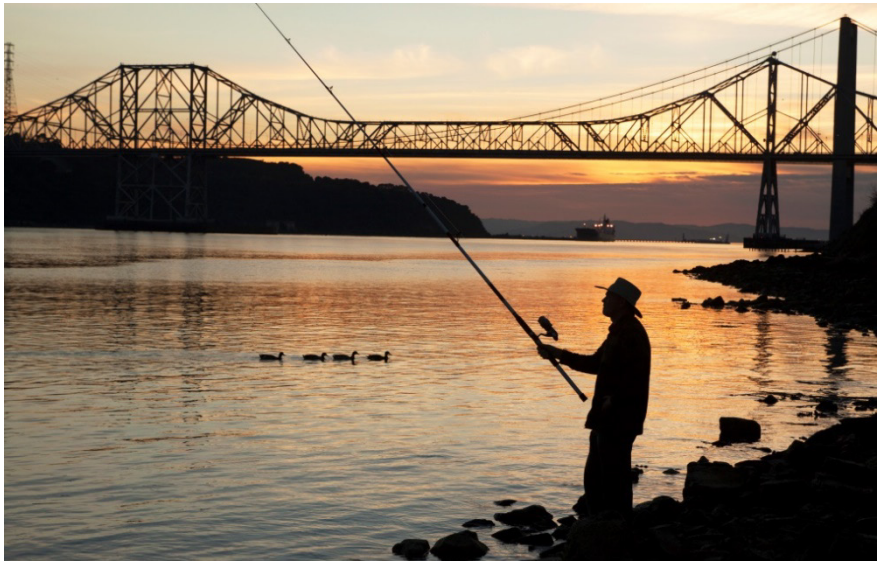
Business/Limited Residential (B/LR). The B/LR designation is intended to facilitate high quality employment-based businesses, including professional office; health care and life sciences; research and development; production, distribution, and repair (PDR); and light industrial, manufacturing, and similar uses conducted primarily inside of buildings. A mix of lot sizes is encouraged to accommodate small businesses as well as larger campus-style uses. Restaurants, retail stores, automotive services, personal and business services, hotels, and recreational facilities that cater to the needs of businesses, employees, and residents of the surrounding area are accommodated in the B/LR designation. Residential-only or mixed-use projects containing a residential component are also accommodated, providing that findings of compatibility can be made. The maximum permitted FAR in the B/LR designation is 2.0, with minimum residential density of 16 dwelling units per acre up to 50 dwelling units per acre.

Business/Light Industrial (B/LI). The B/LI designation is intended to facilitate light industrial activities, including light manufacturing, warehousing and logistics; assembly; automotive service and maintenance, including auto body and painting operations; research and development; and production, distribution and repair (PDR) uses. Some light industrial and similar uses may include exterior storage areas. Professional office uses and live/work uses can also be accommodated in this designation. Secondary and accessory uses such as banks, cafes, printers, and office supply stores to serve the needs of employees and businesses are also encouraged. The maximum permitted FAR in the BLI designation is 2.5.

Industrial (I). The I designation is intended to facilitate industrial activities, including general industrial, heavy industrial, and manufacturing uses. This designation includes uses that may potentially generate more noise, hazards and truck traffic than do light industrial uses. Uses in this designation may also utilize rail and ships to transport materials and manufactured goods. Some industrial uses may require exterior storage areas. The maximum permitted FAR in the I designation is 2.0.

Community

Parks, Recreation, and Open Space (P-OS). The P-OS designation applies to lands intended for recreational use and/or natural resource preservation. Parks, playgrounds, active and passive recreational facilities, golf courses, marinas, passive uses, such as trails, for conservation and natural resource protection, and other similar uses are permitted in the P-OS designation. There is no maximum permitted FAR in the P-OS designation.



Public Facilities and Institutions (PF). The PF designation encompasses facilities serving the good of the community, including fire and police stations; government buildings; health and social service clinics; hospitals; libraries; schools; educational institutions; and transit stations, as well as churches, community centers and community-serving recreational facilities. In some cases, it includes excess public rights-of-way. Assisted living facilities and neighborhood-oriented retail are conditional uses in this designation requiring permits. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the PF designation is from 0.1 to 1.0, determined on a case-by-case basis in consideration of the neighborhood context.

GENERAL PLAN AND THE DEVELOPMENT CODE

The General Plan land use designations anticipate and accommodate both conventional and form-based zoning districts to govern improvements to property. Conventional zoning tends to favor a particular land use, and accordingly applies within Residential; Business and Industry; and Community designations. Mixed Use areas, including older Residential areas, are generally better suited to form-based zoning, which emphasizes the placement and design of buildings, as opposed to land use, and therefore tends to be more applicable in more urbanized areas.

Table PF-1 describes the overall relationship between the General Plan and the Zoning Code, referred to as the Development Code. Table PF-2 describes prevalent development patterns in Vallejo and associated zoning approaches—either conventional or form-based.

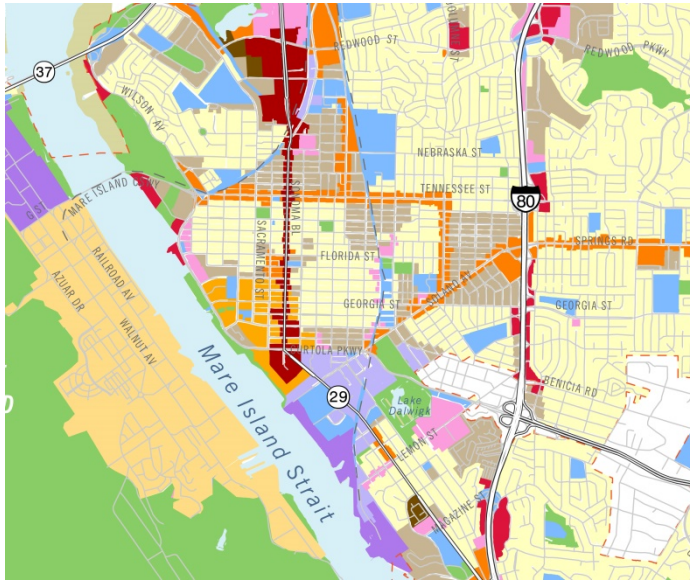
TABLE PF-1 General Plan Relationship to Development Code

The General Plan establishes a broad vision and framework for land use in Vallejo, and provides policies and actions to manage development through 2040. The Development Code (previously titled Zoning Code) implements the Plan with specific standards that regulate development today. The two must be internally consistent. The functions of these two planning tools are presented below.

General Plan

- Identifies the community's land use, circulation, environmental, economic, and social goals and policies as they relate to the future growth and development.
- Defines and locates general land use throughout the city.
- Describes the intent and direction of Vallejo's growth.
- Informs citizens, developers, decision-makers, and other cities and counties of the City's Vision that guides development and provides a basis for decision making in Vallejo.
- Provides citizens with an opportunity to participate in the planning process.

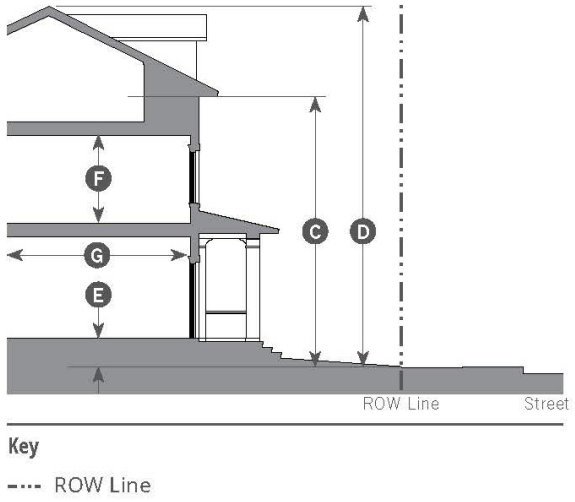
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Source: Map PF-6, General Plan Land Use Map

Development Code (Previously titled Zoning Code)

- Specifies permitted and conditionally permitted uses within the zoning districts.
- Establishes development standards for land use throughout the city.
- Regulates density (dwelling units per acre) and intensity (floor area ratio) of development.
- Specifies standards for site design including open space, building orientation, massing, setbacks and relationship to the street and adjacent properties, and parking requirements.
- Provides incentives for affordable housing, transit-oriented development and other types of development.



Source: Vallejo Development Code, 2016.

TABLE PF-2 Development Pattern and Corresponding Development Code

Neighborhoods in Vallejo include those developed with a traditional street-grid pattern, such as Downtown and its surroundings, as well as other areas that reflect a curvilinear pattern, such as eastern Vallejo. The City's Development Code incorporates both Form-Based and Conventional zoning districts and regulations that accommodate both types of land use patterns.

Traditional Development Pattern (Form-Based Zoning)

- Applies to mixed-use districts or neighborhoods characterized by a compact, pedestrian-oriented street pattern and a variety of complementary uses, housing types, and civic spaces, often built at higher densities. This pattern is typically found in districts or neighborhoods built pre-World War II. In these areas, the form and character of development is emphasized rather than land use by applying a Form-Based Code (FBC).
- Characteristics of a traditional development pattern include:
- Parks, schools, civic buildings, and commercial establishments located within walking distance of homes.
- Residences with narrower front setbacks, front porches, and detached rear garages or alley-loaded parking.
- Network of streets and paths suitable for pedestrians, bicyclists, and vehicles.
- Narrower streets with crosswalks, streetscaping, and other traffic-calming measures.
- In-scale development that fits the local context.
- Buildings oriented to the street with parking behind.

Central Vallejo



Suburban Development Pattern (Conventional Zoning)

- Applies to auto-oriented districts or neighborhoods with relatively low densities. Typically built post-World War II, they are characterized by dispersed, auto-orientated projects with similar uses or housing types. In these areas, land use is emphasized rather than the form and character of development by applying a Conventional Development Code.
- Characteristics of a suburban development pattern include:
- Parks, schools, civic buildings, and commercial establishments located within driving distance of homes rather than by foot.
- Residences with large front setbacks and attached garages which often dominate the streetscape.
- Network of streets and paths more suitable for automobiles rather than pedestrians or bicyclists.
- Wider streets with fewer crosswalks, minimal streetscaping, and fewer traffic-calming measures.
- Buildings not oriented to the street and with parking in the front.

Northeast Vallejo





3

COMMUNITY & PEOPLE

Goal CP-1: **Healthy Community:** Promote the health of all Vallejoans.

Goal CP-2: **Safe City:** Protect personal safety in Vallejo's neighborhoods and public spaces.

Goal CP-3: **Strong Community Bonds:** Build strong connections between residents, businesses, community groups, and City officials.

Goal CP-4: **Active, Participatory Community:** Encourage the active participation of residents and local businesses in civic life.

Goal CP-5: **Caring, Equitable Community:** Promote a culture of compassion, dignity, and fairness that celebrates Vallejo's diversity.

COMMUNITY AND PEOPLE

3

A community starts with its people. They need to be healthy, safe, and engaged for the community to thrive. This chapter addresses a range of issues related to community well-being and includes strategies for strengthening bonds between community members. Community bonds are the foundation for positive change. When people are connecting with one another and making choices to improve their lives and their community, it builds a sense of belonging that enhances the overall health and livability of the community. The focus of this chapter is on fostering a climate of collaboration and opportunities for collective impact. It is organized around five key goals that represent the priorities of Vallejoans: Healthy Community; Safe City; Strong Community Bonds; Active Participatory Community; and Caring, Equitable Community.

Community well-being is also addressed in other chapters of the plan. Factors affecting well-being such as access to natural open space, quality of the built environment, and land use compatibility are addressed in Chapter 4, Nature and Built Environment. Economic vitality, education, training, and employment are addressed in Chapter 5, Economy, Education, and Training. Active transportation and roadway safety are addressed in Chapter 6, Mobility, Transportation, and Connectivity. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.





DEMOGRAPHIC PROFILE

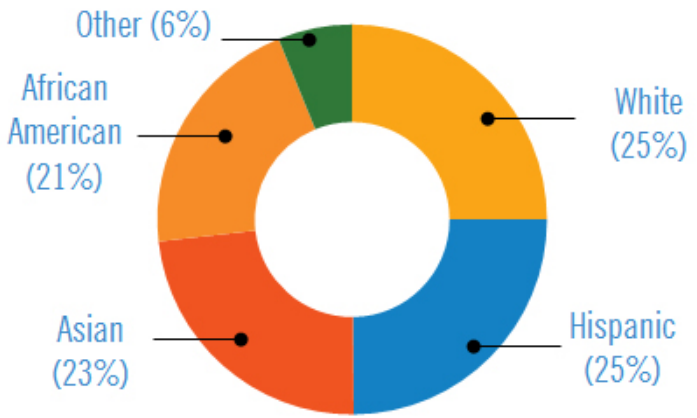
Vallejo is a culturally and ethnically diverse community. Nearly one in three residents was born outside of the US, and the population has a nearly equal share of Hispanic, White, African American, and Asian (largely Filipino) residents, as shown in Chart CP-1. As noted in Table CP-1 and Chart CP-2, Vallejo also has a growing young adult population, with the proportion of residents between the ages of 18 and 35 increasing much faster than the Bay Area as a whole since 2000, and the level of educational attainment, while lower than the Bay Area average, is improving. These factors represent strengths on which to build. With lower household incomes than households in the County and region, a challenge for community building in Vallejo will be to empower all community members so that they can share more equally in regional prosperity in the future.

TABLE CP-1 Age Distribution: Vallejo and the San Francisco Bay Area, 2000-2015

	Vallejo (2000)	Vallejo (2015)	% Change (2000-2015)	Bay Area (2000)	Bay Area (2015)	% Change (2000-2015)
Under 18	32,219	25,207	-22%	1,601,858	1,159,120	-28%
18-34	26,357	28,902	10%	1,716,092	1,772,361	3%
35-44	18,625	14,271	-23%	1,172,570	1,079,923	-8%
45-54	17,066	16,666	-2%	964,638	1,081,236	12%
55-64	9,378	17,831	90%	571,095	925,629	62%
65 +	13,115	16,118	23%	757,507	996,149	32%
Total	**116,760**	**118,995**		**6,783,760**	**7,014,423**	

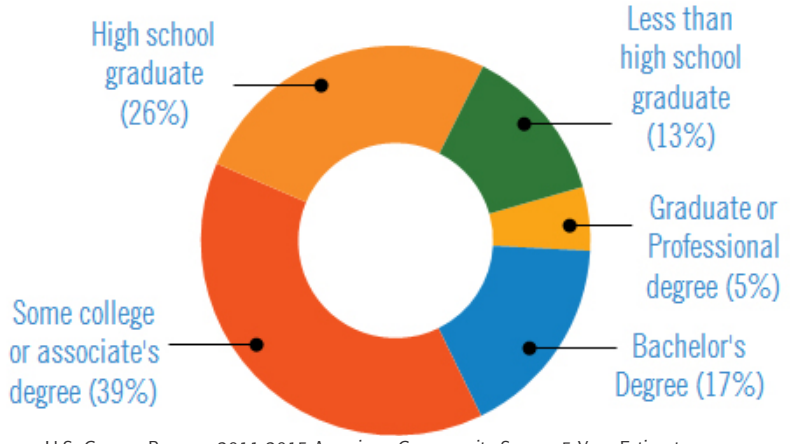
Source: U.S. Census Bureau, U.S. Census 2000; 2011-2015 American Community Survey 5-Year Estimates.

CHART CP-1 Vallejo's Ethnic Composition



Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

CHART CP-2 Educational Attainment in Vallejo



Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

GOALS, POLICIES, AND ACTIONS

GOAL CP-1

> **Healthy Community:** Promote the health of all Vallejoans.

Vallejo is committed to being a healthy community. In 2011, the City Council adopted a resolution advocating and supporting the Healthy Eating and Active Living (HEAL) Cities Campaign, joining a growing group of California communities choosing to address the relationship of the built environment and related matters to community health; and identified the General Plan as a primary vehicle to promote the well-being of all Vallejoans.

Health issues in Vallejo center on heart disease, cancer, stroke, asthma, diabetes, mental health, and substance abuse. Unintentional injury (including motor vehicle collisions and pedestrian injuries) and crime present other health concerns. For many of these causes, there are disparities based on location within Vallejo and associated social factors, especially income. In several pockets of the city, about one out of four residents survives below the federal poverty line. Residents In these neighborhoods are also more likely to be disabled and lack adequate health insurance.

While genetics, healthcare, and lifestyle choices affect health, so can land use patterns, transportation infrastructure, access to open space, economic success, and a variety of other factors, which in turn are guided and supported by the City and other partners, such as the Greater Vallejo Recreation District (GVRD), the Solano Public Health, and local educational providers. The wide variety of programs supportive of public health, and their success, can be expanded through continued and enhanced community-wide collaboration with the Greater Vallejo Recreation District, Solano Public Health, other government agencies, foundations, non-profits, community groups, educational institutions, and the business and faith-based communities.

HEALTHY EATING

Nutrition influences the incidence of obesity, diabetes, and a variety of other diseases, as well as school achievement and quality of life generally. General plans can affect the eating habitats of a community by ensuring that all parts of the city are served by healthy retail food sources and promoting programs that support healthy eating. Fortunately, Vallejo can build on an extensive network of healthy eating advocates involved with farmers markets, community gardens, food banks, nutrition education, and other resources.

POLICY CP-1.1 Retail Food Sources. Strive to ensure that all households in Vallejo have easy access to retail sources of affordable healthy food, including organic options, such as full-service grocery stores, ethnic food markets, produce markets, and convenience stores.

Action CP-1.1A *Work with Solano Public Health, universities, and other partners to identify areas of Vallejo that lack affordable healthy food retail options, using retail food indices and the United States Department of Agriculture (USDA) "food desert" designation, and including maps that illustrate factors such as concentration of fast food restaurants and convenience food outlets, areas that lack affordable healthy food, areas with limited transportation options, and areas of poverty.*



Action CP-1.1B	*Update City regulations and explore incentives to attract a full service grocery store to South Vallejo and to any other identified "food deserts."*
Action CP-1.1C	*In collaboration with Solano Public Health and other partners, consider a program to encourage markets to stock fresh produce and other healthy foods.*
Action CP-1.1D	*Consider updating City regulations to limit the number of fast food outlets and mobile vendors serving primarily unhealthy food near schools and parks and in areas with existing fast food outlets.*
Action CP-1.1E	*Work with Soltrans to improve bus service to food shopping; and with Soltrans or other partners to establish a shuttle program for seniors and other community members who may not drive.*
Action CP-1.1F	*Work with Solano Public Health and other partners to continue and expand the ability to use the Electronic Benefit Transfer (EBT) program at farmers' markets and other sources of healthy food.*

POLICY CP-1.2 Locally Grown Food. Collaborate with community partners to support and expand Vallejo's community gardens, Community Supported Agriculture (CSA) programs, and urban agriculture.

Action CP-1.2A	*Work with community garden programs, Vallejo City Unified School District (VCUSD), Solano Community College, residents, and other local advocates, to establish a network of community gardens as sources of fresh produce, education, and social cohesion.*
Action CP-1.2B	*Work with GVRD, residents, colleges and universities, Solano Public Health, and other community partners to identify community garden opportunities in parks or appropriate properties and on City-owned property.*
Action CP-1.2C	*Consider leasing publicly owned, non-contaminated vacant land for agricultural use, and work with partners such as colleges and universities to identify potential sites.*
Action CP-1.2D	*Develop City regulations that encourage urban agriculture and farm stands, as appropriate.*
Action CP-1.2E	*Publicize and promote the availability of food grown in Vallejo.*

POLICY CP-1.3 Healthy Eating Programs. Complement access to healthy food with programs to promote healthier eating.

Action CP-1.3A *Work with schools, Solano Public Health, local hospitals, community health professionals and organizations active in urban farming, such as Loma Vista Farms, to develop a public education program highlighting the benefits of a whole foods, plant-based diet.*

Action CP-1.3B *Explore programs with the VCUSD, Solano Public Health, community garden groups, and other advocates to provide healthy foods in schools and other public institutions.*

Action CP-1.3C *Provide information on State and federal programs such as SNAP (Supplemental Nutrition Assistance Program), WIC (Women, Infants, and Children), and school lunch programs at farmers markets and other community events.*

Action CP-1.3D *Work with Solano Public Health to enlist restaurants in the CalFresh Restaurant Meals Program.*

ACTIVE LIVING

Active living, a way of life that integrates physical activity into daily routines through community design,[1] is critical to health. Of the many dimensions to active living, recreation and transportation are key to healthier lifestyles, and they require safe and well-maintained places for the community to gather and travel. The benefits of a community designed to promote active living include enhanced pedestrian safety, especially for seniors and youth. In Vallejo, GVRD offers numerous programs to support active living, including recreation programs and parkland.

[1] Active Living Network Brochure, http://www.activeliving.org/files/aln_brochure_final.pdf.

POLICY CP-1.4 Active Recreation Facilities. Ensure all Vallejo residents are served by convenient and safe active recreation facilities that meet the needs of all ages, abilities, and interest groups.

Action CP-1.4A *Include active recreation opportunities for a range of ages and interests as considerations in planning and projects for the central waterfront and shoreline areas.*

Action CP-1.4B *Assess on an on-going basis the safety of existing recreational facilities in Vallejo by mapping crime in areas near existing facilities and identify measures to increase safety.*

Action CP-1.4C *Explore opportunities for providing access to safe places for recreational in-water activities, such as boating, kayaking, paddle boarding, and swimming.*

Action CP-1.4D *Support GVRD and the Florence Douglas Senior Center in exploring the need for a multi-generational center that will provide opportunities for education, physical exercise, and other active living programs.*

Action CP-1.4E *Promote community "ownership" of active recreation facilities by establishing programs that encourage local residents and neighborhood organizations to "adopt," protect, and maintain parks, open spaces, and trails.*

POLICY CP-1.5 Active Recreation Programming. Support and expand active recreation programs in Vallejo.

Action CP-1.5A *Support the GVRD, residents, and community partners to assess the need for recreation facilities, programs, and services and develop a strategy for addressing those needs.*

Action CP-1.5B *Work with local community groups and Solano Public Health to initiate walking, hiking, cycling, and other recreation clubs and activities to increase participation, safety, and social cohesion.*

POLICY CP-1.6 Active Transportation Network. Promote the health benefits of walking and bicycling by providing a convenient and safe network of bicycle paths and routes, sidewalks, pedestrian paths, and trails, including connections with major destinations such as civic facilities, educational institutions, employment centers, shopping, and recreation areas.

Action CP-1.6A *Identify problem locations in Vallejo regarding pedestrian/auto and bicycle/auto collisions, identify measures (e.g., traffic calming, improved street lighting) to reduce collisions, and develop a prioritized program for implementing identified measures.*

Action CP-1.6B *Support and expand Vallejo's Safe Routes to Schools program in collaboration with the VCUSD, Vallejo Police Department, Solano Public Health, and Solano Transportation Authority (STA).*

Action CP-1.6C *Encourage school siting decisions that take safe walking and bicycling access into account.*

Action CP-1.6D *Develop guidelines for public and private projects that promote safe, convenient, and attractive bike and pedestrian facilities, including amenities to enhance bike and pedestrian activity, such as bicycle racks, lockers, street trees, public art, and street furniture.*

Action CP-1.6E *Seek resources to increase police presence in and around bike and walking paths and pedestrian areas, through means such as reintroducing bike patrols by the Vallejo Police Department and re-establishing police substations in key areas.*

Action CP-1.6F *Work with neighborhood watch groups to improve safety for bicyclists and pedestrians and to increase the use of active transportation.*

Action CP-1.6G *Develop a "safe routes for seniors" program in collaboration with seniors' organizations.*

URBAN GREENING AND COMMUNITY HEALTH

There is a recognized relationship between well-designed urban green space and physical and mental health. The most livable cities have important urban green spaces that offer opportunities for formal and informal recreation as well as benefits for public health and the environment. Collaboration will be fundamental to successful urban greening in Vallejo, including cooperation with the Greater Vallejo Recreation District (GVRD), Solano Resource Conservation District and other planning, implementing, and funding partners.

POLICY CP-1.7 Green Space. Promote community physical and mental health through provision and preservation of the urban forest, natural areas, and "green" infrastructure (i.e. best practices water management).

Action CP-1.7A *Seek funding to develop and implement an Urban Greening Plan that identifies needs, opportunities, projects, and potential funding, in collaboration with community partners.*

Action CP-1.7B *Regularly maintain the health of City street trees.*

Action CP-1.7C *Support efforts by stewardship agencies to preserve wetland and open space areas.*

Action CP-1.7D *Work with partners, including Solano Public Health, universities, and other groups to develop and maintain maps that illustrate access to green spaces within Vallejo neighborhoods.*

Action CP-1.7E *Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control and potentially add to Vallejo's network of green spaces.*

SOCIAL FACTORS AFFECTING HEALTH

The connections between a host of social factors, such as education and employment, and individual well-being are well established, and the strengthening of such factors is an important theme throughout the General Plan. One cornerstone of a healthy community is youth that successfully complete and even enjoy secondary education. Recognizing and growing partnerships between educators, employers, social service providers, the City, and community organizations will be critical to promoting community health by addressing intertwined social factors.

POLICY CP-1.8 Strong Schools, Engaged Students and Families. Support efforts by schools to reduce the dropout rate in recognition that education is a predictor of health.

Action CP-1.8A *Support the VCUSD, Solano Community College, other community partners, and parents helping keep students in and graduate from school.*



TOBACCO AND ALCOHOL

Tobacco use and alcohol abuse can have significant effects on the community, well beyond the harm they can cause directly to users. Reasonably controlling the effects and availability of these potentially harmful substances can greatly improve the quality of life citywide through policies and actions to reduce exposure to second-hand smoke and third-hand smoke (residual nicotine and other chemicals left on indoor surfaces reacting with common indoor air pollutants) and regulate tobacco and alcohol sales.

Vallejo has the benefit of a strong network of existing partners working on tobacco and alcohol related matters, including Solano Public Health and non-profits in the community.

POLICY CP-1.9 Secondhand Smoke. Limit exposure to secondhand smoke, including from electronic smoking devices.

Action CP-1.9A *Work with GVRD and Solano Public Health to expand the City's existing ordinance prohibiting smoking in its parks to: 1) include electronic smoking devices; and 2) apply it to transit stops and other public outdoor spaces.*

Action CP-1.9B *Work with Solano Public Health and other community partners to consider adopting an ordinance regulating smoking in new and existing multi-family units.*

POLICY CP-1.10 Tobacco Sales and Children. Protect children by restricting the location of tobacco sales.

Action CP-1.10A *Amend City regulations to require use permit review to consider the potential negative impacts of uses proposing to sell tobacco in proximity to schools and other youth-serving facilities, and in areas with existing tobacco retailers.*

Action CP-1.10B *Consider establishing an annual fee on tobacco retailers to fund a regular monitoring program to increase compliance with tobacco related laws.*

POLICY CP-1.11 Responsible Alcohol Sales. Promote responsible alcohol sales through regulation and education.

Action CP-1.11A *Consider establishing an annual fee on alcohol retailers to fund a regular monitoring program to increase compliance with alcohol sale laws.*

Action CP-1.11B *Continue to support responsible beverage service training through the California Department of Alcoholic Beverage Control.*

Action CP-1.11C *Consider amending City regulations to limit the number and density of convenience stores selling alcohol, including those within close proximity to one another and to schools and other youth-serving facilities.*

HEALTHY ENVIRONMENT

As basic and critical as they are to healthy living, clean water and air are not guaranteed in any community. Improving air and water quality requires constant vigilance, significant expenditures, and often changes in behavior, especially as the impacts of human activities become more pervasive. A healthy environment is especially important, when we consider that climate change impacts tend to disproportionately affect more vulnerable populations such as the elderly and already ill populations. Higher temperatures, wildfires and droughts often increase air contaminants and related respiratory diseases.

POLICY CP-1.12 Clean Air. Protect the community from harmful levels of air pollution.

Action CP-1.12A *Convert the City fleet of street sweepers and other large-scale equipment from fossil fuel to alternative fuel types, and work with service providers to convert refuse and recycling trucks to alternative fuels, in conformance with Bay Area Air Quality Management District (BAAQMD) requirements for fleets.*

Action CP-1.12B *Update City regulations to set BAAQMD-recommended limits for particulate emissions from construction, demolition, debris hauling, and utility maintenance.*

Action CP-1.12C *Provide information regarding advances in air-quality protection measures to schools, homeowners, and operators of "sensitive receptors" such as senior and child care facilities.*

Action CP-1.12D *Periodically review and update City regulations to comply with changes in State law and BAAQMD Guidelines pertaining to coal or wood-burning devices.*

Action CP-1.12E *Periodically review the Building Code for consistency with the latest California Green Building Standards Code, and assess the need for updates to require new construction and remodels to employ best practices and materials to reduce emissions, both during and after construction.*

Action CP-1.12F *Update City regulations to prohibit grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour, or require the use of water trucks to wet soil.*

POLICY CP-1.13 Clean Water. Provide a safe, adequate water supply citywide.

Action CP-1.13A *Periodically assess the need to repair or replace aging water supply infrastructure, and incorporate upgrades and improvements into the Capital Improvement Program as needed.*

Action CP-1.13B *Develop a plan to upgrade and finance water infrastructure improvements.*

Action CP-1.13C *Maintain a water rate structure that adequately funds water infrastructure maintenance and replacement projects as required by federal, State, and local regulations.*

Action CP-1.13D *Continue to provide information on water conservation best practices to residents and businesses in Vallejo.*

Action CP-1.13E *Support the efforts of federal, State, regional, and local agencies to clean up impaired water bodies in Vallejo.*

POLICY CP-1.14 Healthy Economic Development. Consider healthy community criteria and environmental health standards in efforts to attract new businesses to Vallejo.

Action CP-1.14A *Consider developing and adopting a "healthy development checklist" to evaluate potential new development under appropriate criteria, which might include exposure to harmful levels of air pollution, effects on the noise environment, relationship to the active transportation network and the safety of that network, and effects on social cohesion.*

POLICY CP-1.15 Water Quality. Maintain and improve water quality in a way that provides public and environmental health benefits.

Action CP-1.15A *Require new development to incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City of Vallejo Municipal Ordinance.*

Action CP-1.15B *Encourage new development to incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.*

Action CP-1.15C *Consult with appropriate regional, State, and federal agencies to monitor water quality and address local sources of groundwater and soil contamination, including possible underground storage tanks, septic tanks, and industrial uses, as necessary, to achieve State and federal water quality standards.*

Action CP-1.15D *Require new development to connect to the Vallejo Sanitation and Flood Control District sewer system for treatment of wastewater rather than septic systems, which are not allowed.*

GOAL CP-2

> **Safe City:** Protect personal safety in Vallejo's neighborhoods and public spaces.

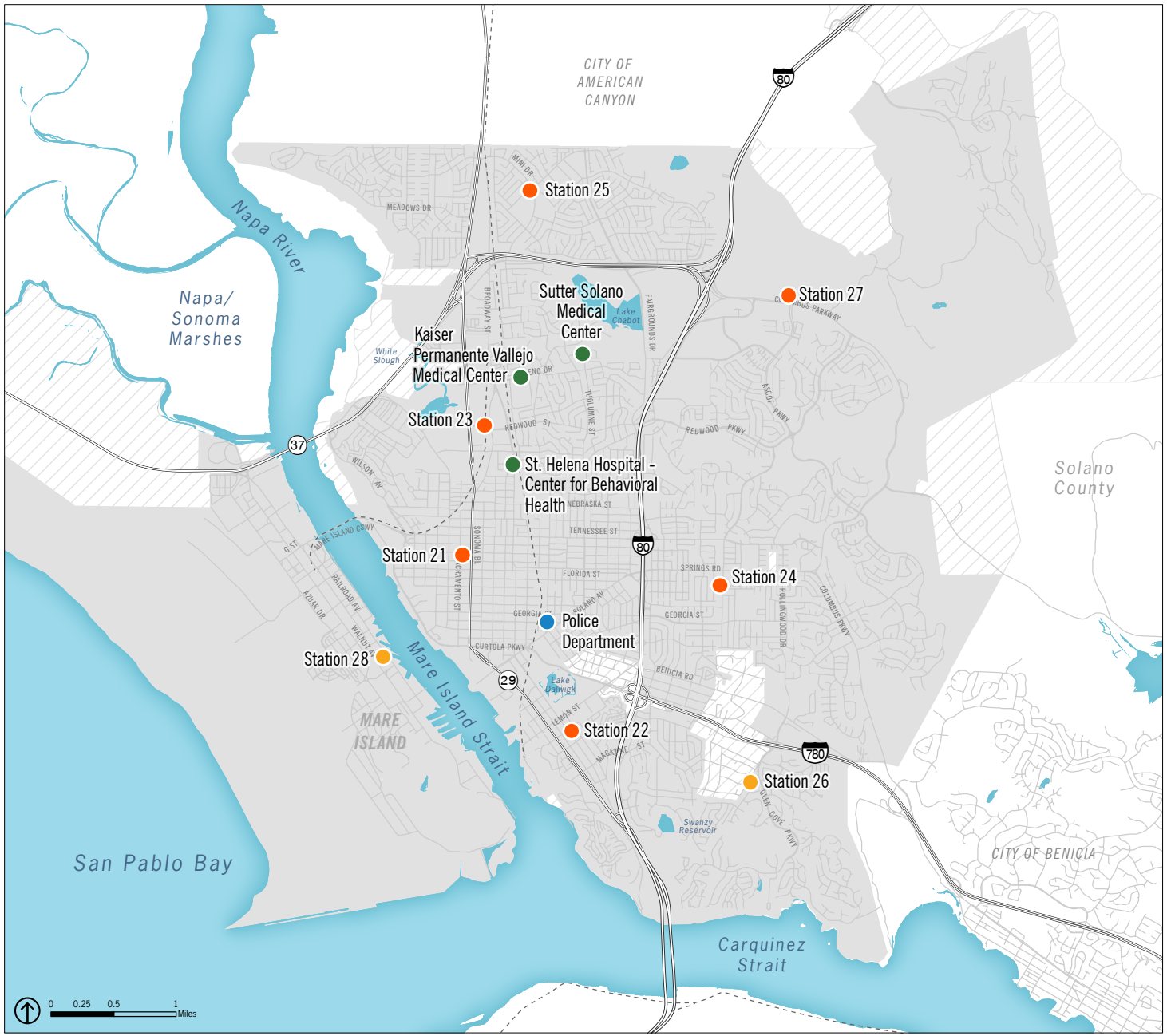
Public safety and emergency response are top priorities in Vallejo. The City provides law enforcement, fire protection, and emergency medical services to all areas of Vallejo and to the incorporated Solano County enclaves. The location of public safety facilities is shown on Map CP-1.

LAW ENFORCEMENT AND CRIME PREVENTION

The Vallejo Police Department (VPD) provides professional law enforcement services that enhance, protect, and promote the quality of life for local residents, businesses and visitors. VPD is committed to community policing and works in partnership with more than 200 active Neighborhood Watch groups, providing public information and training services to support citizen participation in crime prevention.

Crime rates in Vallejo have at times exceeded Bay Area and California averages, with property crimes such as burglary, larceny, and robbery accounting for the majority of occurrences. To fight crime and improve public safety, VPD is increasingly making use of technology, with a computer-aided dispatch and records management system that allows rapid access to crime data, as well digital cameras and automated license plate readers in patrol cars. VPD has also successfully used special tactical initiatives to target

MAP CP-1
Public Safety Facilities



- Police Station
- Fire Station
- Closed Fire Station
- Hospital

- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Source: City of Vallejo, 2014; Solano County, 2014; ESRI 2010; PlaceWorks, 2016.

high crime areas. As Vallejo grows in the coming years, the challenge will be to remain alert and responsive to changes that influence crime prevention efforts.

Design of the built environment can also help prevent crime, reduce the fear of crime, and improve the quality of life in urban areas. Research has shown that the most effective deterrent to criminal activity is the risk of being caught, and design of public spaces that places more eyes on the street and limits access points can create safer environments. Strategies for Crime Prevention Through Environmental Design (CPTED) include locating windows to overlook sidewalks and parking lots, increasing pedestrian and bicycle traffic, and selectively installing fencing, landscaping, or lighting to control access. Well-maintained buildings and grounds also signal alert, active owners and can deter criminal activity.

POLICY CP-2.1 Police Services. Provide responsive, efficient, and effective police services that promote a high level of public safety.

Action CP-2.1A *Maintain community engagement initiatives and strengthen partnerships with community members and neighborhood groups to combat crime, improve public safety, and facilitate communication regarding law enforcement needs.*

Action CP-2.1B *Use crime statistics and other data to establish priorities and guide crime prevention and response programs.*

Action CP-2.1C *Continue to leverage and expand the use of technology to enhance efficiency and effectiveness of law enforcement and promote officer and community safety.*



Action CP-2.1D *Work towards a geographic policing model while continuing to develop and implement tactical initiatives to fight crime and improve public safety.*

Action CP-2.1E *Periodically review response capabilities to determine potential need for additional law enforcement facilities, equipment, or personnel, and identify specific geographic areas requiring expanded services.*

Action CP-2.1F *Address the need for a new public safety facility site and building to replace the aging Police Department Facility through a feasibility study and seek out funding opportunities. Identify a suitable location centrally located within easy access to major thoroughfares and freeways.*

POLICY CP-2.2 Safer Urban Design. Improve public safety and reduce demand for police service through project design enhancements in new development and public spaces.

Action CP-2.2A *Continue to include the Police Department in the review of major new development plans and projects, particularly those related tobacco and alcohol establishments, to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and maximizes the potential for responsive police services.*

Action CP-2.2B *Using CPTED principles, update City regulations to incorporate requirements for design of multi-family residences and public spaces that deter criminal activity in neighborhoods, streets, and public areas and promote opportunities for natural surveillance.*

Action CP-2.2C *Work with the GVRD to improve and maintain park facilities as safe places for community gathering.*

Action CP-2.2D *Work with GVRD and VCUSD to establish standards for site layout, lighting, and signage to deter criminal activity in and around parks, schools, and recreation sites.*

FIRE PROTECTION

Overall, the risk of fire in Vallejo is typical of that in other primarily suburban California communities. Vallejo is comprised predominantly of low-density residential development, and the risk of structural fire associated with this building type is considered moderate. In areas of the city with higher concentrations of higher-density residential, commercial and industrial structures, taller buildings, and older structures, the risk of structural fire is higher. These areas are generally concentrated in the vicinity of Stations 21, 23, and 24 (see Map CP-1), and on Mare Island where some of the buildings of the former Naval Shipyard complex are at higher risk due to their age and condition. In general, Vallejo has experienced a relatively low level of fire loss, primarily as a result of newer construction, compliance with current fire and building codes, and early fire response.

The Vallejo Fire Department (VFD) currently meets response time goals in much of the city, where incidents are generally clustered in proximity to higher call-volume fire stations. Current staffing and equipment levels are able to provide an adequate number of firefighters for smaller fires and common medical or rescue situations, but resources can become strained when there are simultaneous calls for service. When major incidents occur, VFD must deploy all its resources and depend on mutual aid agreements with neighboring jurisdictions. In outlying areas of the city, steep terrain and a winding street network make maintaining response time goals more challenging. Mutual aid agreements help ensure adequate response times in the outlying areas.

VFD offers Community Emergency Response Team (CERT) training to residents and members of the business community to increase disaster awareness and emergency response capability. VFD also operates a volunteer fire cadet program for young people aged 15-21, providing mentoring and skills to local youth, and has taken some initial steps toward establishing a Reserve Firefighter Program, designed to give on-the-job experience to individuals seeking to become career firefighters while augmenting engine company personnel.

POLICY CP-2.3 Fire Prevention and Response Services. Ensure the provision of fire prevention and emergency response services that minimize fire risks and protect life and property.

Action CP-2.3A	*Periodically review response times to gauge the need for additional VFD facilities, equipment, and personnel, and identify specific geographic areas of the city that may not be adequately served.*
Action CP-2.3B	*Expand training programs for local residents and business owners.*
Action CP-2.3C	*Establish a VFD volunteer/reserve firefighter program.*
Action CP-2.3D	*Continue to maintain mutual aid agreements that allow for supplemental aid from other police and fire departments in the event of emergencies.*
Action CP-2.3E	*Work with property owners and public agencies to ensure that plant growth is managed to minimize fire danger.*

GOAL CP-3

> **Strong Community Bonds:** Build strong connections between residents, businesses, community groups, and City officials.

Building bonds between community members requires comfortable places to meet and meaningful activities to do together. Relationships grow from the everyday interactions we have with our neighbors – at school picking up the kids, relaxing in the park, taking a class, or enjoying a street fair. These relationships also help create a sense of belonging and enhance the quality of life in the community.

SCHOOLS AND LEARNING

Good schools are the building blocks of a vibrant, healthy community. With good schools, a community becomes a great place to raise a family, and a good education system not only attracts new residents but also encourages young people to stay in the community as they start their own families. Good schools can drive economic development, as businesses are attracted to communities with good schools where their employees will want to raise families.

A school can also be the center of community life, not just for families with children, but for everyone. State regulations governing the siting of new schools encourage locations within walking distance of homes and adjacent to parks, playgrounds, and sports facilities. This easy accessibility makes school sites excellent for co-locating a variety of other facilities as well, including post offices, and healthcare and social services. Some design concepts locate classrooms near or even inside senior centers and nursing homes so that children and seniors share time, spaces, and activities. Be yond mere cost savings, this concept has produced remarkable results, including lower medication levels for seniors and improved reading skills for children.

Colleges and universities, and libraries can also play an important role in the life of the community. Aside from the direct contributions they make to the local economy as large employers, post-secondary educational institutions can provide critical workforce development and training through partnerships with local businesses and community groups. In addition, libraries offer numerous educational programming for preschool to adults, including English as a Second Language (ESL) and other literacy programs.



Publicly funded primary and secondary education in Vallejo is provided by the Vallejo City Unified School District (VCUSD). Additionally, there are a number of private, predominantly parochial schools that offer primary and secondary education in the community. Post-secondary education in Vallejo is offered at the California State University Maritime Academy, Solano Community College, and Touro University. Local educational institutions are important partners for community building in Vallejo. In addition, the Solano County Library (SCL) provides a robust literacy program and maintains two branch locations in Vallejo. Finally, alliances such as the Vallejo Education and Business Alliance (VEBA) are working to improve student success.

POLICY CP-3.1 High Quality Education. Foster high quality schools that enhance civic pride.

Action CP-3.1A *Continue to support and participate in forums for cross-sector coordination on continuously improving education and student success, such as the VEBA and SCL.*

Action CP-3.1B *Engage public, private, and non-profit stakeholders, including the SCL, in developing and implementing a "cradle-to-career" strategy for Vallejo.*

Action CP-3.1C *Collaborate with VCUSD to address issues such as facility upgrades, classroom capacity, truancy, graduation rates, and school violence.*

Action CP-3.1D *Work with charter schools, private schools, parochial schools, and preschools to assess needs for a range of high-quality educational opportunities in the community.*

POLICY CP-3.2 Neighborhood Focal Points. Promote school facilities that serve as neighborhood focal points where residents and families come together.

Action CP-3.2A *Work with VCUSD, private schools, public agencies, and community service providers to identify opportunities to co-locate community facilities with schools, so that multiple services may be delivered from a single location.*

Action CP-3.2B *Support local arts groups, VCUSD, GVRD, and community organizations in developing and delivering art and cultural educational offerings and activities for the entire community.*

Action CP-3.2C *Update City regulations to allow co-location of classrooms near or even inside senior centers, assisted living facilities, and nursing homes.*

POLICY CP-3.3 Lifelong Learning. Promote lifelong learning opportunities throughout the community for Vallejoans of all ages and abilities.

Action CP-3.3A *Work with community organizations and the SCL to establish a language resource center to provide services such as English language learning programs for non-native speakers, interpretation, and translation services, and assistance in accessing community services and programs.*

Action CP-3.3B *Support the SCL and community groups in efforts to increase community access to library resources, such as small free libraries.*

Action CP-3.3C *Work with the SCL and community groups to support publicly accessible computers, internet service, and technology training assistance at locations around Vallejo that benefit the greatest number of people.*

PARKS AS GATHERING PLACES

Public parks provide space for gathering and recreation throughout the community. Opportunities for exercise and social activities, such as dog-walking, are free and particularly valuable for children and seniors. Beyond this, public parks are places where people interact and build bonds—parents meet as their kids play, and kids make new friends. Parks can also be a rallying place for the community, where people come together on a range of projects, from picking up trash, to planting flowers, to building play structures, and even to raising funds for new amenities. In addition to community building, urban parks can contribute to youth development through programming that supports leadership and workforce training. For example, participants in a Youth Garden program learn such skills as beekeeping, rose maintenance, and low-flow watering. As they become proficient, the teenagers are promoted to help supervise or teach in the classes.

Vallejo residents have access to an abundance of parks and open space within the greater Vallejo region, as described in the Natural and Built Environment (NBE) chapter of this Plan. Parks and open space located within the city limit are generally operated by The Greater Vallejo Recreation District (GVRD) on land either owned by the City or by the GVRD, an independent special services district supported by local property tax revenues. Additionally, there is some parkland on Mare Island and along the waterfront owned by the City. The location of Vallejo parks and schools is shown on Map CP-2.

Vallejo parks are classified as follows, based on size and the type of recreational use offered:

- **Mini Parks** – small, limited use sites generally less than 1 acre in size. Located in more densely built areas, they vary from small greens, with open grass areas, children's playgrounds, or small picnic spaces, to small squares and plazas.
- **Neighborhood Parks** – mid-sized parks intended to serve nearby residents living within a ½-mile radius. They are primarily designed for informal, unsupervised recreational activities and typically feature facilities such as children's playgrounds, picnic areas, pathways, open grass areas for passive use, outdoor basketball courts, and non-lighted, multi-use ball fields. Neighborhood parks generally range from 4 to 10 acres in size, although GVRD operates several smaller neighborhood parks.
- **Community Parks** – larger facilities intended to serve residents living within a 1- to 2-mile radius. They are generally between 10 and 70 acres in size and designed with a sports field or similar facility that provides active and structured recreation opportunities as the central focus, although they can also provide opportunities for passive recreation. Community parks attract people from a wider geographic area than neighborhood or mini parks and require ancillary facilities such as parking,

lighted sports fields, and restrooms. A community park can also function as a neighborhood park for nearby residential areas.

- **Special Use Parks** – facilities designed for specialized recreational activities. In Vallejo, these include the Wardlaw Skate/BMX Park and Children's Wonderland.
- **Linear Parks** – open space or landscape features such as creek corridors, canals, trail alignments, and abandoned railroad rights-of-way. They link community facilities and provide passive recreational opportunities such as walking, jogging, and bicycling. They typically feature trails, landscaped or natural areas, viewpoints, and seating areas. Neighborhood park facilities may be incorporated when space is available.
- **Natural Open Space** – large, undeveloped properties left primarily in their natural state with recreation as a secondary use. This type of park often includes wetlands, steep hillsides, stream and creek corridors, and environmentally sensitive lands containing wildlife habitat or unique and/or endangered plant species. Typically managed by a governmental agency, natural open space may or may not offer full public access.

The City has adopted a standard of 4.25 acres of parkland per 1,000 residents for planning purposes and requires developers to provide parkland or pay impact fees of equivalent value when new homes are approved. Table CP-2 shows an inventory of Vallejo parks, together with existing acreage. With 921.17 acres of parks and open space within the city limit, Vallejo is meeting its parkland standard.

The distribution of parkland throughout the community is relatively balanced. As shown on Map CP-3, most residents live within a half-mile walk of a park or school facility. GVRD has identified underserved neighborhoods and will pursue park development to address those needs as funding is available in the future. Community engagement and partnership is key to achieving the vision of this Plan; the following policies and actions focus on enhancing Vallejo's parks and recreational amenities and increasing use by the community.

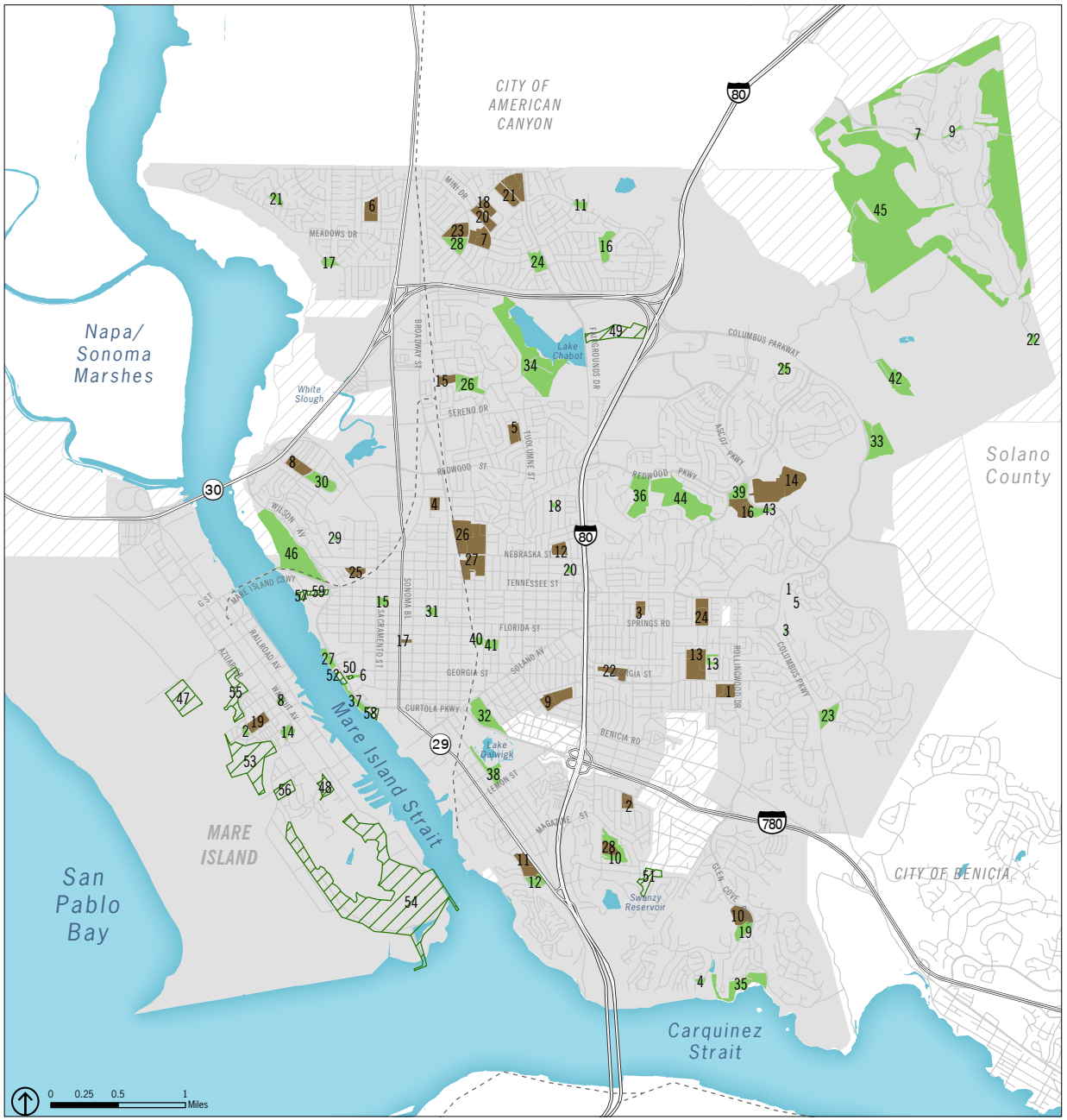
POLICY CP-3.4 Parks. Plan for and provide parkland and facilities to support Vallejo's recreational needs.

Action CP-3.4A *Maintain a standard of 4.25 acres of parkland per thousand residents and continue to require that new residential development make a fair share contribution to future parks development.*

Action CP-3.4B *Work with GVRD, VSFCD, and other community partners to identify potential sites for new parks, playgrounds, recreation centers, sports fields, skate parks, and other recreational facilities in underserved areas as well as in areas where population growth is anticipated. Collaborate to explore funding mechanisms for acquisition and maintenance of new parks and facilities.*



MAP CP-2
Parks and Schools



Parks
Schools
Planned Parks
Vallejo City Limit
Sphere of Influence (SOI)
Railroad

Mini Parks (<1 Acre)
1. Coventry Way
2. Crescent Park
3. Garthe Estates
4. Glen Cove Marina
5. Knights Circle
6. Martin Luther King Jr. Unity Plaza
7. Reflections Park

Neighborhood Parks (approx. 4-10 Acres)
8. Alden Park
9. Bennington Park
10. Beverly Hills Park
11. Borges Ranch Park
12. Carquinez Park
13. Castlewood Park
14. Chapel Park
15. City Park
16. Crest Ranch
17. Delta Meadows Park
18. Fairmont Park
19. Glen Cove Park
20. Grant Mahoney Park
21. Henry Ranch Park
22. Hiddenbrooke Park
23. Highlands Park
24. North Vallejo Park
25. Northgate Neighborhood Park
26. Richardson Park
27. Service Club Park
28. Setterquist Park
29. Sheveland Park
30. Terrace Park
31. Washington Park
32. Wilson Park

Community Parks (approx. 10-70 Acres)
33. Blue Rock Springs Park
34. Dan Foley Park
35. Glen Cove Nature Area
36. Hanns Memorial Park
37. Independence Park
38. Lake Dalwigk Park
39. Wardlaw Park

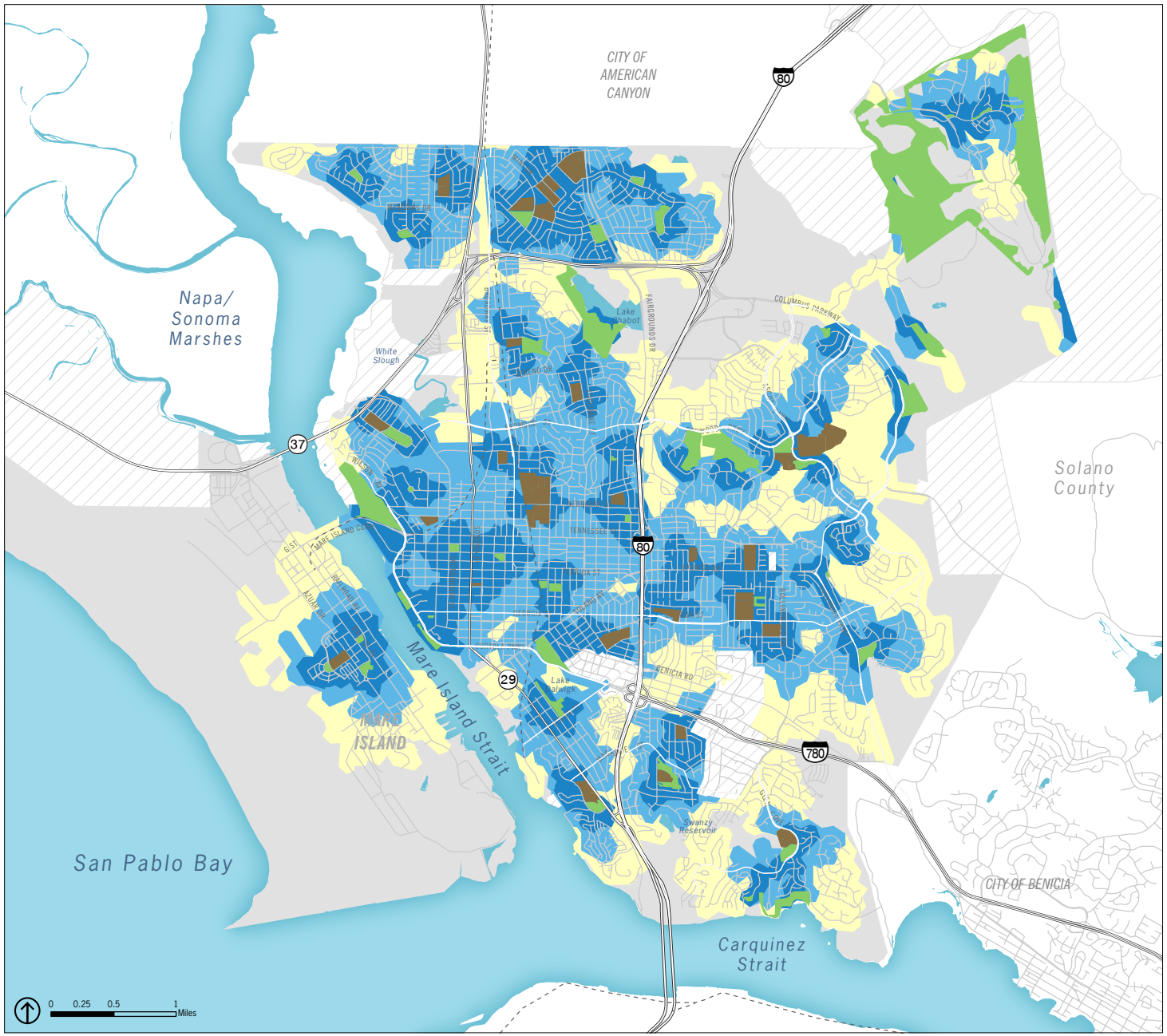
Special Use Parks
40. Amador Tennis Park
41. Children's Wonderland
42. McIntyre Ranch
43. Wardlaw Skate/BMX Park

Linear Parks
44. Blue Rock Springs Trail

Natural Open Space
45. Hiddenbrooke Open Space
46. River Park

Planned Parks
47. City Park - Mare Island
48. Club Drive Park
49. Creek Park
50. Festival Green
51. High Glen
52. Independence Park Expansion
53. Mare Island Community Park
54. Mare Island Shoreline Heritage Preserve
55. Morton Field
56. Parade Grounds
57. Promenade Park
58. Southern Waterfront
59. Wetland Park

Schools
1. Annie Pennycook Elementary
2. Beverly Hills Elementary
3. Cave Language Academy
4. Caliber Charter School (Planned)
5. Cooper Elementary
6. Dan Mini Elementary
7. Elsa Widenmann Elementary
8. Federal Terrace Elementary
9. Franklin Middle School
10. Glen Cove Elementary
11. Grace Patterson Elementary
12. Highland Elementary
13. Hogan Middle School
14. Jesse M. Bethel High School
15. John Finney High School/Peoples (Continuation School)
16. Joseph H. Wardlaw Elementary
17. Lincoln Elementary School
18. Loma Vista Environmental Science Academy
19. Mare Island Health & Fitness Academy
20. Mare Island Technological Academy
21. Solano Middle School
22. Steffan Manor Elementary
23. Vallejo Adult Transition/Everest
24. Vallejo Charter School
25. Vallejo Education Academy
26. Vallejo High School
27. Vallejo High School/ Independent Study Academy
28. Vallejo Regional Education Center



MAP CP-3
Parkland Access

- Parks
- Schools
- Within 0.25 Mile of Park/School
- Within 0.5 Mile of Park/School
- Within 1 Mile of Park/School
- Railroad
- Vallejo City Limit
- Sphere of Influence (SOI)

Park access is generated using a walkable street and sidewalk network.

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Mini Parks (App. <1 Acre)			
Coventry Way	.25	Walking path, park benches	City of Vallejo
Crescent Park	1.96	Benches, trash receptacles, landscaping and irrigation	City of Vallejo
Garthe Estates	.75	Play structure, basketball hoop, walking path	City of Vallejo
Glen Cove Marina	.75	Walking trail, benches	City of Vallejo
Knights Circle	.25	Walking path, park benches	City of Vallejo
Martin Luther King Jr. Unity Plaza	.6	Benches	City of Vallejo
Reflections	1.5	Walking trails, gazebo	City of Vallejo
Subtotal	*6.06*		
Neighborhood Parks (App. 4-10 Acres)			
Alden	5	Landscaped ceremonial area, bandstand, flagpole, informal area with landscaped walking paths	City of Vallejo
Bennington	2.5	Walking path, tot lot, park benches	City of Vallejo
Beverly Hills	11.7	Playground with play structure, turfed play areas, walking trail	Greater Vallejo Recreation District
Borges Ranch	3.4	Drinking fountain, multi-use field, picnic tables, playground with play structure	Greater Vallejo Recreation District
Carquinez	6.3	Turfed hill with picnic tables, Carquinez Bridge trailhead, off street parking	Greater Vallejo Recreation District
Castlewood	4.6	Community building, elementary play area, restroom, swimming pool, unlighted tennis courts, off-street parking	Greater Vallejo Recreation District
Chapel Park	3	St. Peter's Chapel, site furnishings, landscaping, and irrigation	City of Vallejo
City Park	3	Drinking fountain, horseshoe pits, picnic tables, elementary play area, tot lot, restroom	Greater Vallejo Recreation District
Crest Ranch	10.3	Ballfield, basketball court, handicapped parking, horseshoe pits, multi-use field, picnic areas, elementary play area, tot lot, restroom, soccer field, walking/jogging trail, off-street parking	Greater Vallejo Recreation District
Delta Meadows	4	Basketball courts, elementary play area, tot lot, rustic nature area, walking/jogging trail	Greater Vallejo Recreation District
Fairmont	1	Picnic tables, elementary play area, tot lot	Greater Vallejo Recreation District

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Glen Cove	6.8	Drinking fountain, multi-use field, picnic tables, elementary play area, tot lot, restrooms, soccer field, unlighted tennis court, handicapped parking, off-street parking	Greater Vallejo Recreation District
Grant Mahoney	1.5	Multi-use field, picnic tables, elementary play area, ping pong tables, rose garden, handicapped parking, off-street parking	Greater Vallejo Recreation District
Henry Ranch	3.4	Elementary play area, tot lot, off-street parking	Greater Vallejo Recreation District
Hiddenbrooke	2.05	½ basketball court, restrooms, water play, tot lot, elementary play area, bocce court, shaded picnic tables. Future plans include equestrian access, off-street parking	Greater Vallejo Recreation District
Highlands	9.3	Basketball court, covered picnic areas, elementary play area/multi-purpose field, bocce ball court, off-street parking	Greater Vallejo Recreation District
Northgate	4	Two playgrounds, walking path, benches, BBQ area	Greater Vallejo Recreation District
North Vallejo	8.9	Community Center, playground, basketball court, lighted baseball field, multi-purpose field, restrooms, off-street parking	Greater Vallejo Recreation District
Richardson	13.3	Ballfield, multi-use field, elementary play area, tot lot	Greater Vallejo Recreation District
Service Club	4.2	Landscaping, lighting, festival grounds, pedestrian waterfront promenade	City of Vallejo
Setterquist	8.9	Ballfield, community building, drinking fountain, elementary play area, tot lot, unlighted tennis courts, daycare building	Greater Vallejo Recreation District
Sheveland	1	Picnic table, elementary play area, tot lot, off-street parking	Greater Vallejo Recreation District
Terrace	11	Ballfield, drinking fountain, picnic area, picnic tables, elementary play area, tot lot, handicapped parking, off-street parking	Greater Vallejo Recreation District
Washington	2.5	Lighted ballfield, multi-use field, elementary play area, tot lot	Greater Vallejo Recreation District
Wilson	17.8	Ballfields (skinned and skinned & lighted), drinking fountain, multi-use field, picnic area, elementary play area, tot lot, restroom, soccer field, handicapped parking off-street parking	Greater Vallejo Recreation District
Subtotal	*149.45*		
Community Parks (App. 10-70 acres)			
Blue Rock Springs	24.5	Barbeques, drinking fountains, lake/river access, picnic areas (medium and large), picnic tables, elementary play area, tot lot, reservable areas, restrooms, rustic nature area, walking/jogging trails, trailhead to open space, restrooms, handicapped parking, off-street parking	Greater Vallejo Recreation District

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Dan Foley	68.2	Ballfields: grass, skinned & lighted, basketball court, community building, lake/river access, multi-use field, picnic areas (medium and large), picnic tables, elementary play area, tot lot, restroom, rustic nature area, Olympic size artificial turf soccer/softball field, community center, handicapped parking, off-street parking	Greater Vallejo Recreation District
Glen Cove Nature Area	15	Natural and undeveloped park with trail connections to the San Francisco Bay Trail, picnic tables, off-street parking	Greater Vallejo Recreation District
Hanns Memorial	22.6	Creekside trails, lake/river access, large picnic area, picnic tables, restroom, off-street parking stage area	Greater Vallejo Recreation District
Independence Park	1	Mare Island Naval Shipyard memorabilia, sand area, restrooms; to be expanded	Greater Vallejo Recreation District
Lake Dalwigk	8.9	Basketball court, picnic area, elementary play area, tot lot, turf area	Greater Vallejo Recreation District
Wardlaw	13	Three soccer fields, two baseball backstops	Greater Vallejo Recreation District
Subtotal	*153.20*		
Linear Parks			
Blue Rock Springs Corridor	44	Hiking trail providing access to the ridge of Sulfur Springs Mountain with views of Vallejo and the Napa River	Greater Vallejo Recreation District
Subtotal	*44*		
Natural Open Space			
Hiddenbrooke Open Space	481	Natural areas interspersed throughout Hiddenbrooke residential development	Greater Vallejo Recreation District
River Park	54	Undeveloped parkland and wetland, trails, off-street parking	Greater Vallejo Recreation District
Subtotal	*535*		
Special Use Parks			
Amador Tennis	5	Four tennis courts	Greater Vallejo Recreation District
Children's Wonderland	3	Fully-fenced park with play areas, reservable picnic areas, outdoor theater, restrooms, off-street parking	Greater Vallejo Recreation District
McIntyre Ranch	24	Ranch house, swimming pool, cottage, historic tack house, barn, paddocks, well, pasture land, horse boarding, campground, yurt	Greater Vallejo Recreation District
Wardlaw Skate/ BMX and Dog Park	1.46	Concrete bowl and modular equipment in separately fenced areas for beginners and intermediate users; Dog park, large and small areas	Greater Vallejo Recreation District

TABLE CP-2 Vallejo Parks and Sports Facilities

Park Name	Size (Acres)	Amenities	Operated By
Subtotal	*33.46*		
Total Acreage - Existing	**921.17**		
Planned Parks			
City Park – Mare Island	32	Recreational open space	City of Vallejo
Club Drive Park	5	Passive recreation	City of Vallejo
Creek Park	6	Water feature, recreational open space	City of Vallejo
Festival Green	2.7	Passive recreation area	City of Vallejo
High Glen Park	5	Planned new neighborhood park	Greater Vallejo Recreation District
Independence (extension)	3.7	Picnic tables, other passive recreational uses	City of Vallejo
Mare Island Community Park	26	Playing fields, hiking trails, winter storm-water detention area, scenic outlooks	Greater Vallejo Recreation District
Morton Field	6	Lighted playing fields, recreational open space	Greater Vallejo Recreation District
Parade Grounds	4	Recreational open space, playing fields	City of Vallejo
Promenade Park	4	Walking and biking path	City of Vallejo
Mare Island Shoreline Heritage Preserve	176	Walking, cycling and equestrian trails, habitat conservation, other passive recreational uses	City of Vallejo
Southern Waterfront	10.9	Picnic tables, other passive recreational uses	City of Vallejo
Wetland Park	4	Passive recreation area	City of Vallejo
Total Acreage - Planned	**285.30**		

Action CP-3.4C *Update City regulations to allow a portion of the parkland dedication requirement to be met through the provision of on-site mini parks and trails in new development.*

POLICY CP-3.5 Parks Maintenance. Maintain and improve parks and facilities in Vallejo.

Action CP-3.5A *Consider ways to increase funding for park maintenance, including a park impact fee applicable to commercial development.*

Action CP-3.5B *Work with GVRD and VSFCD to establish a program that engages local residents in the stewardship and maintenance of parks and facilities in Vallejo.*

Action CP-3.5C *Formalize an arrangement for managing and operating the Mare Island Shoreline Heritage Preserve.*

POLICY CP-3.6 Park Safety. Ensure that parks are designed and managed to maximize the personal safety of users and maintain the visibility of play areas.

Action CP-3.6A *Implement community-based policing strategies in coordination with neighborhood groups and local residents to improve personal safety and encourage use of parks and facilities.*

Action CP-3.6B *Work with GVRD to periodically conduct CPTED audits of park facilities to identify and prioritize improvements that can enhance safety.*

RECREATION AND CULTURE

Vallejo residents have access to an array of recreational and cultural activities. GVRD runs four community centers in addition to the Amador Sports Complex, the Mare Island Sports Complex, and the Cunningham Aquatic Center. GVRD offers computer courses, academic assistance, art classes, and music lessons, as well as after-school programs in collaboration with VCUSD, and special events. The City of Vallejo oversees a number of recreational facilities, including Blue Rock Springs Golf Course, Florence Douglas Senior Center, Mare Island Strait Boat Launch, and the Municipal Marina. In addition, the city is home to privately owned Mare Island Golf Course, Hiddenbrooke Golf Course, Vallejo Yacht Club, and the Glen Cove Marina. The non-profit Police Activities League (PAL) offers a range of programs and activities for youth in Vallejo. PAL has softball fields, soccer fields, a snack bar, and meeting space located at 301 Wallace Avenue, and offers boxing, judo, track and field, and wrestling at school facilities in the city. The Continentals of Omega Boys and Girls Club on Mini Drive offers academic assistance and recreational activities for Vallejo youth.



Vallejo has a number of regular cultural events, ranging from the Vallejo Symphony to the monthly Downtown Art Walk. Mira Community and Cultural Center offers activities for children, teens, seniors, and veterans as well as community performance space. The newly renovated Empress Theatre anchors the Downtown Arts and Entertainment District, with live music and performances in an iconic space. There are three weekly farmers markets at different locations around town, and popular festivals, including the Northern California Pirates Festival, Pista Sa Nayon, and Juneteenth Celebrations in June; Mad Hatter Holiday Festival in December; and Vallejo Waterfront Weekend in the fall.

Recreational and cultural facilities in Vallejo are shown on Map CP-4. The following policies and actions are intended to enhance cultural and recreational opportunities in Vallejo, recognizing that these opportunities help to build strong community bonds.

POLICY CP-3.7 Recreational and Cultural Activities. Provide a full range of recreational, cultural, and artistic activities that caters to the diverse interests of Vallejoans, including intergenerational opportunities.

Action CP-3.7A *Collaborate with GVRD to periodically assess community needs, develop responsive recreational and cultural programming and facilities, and identify funding.*

Action CP-3.7B *Support community groups in providing recreational and cultural activities and programs for community members, including after school and weekend programs for youth.*

Action CP-3.7C *Assemble a volunteer task force to assist in developing teen programming and increasing participation rates.*

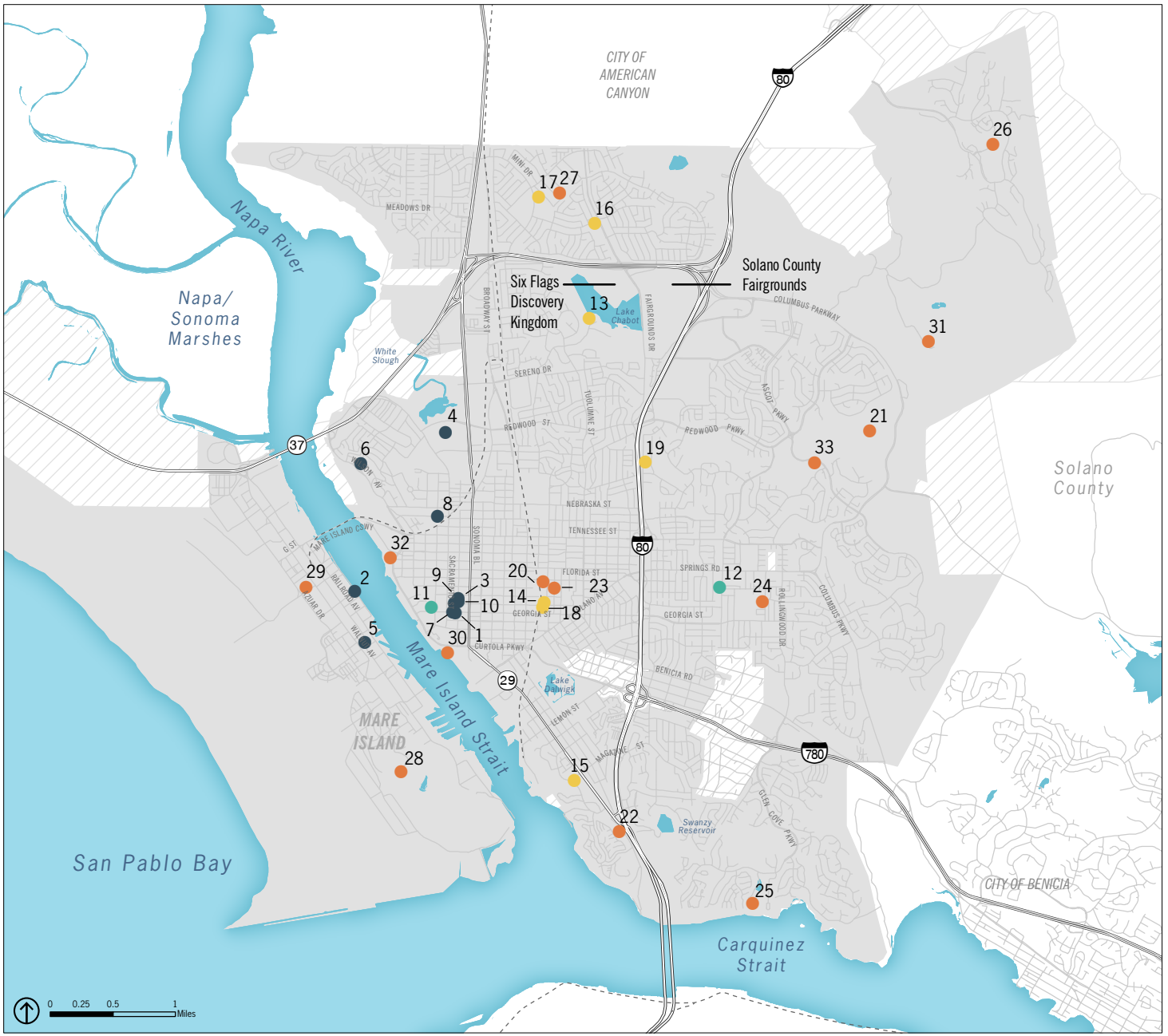
Action CP-3.7D *Develop and adopt an Arts and Culture Master Plan to promote and enrich arts and culture throughout the community based on surveys and other data to identify needs and priorities, and identify public and private funding sources to ensure ongoing support for arts and cultural activities.*

Action CP-3.7E *Pursue joint use agreements with VCUSD and other educational institutions that provide Vallejo residents with additional opportunities for cultural and recreational activities in school and college facilities.*

Action CP-3.7F *Revive the Commission on Culture and the Arts to serve as the voice of the arts community, stimulate the visual and performing arts in Vallejo, and promote Vallejo's culture and artistic assets to enhance the positive image of the city.*

POLICY CP-3.8 Recreational and Cultural Facilities. Encourage recreational and cultural venues in neighborhoods, corridors, urban villages, and downtown, including private commercial recreational facilities, to complement activities and programs provided by GVRD.

Action CP-3.8A *Review City regulations and update as feasible to facilitate development of new recreational and cultural facilities in Vallejo's neighborhoods.*



Source: City of Vallejo, 2014; Solano County, 2014; ESRI, 2010; PlaceWorks, 2016.

MAP CP-4
Cultural and Recreational Facilities

Museums and Art Facilities

1. Artiszen Cultural Art Center
2. Coal Shed Studios Building
3. Empress Theatre
4. Fetterly Playhouse
5. Mare Island Museum
6. Mira Community Cultural Center
7. The Hub
8. Vallejo Architecture Heritage Foundation
9. Vallejo Naval & Historical Museum
10. Vallejo Symphony

Library

11. John F. Kennedy Library
12. Springstowne Library

Cultural & Community Centers

13. Dan Foley Cultural Center
14. Florence Douglas Senior Center
15. Norman C. King Community Center
16. North Vallejo Community Center
17. Omega Boys and Girls Club
18. Vallejo Community Center
19. Vallejo Veterans Memorial Building

Sports & Recreation Facilities

20. Amador Tennis Courts/Recreation Center
21. Blue Rock Springs Golf Course
22. CSU Phys Ed and Aquatics Center
23. Children's Wonderland
24. Cunningham Aquatic Center
25. Glen Cove Marina
26. Hiddenbrooke Golf Club
27. Loma Vista Farm
28. Mare Island Golf Club
29. Mare Island Sports Complex
30. Vallejo Boat Launching Facility
31. McIntyre Ranch
32. Vallejo Municipal Marina
33. Wardlaw Skate/BMX Park and Dog Park

Vallejo City Limit

Sphere of Influence (SOI)

Railroad

POLICY CP-3.9 Celebrate Vallejo. Promote community events, festivals, and public art installations that highlight Vallejo's history, identity, and diversity while celebrating the interests of Vallejo residents and attracting visitors.

Action CP-3.9A *Support community festivals and events that promote diversity and build connections in the community, such as the Mad Hatter Festival, National Night Out, farmers markets, tree-planting events, arts and cultural gatherings, and neighborhood clean-up days.*

Action CP-3.9B *Work with community groups and local businesses to identify public and private spaces, such as civic plazas and shopping malls that may be used for cultural awareness activities such as festivals, art exhibitions, and poetry presentations.*



GOAL CP-4

> **Active, Participatory Community:** Encourage the active participation of residents and local businesses in civic life.

The active participation of the community in local government brings diverse viewpoints and values into the decision-making process and helps ensure that City actions benefit the broadest range of people possible. Inclusive, participatory processes lead to better informed solutions and build mutual understanding and trust between local government officials and the public they serve.

OPEN GOVERNMENT

The City is committed to open government and has continually expanded the ways in which community members can participate in local government. The City has a robust online forum for civic engagement, and, in 2012, Vallejo made history by becoming the first U.S. municipality to approve a community-wide participatory budgeting process that engages all residents in deciding how to spend a portion of the City budget. The City also encourages the public to participate in government affairs. Citizens serve on the City Council and 15 different boards and commissions, as well as a number of standing and ad hoc committees.

POLICY CP-4.1 Inclusive Decision-Making. Encourage inclusive, participatory City processes that emphasize the collaborative exchange of ideas by all segments of the community.

Action CP-4.1A *Continue to offer open, interactive processes for decision-making.*

Action CP-4.1B *Support neighborhood and community organizations in communicating local priorities and concerns to the City.*

Action CP-4.1C *Collaborate with other public agencies to promote and facilitate inclusive, participatory decision-making processes.*

POLICY CP-4.2 Broad Participation. Increase public participation by all segments of the community in City governance.

Action CP-4.2A *Hold public meetings at neighborhood gathering places when feasible.*

Action CP-4.2B *Use a variety of methods to invite public participation, including door hangers, flyers, email blasts, social media, newsletters, the City website, and community networks.*

Action CP-4.2C *Include youth representatives in City-sponsored activities and organizations.*

Action CP-4.2D *Continue to implement, evaluate, and update the City of Vallejo Communications Plan.*





POLICY CP-4.3 Informed Discussion. Provide decision-makers, project applicants, and residents with information about planning policies and regulations as well as advance notice of upcoming changes, projects or issues.

Action CP-4.3A *Continue and expand the use of technology to provide public information and obtain input from community members.*

ACTIVE CIVIL SOCIETY

With a large faith-based community and many active neighborhood associations, Vallejo has a vibrant civil society. In the downtown area, property and business owners have formed the Central Core Restoration Corporation (CCRC) that manages the popular downtown farmers market and provides a range of other services. Throughout the city, local businesses are active in multiple chambers of commerce, and residents also offer their time and skills as volunteers. Collaboration in and among these networks will help realize the community's vision for the future of Vallejo.

POLICY CP-4.4 Foster Collaboration. Foster collaboration between the City, educational institutions, the business community, social service providers, community organizations, and grassroots neighborhood and civic groups.

Action CP-4.4A *When feasible, allocate City staff time and resources to volunteer-initiated projects whose activities and actions will help achieve City goals that otherwise could not be accomplished.*

Action CP-4.4B *Establish a healthy community consortium, including Solano Public Health and other government agencies, foundations, non-profit and other community and faith-based groups, educational institutions, and businesses to address and promote the community health and wellness topics presented in this Plan.*

POLICY CP-4.5 Volunteering. Encourage and support residents as volunteers to supplement City and agency staff in the delivery of community services, including recreation, youth, and senior programs.

Action CP-4.5A *Partner with community organizations and faith-based groups to establish a volunteer program that expands services to seniors.*

Action CP-4.5B *Partner with community organizations, parent teacher associations, and workforce development organizations to establish volunteer programs that match residents with volunteers who can provide mentoring and relevant, real-world training to youth and adults.*

Action CP-4.5C *Work with advocacy groups to encourage individuals from underrepresented minority populations to represent their communities in civic life, including on City boards and commissions.*

GOAL CP-5

> **Caring, Equitable Community:** Promote a culture of compassion, dignity, and fairness that celebrates Vallejo's diversity.

A wide range of community services is available to Vallejo residents, through City and County sponsored initiatives, as well as the efforts of local non-profit groups. The City uses federal Community Development Block Grants (CDBG) to support service providers and a variety of activities for persons of lower income or with special needs. The County operates a Primary Care Clinic in Vallejo, providing medical care to residents, in addition to a range of other services such as nutrition counseling and public health nurse home visits for mothers and babies. These services are complemented by a network of non-profit groups providing additional services for youth, families, seniors, and the homeless.

COMMUNITY SERVICES

With a large proportion of Vallejoans moving into their golden years, the need for medical care and social services in the community continues to grow. Community services should be delivered in ways that allow seniors to "age in place," living as independently as possible alongside other community members in an environment suited to people at all stages of life.

In Vallejo, low-income families and youth also have specific needs, particularly in neighborhoods of the city where as many as one in four residents lives below the federal poverty line. Many local non-profit groups and faith-based organizations actively address the needs of this population, including Fighting Back Partnership, which operates family resource centers in Vallejo that offer a range of services and activities aimed at promoting healthy families and developing capacity to become involved members of the community.

POLICY CP-5.1 Child and Senior Care Facilities. Encourage the development of reasonably priced childcare and senior care facilities and services in a variety of settings, including in residential neighborhoods and near work sites, to meet the needs of Vallejo residents and employees.

Action CP-5.1A *Work with regulators, service providers, and employers to ensure the provision of safe, affordable, high-quality childcare services.*

Action CP-5.1B *Provide incentives such as density bonuses to residential and non-residential developers to encourage space for childcare and senior care facilities in new development.*

Action CP-5.1C *Support local churches and religious institutions in providing services and facilities for children and seniors.*

POLICY CP-5.2 Lifelong Care. Support community members at all stages of life with programs to improve quality of life.

Action CP-5.2A *Coordinate with local and regional agencies and community organizations to address the needs of lower income and unhoused persons, including shelter, food, clothing, health care, mental health, and transportation.*

Action CP-5.2B *Continue to support local community service agencies and organizations in the provision of social services to Vallejoans in need, including special needs services that foster independence for older adults, people with disabilities, and those facing physical or mental challenges.*

Action CP-5.2C *Provide information about shelter and food assistance programs via the range of the City's communication tools.*



Action CP-5.2D *Coordinate with local and regional agencies and organizations to address the welfare of children, through such means as trauma-informed care for children, youth, and families involved with child welfare.*

POLICY CP-5.3 Foster Respect. Promote a culture of inclusivity and understanding throughout the community.

Action CP-5.3A *Support local community service agencies, organizations, and faith-based groups in providing and expanding programs that promote self-esteem, responsibility, and leadership, including programs aimed at youth.*

Action CP-5.3B *Consider establishing a volunteer community outreach coordinator to connect Vallejo residents to services offered by the City, Solano County, non-profit agencies, and other organizations.*

DIVERSITY

Vallejo's rich cultural and ethnic diversity is an asset that offers fresh perspectives and alternative skills in all aspects of community life. Effective delivery of community services requires service providers who reflect the diversity of the population and understand how to serve people with different values, beliefs, and approaches.

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

Action CP-5.4A *Continue to implement fair hiring practices in recruiting for staff positions with the City of Vallejo.*

Action CP-5.4B *Continue to support and ensure that private firms and public agencies contracting with the City implement nondiscrimination policies and practices.*

Action CP-5.4C *Encourage diversity in the hiring and training practices of local businesses, providing employment opportunities for people of all educational levels, vocational skills, and physical and mental abilities.*

POLICY CP-5.5 Multicultural Access. Promote cultural competency by offering City services responsive to the needs of Vallejo's diverse cultural and ethnic communities.

Action CP-5.5A *Provide information in languages other than English.*

Action CP-5.5B *Expand educational programs and training for City employees and officials necessary to ensure that culturally appropriate service can be provided.*





4

NATURE & BUILT ENVIRONMENT

Goal NBE-1: **Beautiful City:** Preserve and enhance the natural, historic, and scenic resources that make Vallejo special.

Goal NBE-2: **A Place Where People Want to Be:** Establish Vallejo as an attractive place to live, work, shop, and enjoy time off.

Goal NBE-3: **Pride in Identity:** Nurture distinct districts and neighborhoods that contribute to a sense of local pride.

Goal NBE-4: **Iconic Waterfront:** Make the waterfront a centerpiece of the community and the region.

Goal NBE-5: **Hazard Protection:** Protect life and property from natural and human-made hazards.

NATURE AND BUILT ENVIRONMENT

4

Vallejo's local setting is a major asset for the community. The urbanized area of the city is ringed by important areas of natural open space, wetlands, and rolling grassland hills. Waterways, so integral to the character of the community, provide opportunities for scenic, recreational, and commercial enjoyment, and Vallejo's historic role as a State capital and a cradle of industry in northern California have left a legacy of valuable cultural heritage. Careful stewardship of all these resources is essential for a beautiful, thriving city. The focus of this chapter is on preserving and enhancing these assets and managing growth in a way that strengthens sense of place and builds local pride in identity. The chapter is organized around five key goals that represent the priorities of Vallejoans: Beautiful City, A Place Where People Want to Be, Pride in Identity, Iconic Waterfront, and Hazard Protection.

Aspects of resource stewardship and growth management are addressed in other chapters of the plan. Air quality, clean water, and access to green space are addressed in Chapter 3, Community & People. Restoration and revitalization of cultural and historic resources for tourism and economic development is addressed in Chapter 5, Economy, Education, and Training, along with City-led sustainability initiatives. Chapter 6, Mobility, Transportation, and Connectivity addresses growth management by promoting transit-oriented development and eco-mobility. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.





GOALS, POLICIES, AND ACTIONS

GOAL NBE-1

> **Beautiful City:** Preserve and enhance the natural, historic, and scenic resources that make Vallejo special.

The natural and physical environment around us has a direct impact on mood and sense of well-being. Access to nature, whether outside the city or in urban green spaces, can have a calm, restorative impact, and well-designed buildings and public spaces can be inspiring. The following policies and actions are designed to enhance the natural and urban environment in Vallejo and the Planning Area.

NATURAL RESOURCES

Natural resources include not only the plants, trees, animals, fish, birds, and microorganisms present in the urban and natural environment around us, but also the water, soil, habitats, and ecosystems that make up the ecological community in which we live. The richer the diversity of life around us, the greater the opportunity for healthy living, economic development, and adaptive responses to new challenges such as climate change.

Several rare and sensitive groups of plants and animals, or "natural communities," exist in the open space lands in and around Vallejo. These include freshwater marsh, freshwater seeps and springs, riparian forest and woodland, saline emergent wetland, valley oak woodland, and native grasslands. The City collaborates with a variety of public agencies to manage and protect these and other natural resources in the Planning Area. Vallejo is participating in the ongoing effort to develop the Solano Multispecies Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) for a 585,000-acre area of Solano and Yolo Counties that would address habitat conservation for a total of 36 species. The City also supports a number of ongoing and recently completed habitat restoration and conservation efforts in the vicinity of Vallejo, including the Napa Sonoma Marsh restoration Project, the Cullinan Ranch restoration project, and the Sears Point Wetland restoration project.



The Vallejo Sanitation & Flood Control District (VSFCD), the U.S. Environmental Protection Agency (USEPA), the Regional Water Quality Control Board (RWQCB), Solano Land Trust, Solano County, and neighboring jurisdictions are all partners with Vallejo in protecting and restoring riparian habitat and in promoting water quality.

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

Action NBE-1.1A *Cooperate with federal, State, and local regulatory and stewardship agencies to promote the restoration and long-term sustainability of local natural resources, including wetlands and wildlife habitat at River Park.*

Action NBE-1.1B *Continue to participate in the implementation of regional habitat conservation and restoration programs, including the Solano Multispecies Habitat Conservation Plan and Natural Community Conservation Plan, and wetland restoration occurring in the Napa/Sonoma Marshes.*

Action NBE-1.1C *Pursue habitat enhancement at South White Slough and River Park through mitigation banking and/or similar mechanisms, whereby developers contribute to the preservation, enhancement, restoration, or creation of a wetland, stream, or habitat conservation areas, which could offset environmental impacts on other sites.*

Action NBE-1.1D *Evaluate, revise as needed, and implement the River Park Master Plan to restore, enhance, and preserve wetland and open space areas at River Park.*

Action NBE-1.1E *Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed.*

Action NBE-1.1F *Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with State and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.*

Action NBE-1.1G *Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.*

POLICY NBE-1.2 Sensitive Resources. Ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, and wetlands are avoided and mitigated to the greatest extent feasible as development takes place.

Action NBE-1.2A *Provide up-to-date information on best practices for sustainable management practices.*

Action NBE-1.2B *Update the City's Standard Specifications as needed to require the use of Bay-friendly and drought-tolerant native plant species.*

Action NBE-1.2C *Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.*

Action NBE-1.2D *Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving "no net loss" of sensitive habitat acreage, values, and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities, or wetland that may be adversely affected by new development.*

Action NBE-1.2E *Collaborate with public agencies responsible for managing open space in and around Vallejo to control and reduce the spread of non-native, invasive plant and animal species on public open space lands.*

POLICY NBE-1.3 Interpretive Facilities. Encourage the development of facilities that provide education about local environmental resources and ecosystems.

Action NBE-1.3A *Partner with public agencies to offer programs that foster local environmental awareness and encourage the protection of natural resources.*

Action NBE-1.3B *Work with landowners to facilitate assembly and retention of parcels of sufficient size to preserve valuable tidal marshes, seasonal marshes, managed wetlands and contiguous grassland areas for the protection of aquatic and wildlife habitat.*

Action NBE-1.3C *Provide or encourage public access to natural resource areas where appropriate, to enhance environmental awareness as well as passive recreational opportunities.*

POLICY NBE-1.4 Waterway Restoration. Restore riparian corridors and waterways throughout the city.

Action NBE-1.4A *Collaborate with GVRD, Vallejo Sanitation & Flood Control District (VSFCD), and other partners to evaluate creek conditions and restoration opportunities, and to develop policies covering setbacks from creeks, damage prevention, stewardship, nuisance abatement, public access, and other community and environmental concerns.*

Action NBE-1.4B *Work with the U.S. Environmental Protection Agency (USEPA), Regional Water Quality Control Board (RWQCB), Solano County, and neighboring jurisdictions in efforts to reduce pollution in local waterbodies.*

Action NBE-1.4C *Work with VSFCD and GVRD, as appropriate, to maintain Lake Chabot, Lake Dalwigk, and other detention basins for stormwater management and for public recreational use.*

SCENIC RESOURCES

Scenic views contribute to the character of the community and can be both sources of local pride and tourist attractions. Vallejo offers many panoramic views from hilltops and elevated roadways, including views of San Pablo Bay, Mare Island Strait, the waterfront, Sulphur Springs Mountain, the Vaca Mountains, White Slough, the Napa River Wetlands, Sky Valley, and the city itself. Additionally, State Route (SR) 37 within Vallejo from Highway 29 west is eligible for designation as a State Scenic Highway.

The City has established residential view district zoning regulations to preserve scenic views from some residential neighborhoods located on hills in Vallejo. Additional measures to protect important views and encourage attractive development within view from the freeways will help strength Vallejo's sense of place.

POLICY NBE-1.5 Scenic Vistas. Protect and improve scenic vistas, including views from Interstate 80 and State Route 37 in Vallejo.

Action NBE-1.5A *Identify existing scenic vistas and update City regulations to specify requirements for protection of existing scenic vistas.*

Action NBE-1.5B *Update City regulations for development within view of freeways in Vallejo.*

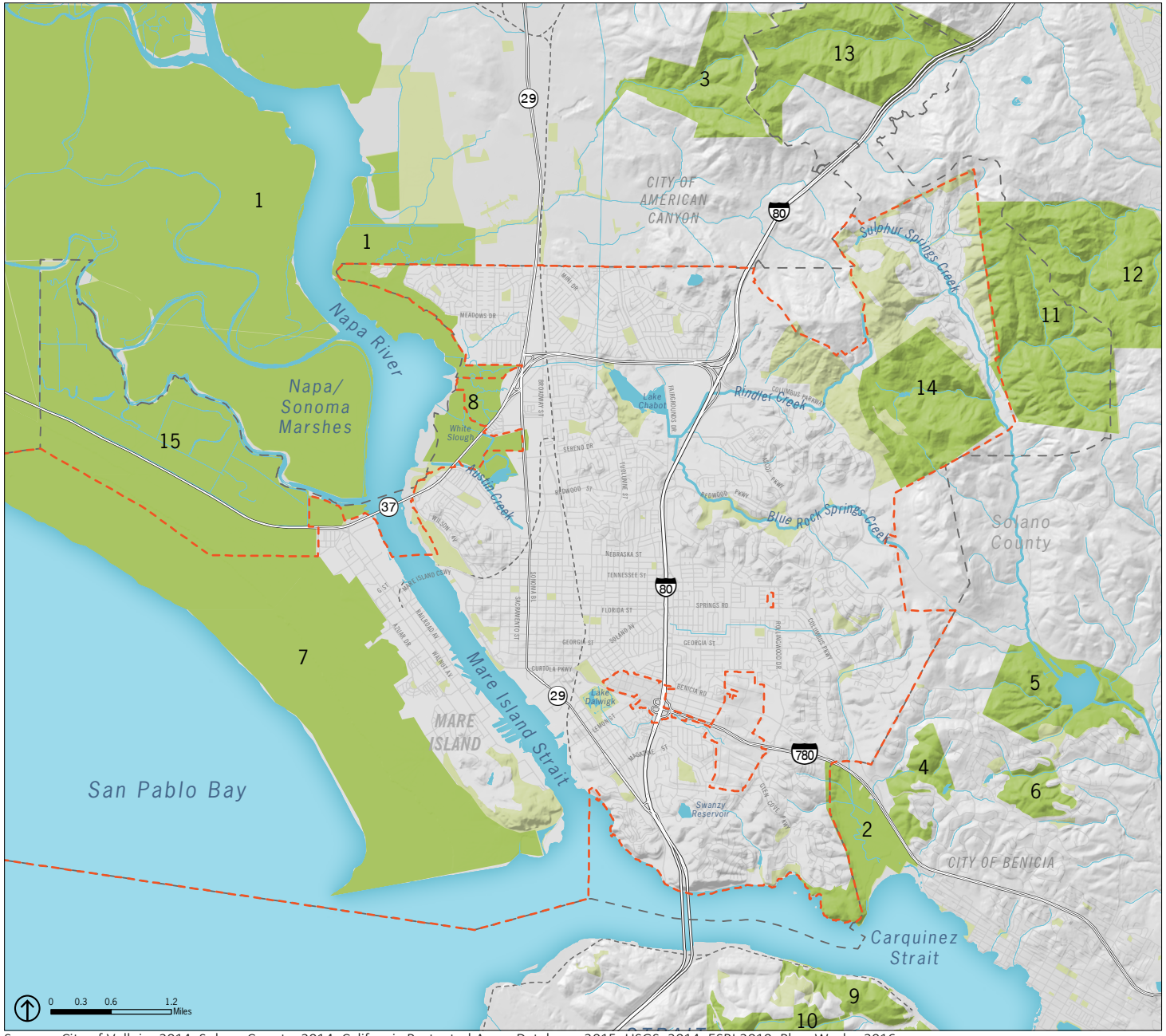
Action NBE-1.5C *Continue to administer the residential view district regulations intended to preserve panoramic views of the surrounding natural and human-made environment from residential neighborhoods located on hills.*

OPEN SPACE

Natural open spaces provide an array of scenic, social, recreational, and environmental benefits. The area around Vallejo contains many large areas of protected open space, as shown on Map NBE-1. These green spaces and wetland areas help filter pollutants from the air and water, and wetlands offer natural flood protection with the capability to accommodate storm runoff.

Open space lands also contribute to local visual character and provide opportunities for physical exercise and environmental education.

Ensuring connections between natural habitat areas and enhancing movement corridors for wildlife helps sustains natural populations and allow for the continued



MAP NBE-1
Regional Open Space and Waterways

California Department of Fish and Wildlife
1. Napa-Sonoma Marshes Wildlife Area

California Department of Parks and Recreation
2. Benicia State Recreational Area

City of American Canyon
3. Newell Open Space Preserve

City of Benicia
4. Braito Open Space
5. Lake Herman Open Space Area
6. Tourtelot Open Space

City of Vallejo
7. Mare Island Open Space/Wetlands Area
8. White Slough Specific Plan Wetlands Area

East Bay Regional Park District
9. Carquinez Strait Regional Shoreline
10. Crockett Hills Regional Park

Solano Land Trust
11. Eastern Swett Ranch
12. King Ranch
13. Lynch Canyon Open Space
14. Vallejo Swett Ranch

United States Fish and Wildlife Service
15. San Pablo Bay National Wildlife Refuge

Streams
Regional Open Space
Urban Parks/Other Open Space Lands
Vallejo City Limit
Sphere of Influence (SOI)
Railroad

Source: City of Vallejo, 2014; Solano County, 2014; California Protected Areas Database, 2015; USGS, 2014; ESRI 2010; PlaceWorks, 2016.

dispersal of native plant and animal species. Local governments throughout the Bay Area are working together to protect the network of natural open spaces in the region and preserve them for future generations. Vallejo partners with Solano Land Trust, the City of Fairfield, and the City of Benicia through the Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation to manage an area that includes Eastern Swett Ranch, Lynch Canyon Open Space, and Vallejo Swett Open Space, which has been recognized by local government agencies as a place with high ecological values and ecosystem functions and has been designated as a Priority Conservation Area (PCA) by the Association of Bay Area Governments (ABAG).

POLICY NBE-1.6 Open Space. Conserve and enhance natural open space areas in and adjacent to Vallejo and its waterfront.

Action NBE-1.6A *In collaboration with Solano Land Trust and North Bay partner jurisdictions, seek funding for implementation of conservation projects in the Tri-City and County Cooperative Planning Area.*

Action NBE-1.6B *Identify lands in Vallejo that provide connections for animals between open spaces and/or important habitat, and assist conservation agency efforts to acquire land and/or establish easements that facilitate wildlife movement.*

Action NBE-1.6C *In coastal wetland and marsh areas and along creeks, allow and provide amenities to support public recreational activities compatible with conservation of the natural environment, such as picnicking, hiking, and nature and wildlife educational opportunities.*

URBAN GREENING

The urban forest is the collection of trees and plants along city streets, in private yards, and in parks and public spaces. This living canopy filters pollutants from the air, buffers gusting winds, reduces noise, and helps create pleasant, walkable neighborhoods. The urban forest can also help moderate temperature on hot, cold, or windy days, and shade from trees can also reduce the amount of energy needed to cool homes in the summer. Vallejo's urban forest is maintained by the Public Works Department and by individual property owners and neighborhood groups. The City of Vallejo Standards Specifications outlines requirements for planting and landscaping in all new single-family, multi-family, and commercial developments.





Green infrastructure refers to the use of plants and soils to absorb stormwater and filter pollutants before runoff is directed into the storm drain system. As a result, green infrastructure reduces the capacity needed in pipes and reduces pollution levels in stormwater runoff, offering cost savings and environmental benefits.

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

Action NBE-1.7A *Continue to administer urban greening requirements to help extend the life of public improvements such as curbs, gutters, and sidewalks, and to help ensure that trees removed due to age, health, or potential to damage property are replaced in kind with new trees that are appropriate for their locations.*

POLICY NBE-1.8 Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking, and create a stronger sense of identity.

Action NBE-1.8A *Support community efforts that involve tree planting, tree care, and the stewardship of public space beyond what City resources can provide.*

Action NBE-1.8B *Update the Tree Ordinance, including requirements for preservation of trees of a minimum size.*

Action NBE-1.8C *Develop a Comprehensive Tree Management Program to ensure appropriate protection for urban forest resources.*

CULTURAL AND HISTORIC RESOURCES

Cultural resources are buildings, objects, features, structures, or locations with historic or cultural value. Cultural resources typically include: buildings or structures that are associated with an event or person that have contributed to the shaping or development of the city; objects, such as Native American artifacts discovered at a particular location or area of the city; or an archaeological, geological, or paleontological artifact, such as fossils.

Early indigenous inhabitants of the region around Vallejo, including the Patwin and Carquin peoples, settled in permanent villages where they lived year-round, with seasonal satellite camps close to the resources they needed at certain times of the year. Sites were often located near fresh water sources where plant and animal life was abundant. There are confirmed Native American sites located in the rock outcrops in the hills above Blue Rock Springs Park and at Glen Cove. There are no recorded fossil localities within the Planning Area.



As an early State capital and an important maritime port in the 19th Century, Vallejo also has a wealth of historic resources. Vallejo boasts three historic districts listed on the National Register of Historic Places–Mare Island Naval Shipyard, comprised of approximately 500+ contributing properties; Architectural Heritage District, comprised of 372 properties; and the Saint Vincent's Hill Historic District, comprising 543 contributing properties. In addition to historic districts listed on the National Register, Mare Island contains a National Historic Landmark District. The City also recognizes 75 City landmarks, 49 of them part of the Mare Island Naval Shipyard. Vallejo's historic sites and districts are shown on Map NBE-2.

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 Historic Resources Assessment conducted for the Downtown Specific Plan identified several buildings that have the potential either to be individually significant or to contribute to a historic district, which must be retained and celebrated as part of the Downtown/Waterfront.

The shoreline and waterways of the City of Vallejo are also part of the Sacramento-San Joaquin Delta, a region where natural, cultural, historical, and recreational resources combine to form a cohesive landscape. The Delta and its resources reflect the region's diverse heritage.

POLICY NBE-1.9 Cultural Resources. Protect and preserve archaeological, historic, and other cultural resources.

Action NBE-1.9A *Continue to require that land use activities comply with State requirements and follow best practices to ensure that cultural resources are not impacted and that appropriate agencies and technical experts are involved in the evaluation and protection of resources and sites.*

Action NBE-1.9B *Maintain a dialogue with local Native American groups regarding sensitive cultural resources in Vallejo.*

Action NBE-1.9C *Support protection and formal designation of the Sacramento-San Joaquin Delta region.*

POLICY NBE-1.10 Historic Resources. Encourage the protection, rehabilitation, and reuse of historic buildings and structures.

Action NBE-1.10A *Seek funding to update the City's historic resources inventory.*

Action NBE-1.10B *Require the identification and protection of all on-site historic resources in conjunction with any proposed development, in compliance with all applicable City provisions (including the Downtown Specific Plan Historical Resource Assessment) and State and federal guidelines for the treatment of historic properties.*

MAP NBE-2
Historic Resources



- National Register Historic Districts
  1. Mare Island
  2. Architectural Heritage District
  3. Saint Vincent's Hill
- Mare Island National Historic Landmark District
- Historic Resources Outside of Districts
- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit

Source: City of Vallejo, 2014; ESRI 2010; PlaceWorks, 2016.

Action NBE-1.10C *Participate in federal and State programs that offer funding and economic incentives for the restoration and preservation of qualified historic buildings, including:*

- *The federal historic preservation tax credit for qualified rehabilitation projects;*
- *Reduced development fees for projects that comply with the State Historical Building Code (SHBC) and the Secretary of the Interior's Standards;*
- *The Mills Act Property Tax Abatement Program;*
- *Income tax deductions for qualified donations of historic preservation easements; and*
- *Transfer of Development Rights*

POLICY NBE-1.11 Historic Districts. Preserve the integrity of the City's historic districts, including downtown, as physical changes occur within them.

Action NBE-1.11A *Update design guidelines to require development in historic districts to complement historic resources, including through appropriate mass, scale, and exterior features.*

Action NBE-1.11B *Support preservation, rehabilitation, and reuse of known and potentially historic buildings in Downtown, and consider periodic detailed assessments to update the list of existing historic resources.*

Action NBE-1.11C *Consider applying for a National Register Historic Commercial District designation for a portion of Downtown.*

POLICY NBE-1.12 Historic Preservation. Promote community awareness of the benefits of historic preservation.

Action NBE-1.12A *Work with community, real estate, and commerce organizations to promote the connection between historic resources and the economic and cultural well-being of the community.*

Action NBE-1.12B *In collaboration with local historic preservation organizations, continue the annual preservation awards program to recognize property owners for completing appropriate rehabilitation and/or restoration of historic properties.*

COMMUNITY STANDARDS

Well-maintained properties send a signal that someone cares about them, and they help to deter nuisance activities and crime. The City provides services to residents and business that help maintain community standards. The SeeClickFix service allows community members to report maintenance issues and code violations directly to City staff via a smartphone app. Through the Neighborhood Law Program, City staff from several departments work proactively with property owners to eliminate blight and nuisance conditions.



POLICY NBE-1.13 Community Preservation. Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.

Action NBE-1.13A *Update City regulations, adequately staff and fund, and increase enforcement as needed to require adequate structure and yard upkeep, increase penalties for illegal dumping and graffiti, and prohibit inappropriate outdoor storage (including non-operating vehicles).*

Action NBE-1.13B *Support efforts by homeowners associations, neighborhood groups, and civic organizations to abate nuisances and improve the appearance of the community.*

Action NBE-1.13C *Conduct regular inspections to ensure that multi-family properties comply with City building, sanitation, property maintenance, and safety codes.*

RESOURCE CONSERVATION

Repeated drought years in California have highlighted the need for emergency water conservation measures. Prohibitions on unnecessary water use and limitations designed to help minimize water waste comprise one means of protecting this precious resource, while creating the option of using reclaimed (or "recycled") water offers another. Simple "greywater" systems that reuse water from bathroom sinks, showers, bathtubs, and washing machines can provide irrigation water for some home garden needs. Additionally, in conjunction with the Solano County Water Agency, the City offers cash rebates to water customers who purchase and install water efficient home appliances and equipment.

Grants and incentives are also available to help property owners finance energy efficient, renewable energy, and water saving improvements, and the City provides information about these options to the community. The City also encourages solid waste reduction, partnering with non-profit groups to promote backyard composting, and regulates construction and demolition debris.

POLICY NBE-1.14 Water Conservation. Promote water conservation through a range of proactive City efforts.

Action NBE-1.14A *Continue the Community-wide Water Conservation Program, including free residential water use surveys and audits, and water-use efficiency education in local schools.*

Action NBE-1.14B *Continue to provide water customers with information on conservation techniques, services, devices, and rebates (including greywater use), including online and through in-person community outreach.*

Action NBE-1.14C *Update the Green Building Standards Code to require the use of low flow plumbing fixtures, low volume irrigation systems, and drought-tolerant plant palettes.*

POLICY NBE-1.15 Energy Efficiency. Support measures to reduce energy consumption and increase energy efficiency in residential, commercial, industrial, and public buildings.

Action NBE-1.15A *Connect businesses and residents with voluntary programs that provide free or low-cost energy efficiency audits, retrofit installations, rebates, financing and contractors.*

Action NBE-1.15B *Participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, California First, and the Property Assessed Clean Energy (PACE) program that enable Vallejo property owners to obtain low-interest financing for energy improvements.*

Action NBE-1.15C *Consider creating a Residential Energy Conservation Ordinance (RECO) and Commercial Energy Conservation Ordinance (CECO) to require point-of-sale energy audits and retrofits for all buildings that do not meet minimum energy efficiency requirements.*

POLICY NBE-1.16 Solid Waste Reduction. Promote reduction of the production of solid waste throughout Vallejo.

Action NBE-1.16A *Continue to update the City's Construction/Demolition Waste Reuse and Recycling Ordinance as higher diversion rates become feasible, necessary, or required.*

Action NBE-1.16B *As funding allows, provide recycling receptacles in parks and public spaces, in addition to trash receptacles.*

Action NBE-1.16C *Continue to partner with CalRecycle and VALCORE Community Recycling to offer and promote backyard composting bins and free composting classes to Vallejo residents and to disseminate information about composting on the City's website.*

GOAL NBE-2

> **A Place Where People Want to Be:** Establish Vallejo as an attractive place to live, work, shop, and enjoy time off.

Local history and culture contribute as much to sense of place as the physical form. The activities and events that take place in Vallejo are as important to sense of place as the landscape and the buildings around us. Together, all these components provide an experience that people come to identify as essential to the unique, attractive identity of Vallejo.

SENSE OF PLACE

Sense of place is derived from Vallejo's natural and built features as much as from the spirit of the people who live, work, and play in the city. The following policies and actions are intended to enhance sense of place with a focus on urban design.

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

Action NBE-2.1A *Use the development review process, as appropriate, to facilitate attractive, creative development.*

Action NBE-2.1B *Use City regulations, such as a Form-Based Code, to complement and enhance the character of existing older, walkable neighborhoods in Vallejo, particularly those in and around downtown.*

POLICY NBE-2.2 Inviting Gateways. Establish gateways that proudly announce entry to Vallejo with high-quality, similarly themed design and/or landscaping.

Action NBE-2.2A *Update City regulations and establish design guidelines, as needed, to improve key City gateways.*

Action NBE-2.2B *Support mural projects on freeway overpasses, and install streetscape and landscape features and unifying signage to enhance gateways.*

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

Action NBE-2.3A *Continue to utilize development approval conditions to achieve compatibility between nearby uses and scale and style of buildings, and to establish limitations on activities that could create potential adverse effects.*

Action NBE-2.3B *Update City regulations to specify standards for moderate density, higher density, and mixed-use development that address quality of development and adequate transition to adjacent lower-density residential uses.*

Action NBE-2.3C *Update City regulations to require high quality materials and coordinated, consistent design for signage, including business signs, street signs, public and institutional signs, and wayfinding signs along local streets and trails.*



REGIONAL DESTINATION

From Six Flags Discovery Kingdom to the Vallejo Naval & Historical Museum and the Mad Hatter Holiday Festival, Vallejo offers a wide range of attractions and activities for local residents and visitors from the wider region. A vibrant local arts scene and growing cultural offerings provide momentum for positive change downtown and throughout the community.

POLICY NBE-2.4 Play to Strengths. Capitalize on Vallejo's maritime tradition, higher education presence, and historic downtown to keep and attract land use activities that contribute positive energy to the community.

Action NBE-2.4A *Continue to use the Mare Island Specific Plan to guide development and conservation on Mare Island and support activities that contribute to the economic and social well-being of the community.*

Action NBE-2.4B *Continue to work with merchants, arts groups, historic preservation advocates, and local chambers of commerce to promote business and revitalization efforts in the Downtown/Waterfront District.*

Action NBE-2.4C *Encourage and facilitate the location of maritime, life sciences, high-tech, and other emerging land uses in locations that will foster synergy with Vallejo's higher educational institutions.*

POLICY NBE-2.5 Regional Retail and Entertainment. Support a thriving mix of regional retail and entertainment uses near Interstate 80.

Action NBE-2.5A *Work with property owners in the Northgate Area to retain and attract businesses that cater both to local residents and regional shoppers, including through circulation and wayfinding improvements.*

Action NBE-2.5B *Meet regularly with Six Flags management to identify opportunities for City involvement to help support visitor experiences at the park.*

POLICY NBE-2.6 Center for Arts and Creativity. Attract more artists and entrepreneurs to live and work in Vallejo.

Action NBE-2.6A *Coordinate with arts, merchant, and neighborhood groups to promote Vallejo as a great place to live and work as an artist.*

Action NBE-2.6B *Work with private interests to seek funding to assist development projects that would rehabilitate existing buildings for arts uses where economically feasible.*

Action NBE-2.6C *Update City regulations to allow and encourage art studios, galleries, community arts spaces, and performing arts and nightlife venues in appropriate locations.*

Action NBE-2.6D *Study the feasibility of offering incentives for development that provides affordable opportunities for housing and studio spaces for artists and creative workers in the Downtown/Waterfront District.*

GROWTH MANAGEMENT

Attracting more residents, businesses, and visitors to Vallejo requires strategic planning. Growth management refers to ways to ensure that adequate services and infrastructure will be available to serve increased demand, and that quality of life will be enhanced in the community. Locating jobs and housing near transit is one strategy for minimizing impacts on the roadway network. Balancing the number of jobs and housing units in the community can also ease the burden on the transportation system. As growth takes place, regularly monitoring the progress of the General Plan actions will help ensure that benefits are shared communitywide and that impacts can be mitigated.

POLICY NBE-2.7 Jobs-Housing Balance. Match the levels of employment and housing opportunities locally.

Action NBE-2.7A *Update City regulations to ensure housing opportunities in close proximity to employment centers and transit, including near the Ferry Terminal and Vallejo Transit Station.*

POLICY NBE-2.8 Infill Development. Promote infill development targets vacant and underutilized sites for community-desired and enhancing uses that is compatible with surrounding uses.

Action NBE-2.8A *Identify sites suitable for redevelopment; work with property owners to promote economically feasible and community-desired uses that enhance and are compatible with the existing urban fabric.*

POLICY NBE-2.9 Public Service Provision. Ensure that private development provides sufficient funding for infrastructure and public services to support the development.

Action NBE-2.9A *Require fiscal impact analyses, as appropriate, for development proposals in order to evaluate public facility needs and costs, and the revenue likely to be generated by that development.*

Action NBE-2.9B *Continue to facilitate establishment of assessment districts to finance and maintain public facility improvements.*

Action NBE-2.9C *Maintain and update a list of potential, proposed, and approved projects in the city, and report annually the number of housing units and the amount of non-residential development constructed or rehabilitated.*



Action NBE-2.9D *Periodically update nexus studies and adjust development impact fees as may be needed to ensure that there is sufficient funding for the infrastructure and public services needed to support growth.*

Action NBE-2.9E *Engage the Vallejo City Unified School District (VCUSD) in the review of major new residential development projects to ensure that adequate school facilities are or will be available to accommodate new students.*

GOAL NBE-3

> **Pride in Identity:** Nurture distinct districts and neighborhoods that contribute to a sense of local pride.

The land use planning framework for this plan, described in Chapter 2, promotes a mosaic of places and experiences throughout Vallejo. The neighborhoods, districts, employment centers, gateways, and corridors of the city each promote a sense of place and build pride in Vallejo's identity.

DOWNTOWN/WATERFRONT

The Downtown/Waterfront is the traditional heart of the community that grew across the strait from the Naval Shipyard. Today, its historic streets and buildings are attracting artists and entrepreneurs, while the Ferry Terminal and newly completed Transit Center connect the area to the wider region. The walkable network of linear streets and public spaces downtown is just a stone's throw from the iconic waterfront, adding to the charm of this part of town. While the downtown/waterfront is the subject of the Downtown Specific Plan and the Waterfront Planned Development Master Plan, the following additional policies and actions are intended to help build sense of place and strengthen Vallejo's image as a river and bay city.

POLICY NBE-3.1 Catalyst Projects. Accelerate investment in the Downtown/Waterfront that will generate prosperity throughout Vallejo.

Action NBE-3.1A *Develop criteria for evaluating proposed development, based on economic development objectives.*



Action NBE-3.1B *Continue the use of residential density bonuses to incentivize or fund the construction of public benefits, such as plazas, open space, and public art.*

Action NBE-3.1C *Continue to provide public improvements in the Downtown/Waterfront District so the built environment continues to attract investors, developers, shoppers, and new residents.*

Action NBE-3.1D *Study and enhance critical linkages connecting downtown and the waterfront, including Capitol Street, Georgia Street, and Santa Clara Street, focusing on the integration of public realm improvements, building character, and land uses.*

Action NBE-3.1E *Explore strategies to improve the market feasibility of the Central Waterfront, optimize its value, and enhance its urban design, transit, and pedestrian-oriented character.*

POLICY NBE-3.2 Downtown Identity. Ensure that buildings and public spaces contribute to the visual identity of the Downtown/Waterfront District and complement the walkable character of the area.

Action NBE-3.2A *Continue to apply the Downtown and Waterfront Design Guidelines and require compliance with the Secretary of the Interior's Standards for designated historic resources.*

Action NBE-3.2B *Continue to offer innovative programs to make interim use of vacant and underutilized spaces downtown, such as the Downtown Art Windows Project.*

Action NBE-3.2C *Allow pop-up retail and other creative uses of alleyways and underutilized properties to better connect downtown and the waterfront.*

POLICY NBE-3.3 Entertainment. Promote a variety of retail, restaurant, and entertainment uses that bring economic vitality downtown, enhance the Downtown Arts District, and activate the pedestrian environment.

Action NBE-3.3A *Continue to support the Central Core Restoration Corporation in administering the downtown Property and Business Improvement District.*

Action NBE-3.3B *Develop and implement a strategy to attract desired retailers to the Downtown/Waterfront District both in the near and long term.*



Action NBE-3.3C *Update City regulations to allow for outdoor dining, with appropriate consideration for public safety and potential conflicts with neighboring uses and activities.*

POLICY NBE-3.4 Local Art Scene. Promote arts and culture, and integrate public art and performances spaces into public and private development.

Action NBE-3.4A *Consider adopting a "percent for art" ordinance, requiring new development and redevelopment over an established threshold to incorporate public art or make an in lieu contribution to the Public Art Project Fund.*

Action NBE-3.4B *Sponsor mural projects for blank building walls in the Downtown/Waterfront District.*

Action NBE-3.4C *Continue to support the Downtown Arts & Entertainment District consistent with the Downtown Specific Plan.*



POLICY NBE-3.5 Variety of Housing. Attract and encourage higher-density residential development that offers a range of housing options throughout the downtown area, including market rate housing, flexible work-live units, as well as student and senior housing.

Action NBE-3.5A *Consult with downtown property owners to identify opportunities to facilitate redevelopment or rehabilitation of existing structures, including opportunities for consolidation of smaller lots.*

Action NBE-3.5B *Provide housing developers and home buyers with information on how to expand homeownership opportunities, including limited-equity components and Location-Efficient Mortgages.*

Action NBE-3.5C *Study the feasibility of measures to stimulate mixed-use development, such as credit assurance, equity investment, and soft second loans.*

Action NBE-3.5D *Explore opportunities for transit-oriented development with major landowners, developers, and public agencies, including Water Emergency Transportation Authority (WETA) and Soltrans.*

Action NBE-3.5E *Identify appropriate sites for a college campus or student union downtown.*

POLICY NBE-3.6 Start Up Space. Promote a variety of incubator and small office opportunities.

Action NBE-3.6A *Update City regulations to allow for office space with a component of pedestrian-related activity, such as medical offices, in vacant retail shop fronts, as appropriate.*

OTHER DISTRICTS

In addition to the Downtown/Waterfront, three other distinct districts represent the diversity and range of opportunity in Vallejo: Solano360, North Gateway, and Mare Island. Solano360 is the subject of a specific plan adopted in 2013 for the Six Flags/County Fairground area that intends to complement the area's destination entertainment success with a revitalized County Fairgrounds – the "Fair of the Future", an iconic, region-serving public entertainment destination – with private mixed-use development. The North Gateway District, between Sonoma Boulevard and Broadway Street north of SR 37, offers an opportunity to capitalize on significant daily regional travel by both residents and visitors in a mixed-use district. Mare Island is also the subject of a specific plan (adopted 1999, amended 2005, and last amended 2013), the objectives of which have begun to materialize. The island is envisioned to diversify with opportunities to live work, shop, and play in close proximity, which is the overall goal of each of the city's districts.

POLICY NBE-3.7 Solano360. Achieve the objectives of the Solano360 Specific Plan.

Action NBE-3.7A *Implement Solano360 actions as resources allow.*

POLICY NBE-3.8 North Gateway. Accelerate investment in the North Gateway area to achieve a mixed-use district that caters to both locals and regional travelers to Napa Valley.

Action NBE-3.8A *Target business attraction strategies for the North Gateway that can take advantage of local commercial needs, as well as the area's location at the entry to the wine country.*

POLICY NBE-3.9 Mare Island Specific Plan. Achieve the objectives of the Mare Island Specific Plan to foster a multi-use community with a balance of industrial, office, commercial, residential, educational, recreation, cultural, and open space uses, meeting the needs of future generations.

Action NBE-3.9A *Working with Lennar Mare Island, continue to implement Mare Island Specific Plan actions as resources allow.*

Action NBE-3.9B *Continue working with Lennar Mare Island to attract retail and dining options on Mare Island.*

Action NBE-3.9C *Seek funding to improve pedestrian and transit connections on Mare Island, including connections to the Mare Island Ferry Terminal.*

EMPLOYMENT CENTERS

Vallejo's three main employment centers are located on Mare Island; south of downtown between Sonoma Boulevard and Curtola Parkway; and along Sonoma Boulevard and Broadway Street between Redwood Street and SR 37. Each center is anchored by a cluster of key businesses, and each has room for growth. They are all well-served by transportation infrastructure with easy access to regional roadways and ferry or bus service. Employment is the primary activity in each of these areas. Shops and services that cater to the daily needs of employees can also contribute to the character of these areas.

POLICY NBE-3.10 Curtola Employment Center. Strengthen and grow the employment cluster directly south of the downtown area.

Action NBE-3.10A *Update City regulations to allow for accessory and secondary activities that support the local workforce in the Curtola Employment District such as banks, cafes, printers, and office supply stores.*

Action NBE-3.10B *Attract a mix of uses, such as multi-family housing, student housing, or a corporate or educational campus, to the City-owned south waterfront site that support the vitality of the Curtola Employment Center.*

POLICY NBE-3.11 Mare Island. Support industrial, office, and retail uses as envisioned in the Mare Island Specific Plan.

Action NBE-3.11A *Pursue redevelopment of North Mare Island with job-generating uses as a near-term priority.*

Action NBE-3.11B *Collaborate with Lennar Mare Island to facilitate development and redevelopment of its holdings on Mare Island pursuant to the development agreement for that land.*

Action NBE-3.11C *Manage the community services district on the island in a manner that provides necessary services and transparent fiscal practices.*

Action NBE-3.11D *Seek funding from federal, State and other sources to complete the implementation of the Mare Island Specific Plan, including the planned open space areas.*

POLICY NBE-3.12 Sonoma-Broadway District. Foster a mixed-use employment district well-served by transit in the area surrounding Kaiser Permanente and Soltrans properties.

Action NBE-3.12A *Explore opportunities for transit-oriented development (i.e., Urban Village) near the Sereno Transit Center in collaboration with Soltrans and adjacent property owners.*

RESIDENTIAL NEIGHBORHOODS

Vallejo's residential neighborhoods fan out from the downtown area, comprising the majority of the urbanized area of the city. Closer to the Downtown/Waterfront District, homes are built on a linear, walkable street grid. These neighborhoods are characterized primarily by single-family homes, but there are some smaller scale apartment buildings as well as duplexes and fourplexes mixed among them. There are many historic homes in this part of town, concentrated in the Saint Vincent's Hill Historic District and Vallejo Old City Historic District.

Further from the center, Vallejo's neighborhoods have a more suburban development pattern. Particularly in postwar subdivisions east of Interstate 80, homes are constructed on curvilinear streets. These neighborhoods are predominantly characterized by single-family homes, although there are some multi-family developments adjacent to shopping centers. On Mare Island, duplexes that formerly housed naval personnel line one side of Azuar Drive, while charming new neighborhoods with tree-lined streets and new urbanist style homes flank Flagship Drive.

The following policies and actions are intended to preserve and enhance the quality of Vallejo's neighborhoods.

POLICY NBE-3.13 Neighborhood Character. Preserve the character of existing single-family residential neighborhoods.

Action NBE-3.13A *Continue to carefully review development proposals to preclude substantial increases in density and new land uses in order to minimize the impact to the character of existing single-family neighborhoods.*

Action NBE-3.13B *Continue to allow a mix of housing types along the interconnected linear street grid that contributes to the charm and walkability of Vallejo's central residential neighborhoods, where appropriate.*

Action NBE-3.13C *Continue to allow small group homes for disabled persons and seniors in all residential zones, consistent with State housing law, and continue to allow large group homes and large family daycare facilities, subject to use permit requirements that minimize impacts to neighborhoods.*

Action NBE-3.13D *Continue to permit home-based businesses in residential neighborhoods, provided that off-site impacts are minimized and the residential nature of structures and their surroundings is not compromised.*

Action NBE-3.13E *Consistent with the CPTED policies and guidelines, update City regulations to require that fences, and other safety and privacy features are aesthetically compatible with each other, adjacent structures, neighborhood context, and pedestrian, bicycle, and vehicle safety.*



CENTRAL CORRIDOR/NEIGHBORHOOD CORRIDORS

Corridors serve as a connecting function among all of the elements of the city's structure and tie the community together. They pass through residential neighborhoods, linking residents to key destinations around town. Each corridor also functions as a local destination for nearby residents, serving as a neighborhood "main street" where people run errands, hold festivals, and meet friends and neighbors. Concentrating activities and uses at key intersections and other locations create "urban villages", where corridors provide safe, convenient connections for transit, bicycling, and walking, and offer a range of housing options.

POLICY NBE-3.14 Neighborhood Corridors. Connect the community with mixed-use corridors that function as neighborhood main streets for adjacent residential areas.

Action NBE-3.14A *Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services within and adjacent to specific neighborhoods.*

Action NBE-3.14B *Update City regulations to incorporate standards for activating corridors, including standards for the placement of doors and windows.*

Action NBE-3.14C *Identify key intersections, other locations, and catalyst sites along neighborhood corridors and work with property owners to facilitate development of urban villages at these locations with shops, services, and housing.*

Action NBE-3.14D *Use the Sonoma Boulevard Specific Plan to guide development and redevelopment along the Central Corridor.*

Action NBE-3.14E *Update City regulations to require that corridors are designed as "complete streets" with wide sidewalks, street furniture and trees, bicycle lanes, crosswalks and bus turnouts to make it easy, safe, and enjoyable to get around by any mode of transportation.*



GOAL NBE-4

> **Iconic Waterfront:** Make the waterfront a centerpiece of the community and the region.

Vallejo's waterfront extends from Dillon Point along the Carquinez Strait, up both sides of Mare Island Strait, and along the Napa River past White Slough to the northern City limit. Throughout the city's history, the waterfront has played a pivotal role in the life of the community, and today it remains a valuable natural resource and public amenity. Preserving and enhancing the waterfront is integral for the social and economic well-being of Vallejo.

COMMUNITY ENHANCING USES

The waterfront plays many roles along its length. It provides habitat for plant, animal and fish species, and access to nature for the residents of the city. It's a driver of the local economy as well, particularly along the western shore of Mare Island where job-generating industrial uses are concentrated, but also along the eastern shoreline, where the Ferry Building and Municipal Marina are located. At River Park, Glen Cove and other points along its length, the waterfront provides recreational opportunities for boating, hiking, and picnicking. The central and northern waterfronts, which runs along the eastern shoreline from Curtola Parkway to the Mare Island Causeway also hosts festivals and celebrations, serving as a focus for community life.

POLICY NBE-4.1 Waterfront Focus. Prioritize public access and recreational and water-dependent uses along the waterfront while minimizing adverse effects on the natural environment.

Action NBE-4.1A *Incorporate existing plans, including the Mare Island Specific Plan and Waterfront Planned Development Master Plan, into a comprehensive, integrated vision for both sides of the Mare Island Strait south of State Route 37, focusing on waterfront access and amenities.*

Action NBE-4.1B *Investigate and provide access to places for in-water recreational activities and for commercial and recreational small crafts, such as water taxis, canoes, and kayaks.*

Action NBE-4.1C *Collaborate with private sector partners on redevelopment of the waterfront on both sides of Mare Island Strait, consistent with existing plans and agreements.*

Action NBE-4.1D *Update City regulations to emphasize mixed-use development along the central waterfront, on the east side of Mare Island Way that enhance connections between downtown and the waterfront.*

POLICY NBE-4.2 Waterfront Open Space. Activate waterfront open spaces adjacent to downtown Vallejo.

Action NBE-4.2A *Work with local and regional economic agencies and groups to attract business and activities that will bring local residents, families, and visitors to the waterfront regularly.*

Action NBE-4.2B *Sponsor activities, programs, and temporary events for community members and visitors that activate the waterfront on both sides of Mare Island Strait.*

Action NBE-4.2C *Encourage temporary uses such as food trucks, vendors, and festivals.*

Action NBE-4.2D *Install amenities such as playscapes, exercise equipment, picnic spaces, and public art.*

ACCESS AND CONNECTIVITY

Public access to the waterfront is a basic foundation of shoreline planning around San Francisco Bay. The San Francisco Bay Conservation and Development Commission (BCDC), which regulates new development within the first 100 feet inland from the Bay shoreline, has established public access design guidelines that seek to maximize public access to the water, encourage water-oriented uses, and protect valuable environmental resources along the shoreline. The City has also adopted Waterfront

Design Guidelines to guide public and private investments along the waterfront between Solano Avenue and the Mare Island Causeway.

An important waterfront project will be the development of a promenade and trail along the eastern shoreline of Mare Island Strait. Envisioned as a natural trail with scenic pause points at its extremities in the central waterfront area adjacent to downtown, the promenade would connect a series of public green spaces with recreational amenities for families and children. The central waterfront promenade would be a true community amenity, integral to Vallejo's sense of place.

POLICY NBE-4.3 Trails. Support development and implementation of a comprehensive plan for trails that provides access to the waterfront.

Action NBE-4.3A *Facilitate development of a promenade and trail, along the waterfront or as close to the waterfront as feasible, extending from the Zampa Bridge in South Vallejo north to River Park and White Slough.*

Action NBE-4.3B *Identify priority scenic views and points of interest along the waterfront and potential connections to surrounding destinations.*

Action NBE-4.3C *Seek funding for infrastructure improvements, landscaping, and outdoor amenities to increase pedestrian, bike, and transit access to the water and build linkages to downtown Vallejo.*

POLICY NBE-4.4 Visual Continuity. Foster a cohesive and distinctive visual experience along the waterfront.

Action NBE-4.4A *Continue to use the Waterfront Design Guidelines to guide public and private investments along the waterfront between Solano Avenue and the Mare Island Causeway.*

Action NBE-4.4B *Continue to use BCDC Public Access Design Guidelines in reviewing waterfront development proposals.*

POLICY NBE-4.5 Waterfront Stewardship. Manage commercial areas of the waterfront so as to contribute to the overall sustainable fiscal health of the City.

Action NBE-4.5A *Create a phased Waterfront Capital Improvement Program that identifies projects and estimates operational and maintenance costs.*

GOAL NBE-5

> **Hazard Protection:** Protect life and property from natural and human-made hazards.

Every general plan in California must address natural and human-made hazards and dangers to identify the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes, landslides, and other events. The following policies and actions are intended to promote public safety and reduce the risk of hazards.

PREPAREDNESS

Like much of the Bay Area, Vallejo is vulnerable to seismic activity due to the presence of several active faults in the region. In California, the Alquist-Priolo Act requires the identification of active faults and the establishment of earthquake fault zones around them so that communities can plan land use to avoid these areas. There are no Alquist-Priolo fault zones in Vallejo. The closest and most prominent active faults are the Rodgers Creek Fault and the Concord-Green Valley Fault, whose nearest approaches lie approximately five miles from the Vallejo city limit. There are some more minor potentially active faults that run through the Planning Area, including the Franklin Fault and the Southhampton Fault, as shown on Map NBE-3. According to the US Geological Survey (USGS), no historical seismic events have been attributed to these faults.

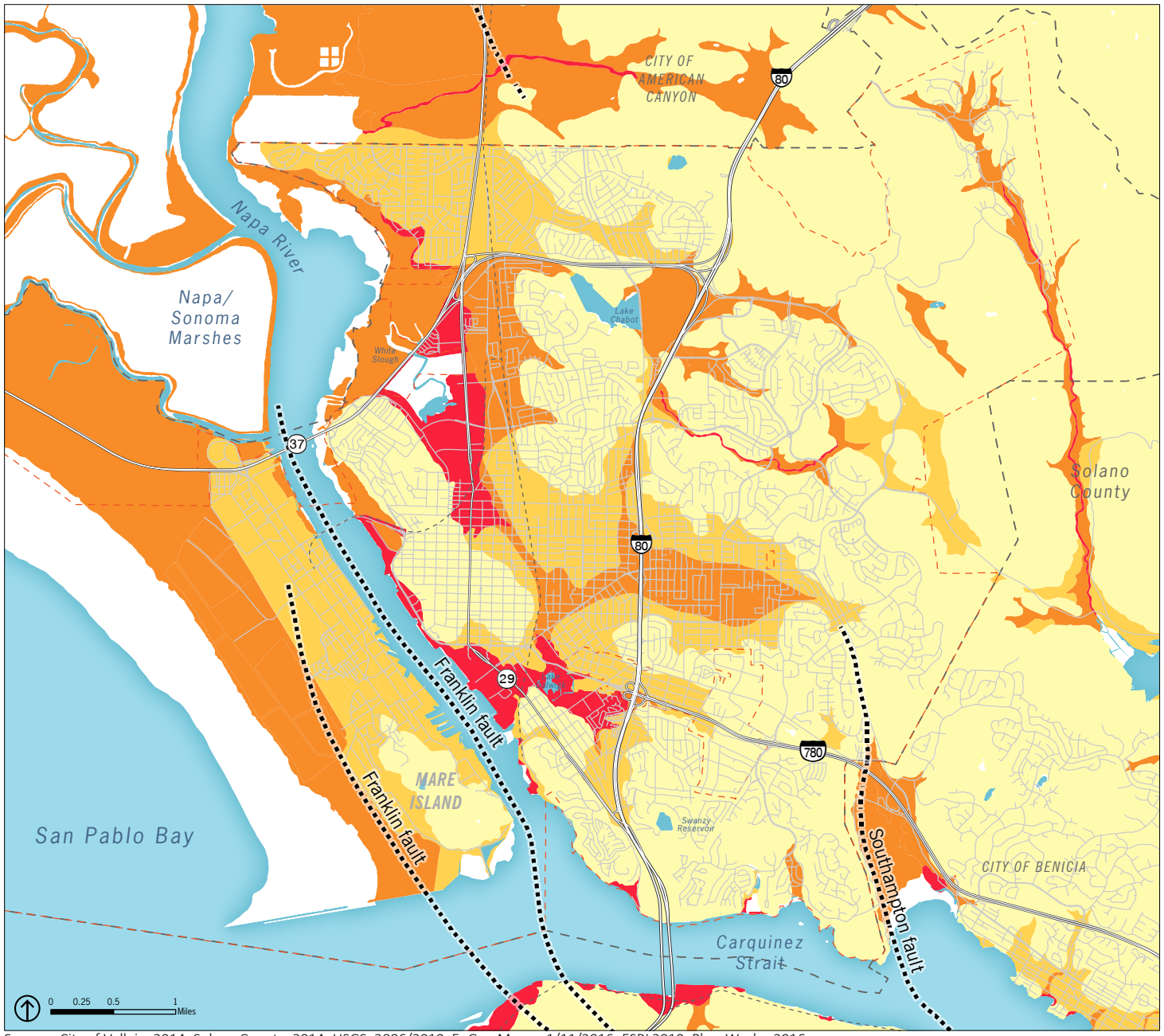
The probability of a magnitude 6.7 or greater earthquake prior to the year 2036 in the Bay Area is considered to be 63 percent, according to USGS estimates, with the probability of an event of this magnitude estimated at 31 percent on the Rodgers Creek-Hayward Fault and 3 percent for the Green Valley-Concord Fault. Earthquakes of this magnitude can create ground accelerations severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Underground utility lines are also susceptible where they lack sufficient flexibility to accommodate the seismic ground motion. With a seismic event of this magnitude, most parts of Vallejo are expected to experience "very strong" shaking.

Under certain circumstances, ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. This process is known as liquefaction, and generally occurs in areas with moist, fine-grained sediment or fill. Liquefaction is a serious hazard because it can cause buildings to subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. Parts of the planning area are susceptible to liquefaction are shown on Map NBE-4. With proper foundation design and adherence to building code standards, development in these areas can still safely occur.

Mapped landslide zones in Vallejo are almost exclusively found on steeper hillsides in the northeast part of the community, such as the areas near Sulphur Springs Mountain, although smaller, isolated landslides have also been documented in the low hills at the south end of Mare Island as well as the steep, west-facing slopes of Carquinez Heights east of the Napa River. Due to the differences in the physical characteristics of slope materials, some superficially similar areas may differ widely in terms of landslide hazard potential. For this reason, site-specific geotechnical analyses are considered essential to the accurate assessment of landslide hazard risk at a given location.

Map NBE-4 shows Fire Hazard Severity Zones in the Planning Area, based on topography, weather and fuel classification. State Responsibility Areas (SRA) indicate areas where the State has fiscal responsibility and can charge fees to support fire prevention, while Local Responsibility Areas show where the City of Vallejo has fiscal responsibility. There are no Very High Fire Hazard Areas in or adjacent to Vallejo.





MAP NBE-3

Earthquake and Liquefaction Hazard Zones

Faults

Liquefaction Susceptibility

- Very High
- High (not visible in map extent)
- Medium
- Low
- Very Low

Vallejo City Limit

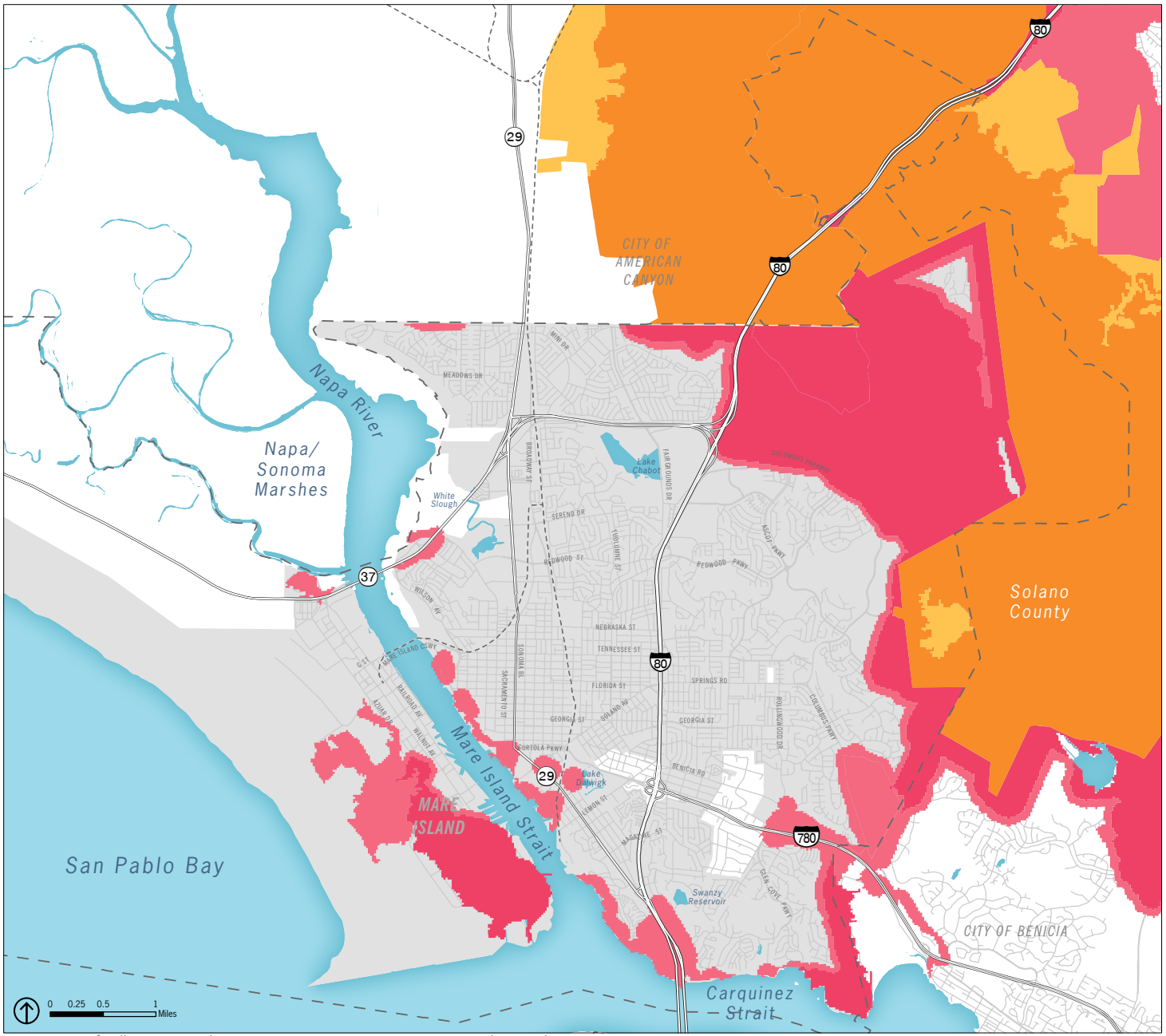
Sphere of Influence (SOI)

Railroad

Source: City of Vallejo, 2014; Solano County, 2014; USGS, 2006/2010; EnGeo Memo, 1/11/2016; ESRI 2010; PlaceWorks, 2016.

Disclaimer: Maps depict the regional distribution of Quaternary surficial deposits and relative liquefaction susceptability zones in the central San Francisco Bay area and are appropriate for planning purposes. The maps lack the necessary resolution, however, for site-specific conclusions or design.

MAP NBE-4
Wildfire Risk Areas



Source: City of Vallejo, 2014; Solano County, 2014; FRAP, 2007; ESRI 2010; PlaceWorks, 2016.

State Responsibility Area

- Moderate
- High

Vallejo Local Responsibility Area

- Moderate
- High

- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Grassland areas along the eastern perimeter of the city and on the southern portion of Mare Island have High Fire Hazard classification, although wildfire risk with this type of vegetative cover is more easily controlled through preventive weed abatement measures than in places with heavier brush and more trees. Areas of wildland/urban interface, where high-value structures such as homes meet highly flammable native vegetation, are more vulnerable and, as a result of serious wildland fires throughout the state in recent years, are more stringently subject to fire-prevention regulations on development.

The City and Solano County coordinate for response in emergency situations. The City and the County have adopted separate but consistent Emergency Operations Plans used for pre-emergency planning and emergency response to natural and human-made disasters. Additionally, the Vallejo Fire Department offers Citizens Emergency Response Training (CERT) to community members for disaster preparedness.

POLICY NBE-5.1 Event Readiness. Prepare sufficiently for major events to enable quick and effective response.

Action NBE-5.1A *Periodically update the City's Local Hazard Mitigation Plan as well as the Emergency Management Plan, including by ensuring consistency with the Solano County Emergency Operations Plan.*

Action NBE-5.1B *Conduct regular emergency response training exercises.*

Action NBE-5.1C *Coordinate with emergency response agencies, nearby cities, community groups, and private enterprise in developing comprehensive disaster preparedness, assistance, and post-disaster recovery plans.*

Action NBE-5.1D *Collaborate with the Greater Vallejo Recreation District, Solano Land Trust, and other public agencies to ensure that open spaces are maintained so that ground fuels do not promote the spread of wildfire.*

Action NBE-5.1E *Periodically update the City's Capital Improvement Program to include improvements that will expedite emergency response.*

Action NBE-5.1F *Work with local gas, electric, cable, water, sewer, and other utility providers to help and ensure their ability to function (or be quickly restored) following an outage.*

POLICY NBE-5.2 Community Preparedness. Increase public awareness of City emergency preparedness programs and resources.

Action NBE-5.2A *Continue to provide Community Emergency Response Team (CERT) training to residents and business community members.*

POLICY NBE-5.3 Health and Safety Codes. Enforce development regulations and building code requirements to protect residents, businesses, and employees from flooding, liquefaction, earthquakes, fires, and other hazards.

Action NBE-5.3A *Periodically revise construction codes and regulations to incorporate the latest information and technology related to natural hazards such as earthquakes and flooding.*

Action NBE-5.3B *Continue to require development to comply with building and safety codes and continue to route plans and drawings to all relevant City departments for review.*

POLICY NBE-5.4 Project Location and Design. Prohibit development in any area where it is determined that the potential risk from natural hazards cannot be mitigated to acceptable levels.

Action NBE-5.4A *Continue to require geotechnical studies for land use proposals to determine engineering measures that may be necessary to adequately mitigate any seismic, flooding, sea level rise, landslide, erosion, or related risk.*

Action NBE-5.4B *Continue to require drainage and erosion control measures for landslide-prone or geologically hazardous hillside areas to minimize risks to downhill areas.*

Action NBE-5.4C *Continue to use the development review process to ensure that development is planned and constructed to resist the encroachment of uncontrolled fire.*



Action NBE-5.4D *Locate public facilities that are critical to health and safety (such as police and fire stations, and water and sewer facilities) so as to minimize potential impacts from hazards.*

Action NBE-5.4E *Work with property owners to facilitate the retrofitting of existing structures to reduce the potential for damage during earthquakes.*

POLICY NBE-5.5 Hazard Awareness. Promote public awareness of hazards and resources available to help property and business owners improve safety and prepare for emergencies.

Action NBE-5.5A *Continue to partner with neighborhood and community organizations to conduct emergency preparedness exercises.*

Action NBE-5.5B *Update "high fire hazard severity zone" maps as necessary and provide landowners with information on minimum defensible space requirements for development in affected areas.*

FLOOD CONTROL

A major portion of Vallejo's western boundary consists of low-lying mud flats and marshlands adjacent to the Napa River. Although much of the area within the historic floodplain has been filled and/or diked, some areas are still subject to seasonal flooding. The levees were constructed at the turn of the 20th century when the practice of reclaiming wetlands for agriculture was common throughout the Bay Area. The area around White Slough was once protected by levees; however, the levees were breached in the 1960s and again in the 1970s when the Napa River flooded. After the second of these storm cycles, the levees were not repaired and the area was inundated by tidal flows, creating the wetlands that exist today. Heavy rains and high

tides have also caused historic flooding around Lake Dalwigk and in the floodplain around Nebraska and Sutter-Napa Streets.

The Federal Emergency Management Agency (FEMA) maps areas at risk of inundation in the event of a 100-year flood, which has a 1 percent chance of occurring in any given year, and a 500-year flood, where the risk of flooding is 0.2 percent in a given year. FEMA flood risk areas are shown on Map NBE-5. Construction within flood hazard zones is restricted by the provisions of the Vallejo municipal code, and the City participates in FEMA's National Flood Insurance Program (NFIP), providing subsidized flood insurance to property owners. The City cooperates on flood control planning with the Vallejo Sanitation and Flood Control District (VSFCD), which operates and maintains the storm drain system that helps protect the community from flooding. Statewide regulations require new development projects and redevelopment projects to treat stormwater and reduce runoff.

Map NBE-5 also shows the inundation areas for four dammed reservoirs owned and operated by the City of Vallejo: Lake Chabot, Summit Reservoir, Swanzy Lake, and Fleming Hill No. 2 Reservoir. The California Division of Safety of Dams (DSOD) inspects each dam on an annual basis to ensure the dam is safe and performing as intended. The dams have been assessed for seismic stability and are projected to withstand the maximum credible earthquake. The probability of local dam failure is extremely low, and Vallejo has never been impacted by a major dam failure.

BCDC has identified areas in Vallejo that may be affected by sea level rise of 55 inches by 2100, as shown on Map NBE-6. Given local elevation, most of Vallejo is not susceptible, but some areas near White Slough and on the South Waterfront could be flooded. Most shoreline damage from flooding will occur as a result of storm activity in combination with higher sea levels. BCDC requires that shoreline protection projects, such as levees and seawalls, be designed to withstand the effects of projected sea level rise and be integrated with adjacent shoreline protection. Whenever feasible, projects must integrate hard shoreline protection structures with natural features, such as marsh or upland vegetation, that enhance the Bay ecosystem. BCDC also requires risk assessments for projects within 100 feet of the shoreline; however, as a matter of best practice, development within areas susceptible to sea rise should be designed for resilience.

POLICY NBE-5.6 Flood Control Planning. Protect the community from potential flood events.

Action NBE-5.6A *Maintain up-to-date Flood Insurance Rate Maps for use in planning and public works decisions.*

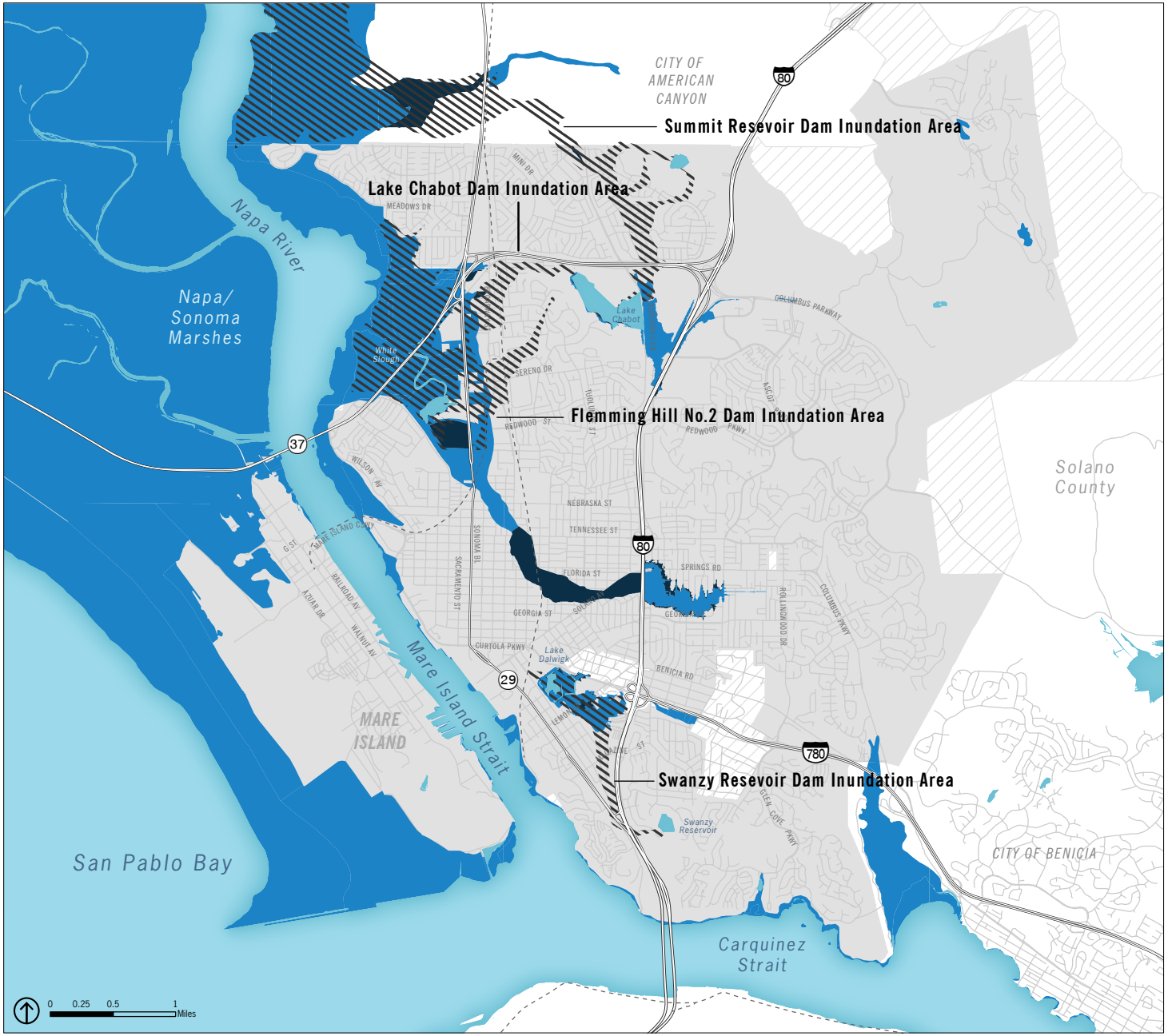
Action NBE-5.6B *Collaborate with the Vallejo Sanitation and Flood Control District (VSFCD) and Solano County Water Agency (SCWA) to implement comprehensive flood control planning.*

Action NBE-5.6C *Continue to refer projects in flood prone areas to the VSFCD for review and comment.*

Action NBE-5.6D *Continue to enforce City regulations that prohibit development, grading, and land modification activities that would adversely affect the local drainage system or create unacceptable erosion impacts.*

Action NBE-5.6E *Continue to require that new or modified structures within the 100-year floodplain comply with the City's Flood Management Regulations, including elevation of building pads above the floodplain and flood-proofing of buildings, and continue to prohibit permanent structures in designated floodways.*

Action NBE-5.6F *Work with FEMA to evaluate levees on the western side of Mare Island to enhance the embankments, as necessary.*

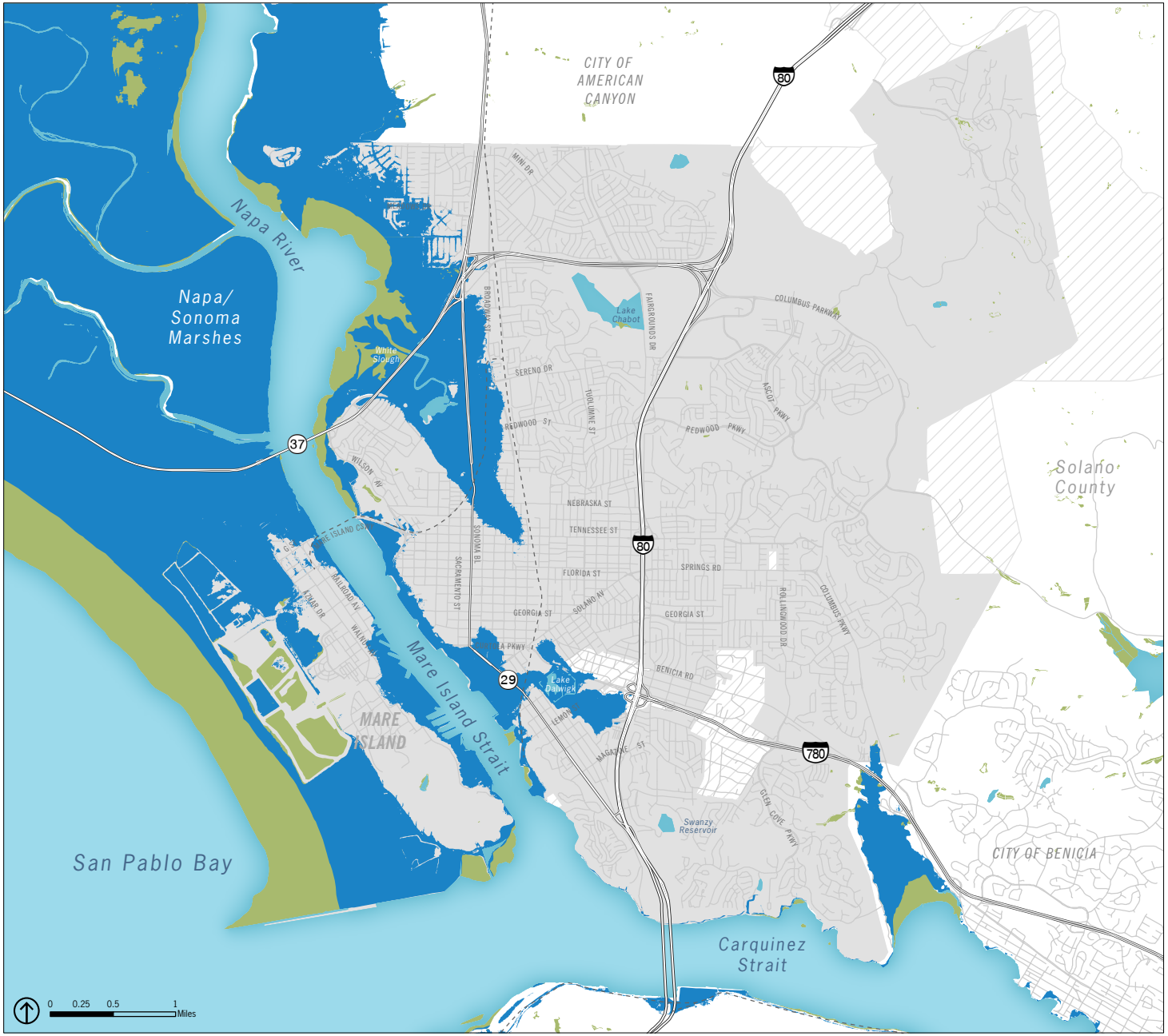


MAP NBE-5
Flood Zones and Dam Inundation Areas

- 100-Year Flood Zone
- 500-Year Flood Zone
- Dam Inundation Areas
- Railroad
- Vallejo City Limit
- Sphere of Influence (SOI)

Source: City of Vallejo, 2014; Solano County, 2014; OES,2009; ESRI, 2010; FEMA, 2014/2015; PlaceWorks, 2016.

MAP NBE-6
Projected Sea Level Rise



Area vulnerable to a projected 55-inch sea level rise by 2100 (100-year recurrence level)

Vallejo City Limit

Sphere of Influence (SOI)

Railroad

Wetland

Disclaimer: Inundation data does not account for existing shoreline protection or wave activity. This map is for informational purposes only. Users, by their use, agree to hold harmless and blameless the Association of Bay Area Governments along with the State of California and its representatives and its agents for any liability associated with its use in any form. The maps and data shall not be used to assess actual coastal hazards, insurance requirements, or property values or be used in lieu of Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA).

Source: City of Vallejo, 2014; Solano County, 2014; Knowles, Noah. 2010. Potential Inundation Due to Rising Sea Levels in the San Francisco Bay Region. San Francisco Estuary and Watershed Science, 8:1. Available at http://escholarship.org/uc/search?entity=jmie_sfews;volume=8;issue=1.
Data from website: http://cascade.wr.usgs.gov; ESRI, 2010; PlaceWorks, 2016.

POLICY NBE-5.7 Design for Stormwater Control. Encourage new development and redevelopment to minimize the area of new roofs and paving.

Action NBE-5.7A *Provide informational materials that promote the use of permeable materials for driveways, streets, parking lots, sidewalks, and plazas.*

Action NBE-5.7B *Continue to manage and maintain City-owned storm drainage infrastructure to avoid flooding and reduce the negative effects of stormwater runoff.*

POLICY NBE-5.8 Dam Safety. Ensure that City-operated dams are properly maintained through regular inspections, and take precautions necessary to protect Vallejo properties from related flood hazards in the event of dam failure.

Action NBE-5.8A *Work with the California Division of Dams (CDOD) and California Office of Emergency Services (CalOES) in the update of dam inundation maps and Emergency Action Plans (EAPs), as needed, for the dams operated by the City of Vallejo.*

POLICY NBE-5.9 Sea Level Rise. Plan for sea level rise and participate in regional adaptation efforts for areas of Vallejo at risk from sea level rise.

Action NBE-5.9A *For City underground utilities, use materials that are more resistant to corrosion from saltwater intrusion.*

Action NBE-5.9B *Seek funding to develop and implement sea level rise adaptation strategies and projects.*

Action NBE-5.9C *In consultation with Solano County and the San Francisco Bay Conservation and Development Commission (BCDC), develop a Sea Level Rise Strategy that identifies properties and resources susceptible to sea level rise and includes protection and adaptation strategies, based on the latest sea level rise planning guidance from the State.*

HAZARDOUS MATERIALS

Federal, State, and local laws regulate the production, storage, handling, and disposal of hazardous materials and waste. These are materials that pose a significant hazard to human health and safety or to the environment, including industrial wastes, pesticides, radioactive wastes, asbestos, and combustible fuels. Hazardous materials commonly used in the home include garden pesticides, waste oil, paint supplies, car batteries, and pool chemicals. Limited quantities of household hazardous waste may be transported to and dropped off at a recycling center.

Both the State and the federal government require businesses that store or handle hazardous materials to comply with inventory and reporting programs. Businesses that store more than 55 gallons of hazardous liquids, 500 pounds of solids, or 200 cubic feet of compressed gases must also file an annual business plan to establish incident prevention measures, hazardous-materials handling protocols, and emergency response and evacuation procedures.

Although hazardous materials are carefully regulated today, past activities have left several contaminated sites in Vallejo, and there are others where contamination is suspected and investigation is underway. Contamination has resulted from leaking underground storage tanks, disposal of hazardous materials, and various past industrial practices. The potential for accidents and spills means that the City must strive to reduce risks and be prepared for emergencies. The California Department of Toxic Substances Control (DTSC) oversees the environmental cleanup of

contaminated sites. On Mare Island, master developer Lennar Mare Island and the Navy under DTSC oversight continue to clean and remediate the former shipyard for residential, industrial, and commercial use. The Mare Island Restoration Advisory Board (RAB), consisting of members from the Navy, the local community, local business, regulatory agencies, and special interest groups, offers a forum for information sharing and community input into the environmental cleanup process.

POLICY NBE-5.10 Site Safety. Ensure that affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.

Action NBE-5.10A *Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.*

Action NBE-5.10B *Continue to require environmental site assessments stipulated by State and County regulations for potential hazardous material releases from prior uses and assessments for lead and asbestos present in building materials.*



Action NBE-5.10C *Continue to work with the Navy, Lennar Mare Island, and the Mare Island Restoration Advisory Boards (RABs) to prioritize the cleanup of remnant contamination on Mare Island and assure remedial actions are maintained.*

Action NBE-5.10D *Seek funding and technical assistance to facilitate brownfield redevelopment, including federal Tax Incentives for brownfields sites, DTSC Revolving Loan Fund (RLF) Program, Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Loan Program, Brownfields Tax Incentives, and the U.S. Environmental Protection Agency (EPA) brownfields grant and loan programs.*

POLICY NBE-5.11 Risk Reduction. Reduce the risk of hazardous materials accidents, spills, and vapor releases, and minimize the effects of such incidents if they occur.

Action NBE-5.11A *Continue to require the preparation of Hazardous Materials Business Plans for new uses that will handle hazardous materials, including inventory of materials by type, quantities, and conditions of storage and transportation, assessment of potential hazards associated with the materials, and steps to be taken to minimize risks and in the event of a spill.*

Action NBE-5.11B *Continue to require that businesses using hazardous materials maintain safe distances from sensitive uses, such as homes and schools.*

Action NBE-5.11C *Work with appropriate State and federal agencies to designate and periodically update official routes for the transportation of hazardous materials.*

Action NBE-5.11D *Continue to require compliance with all hazardous waste transport standards established by State and federal agencies.*

Action NBE-5.11E *Continue to require that all facilities where hazardous materials are used, handled, or stored are designed and constructed to minimize the possibility of environmental contamination and off-site impacts.*

Action NBE-5.11F *Collaborate with county, State, and federal agencies to ensure that facilities where hazardous materials are used, handled, or stored are regularly inspected and that applicable regulations are enforced.*

POLICY NBE-5.12 Public Awareness. Ensure that residents and businesses can obtain up-to-date information about hazardous materials handling, storage, and regulations in the community.

Action NBE-5.12A *Publicize household hazardous waste collection events, and provide residents with information on safe disposal procedures for household waste such as paint, motor oil, and batteries.*

Action NBE-5.12B *Enforce community disclosure (Right to Know) laws that inform property owners of the presence of hazardous materials nearby.*

Action NBE-5.12C *Work with rail and waterborne cargo transporters and the California Public Utilities Commission (CPUC) to ensure safe conditions for the loading, unloading, and transport of hazardous materials through Vallejo.*

NOISE

Noise can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whine of a leaf blower. These noise sources can generally be controlled through City noise regulations, including noise ordinances. However, noise from certain sources, such as freeways, roadways, aircraft, and railways that are permanent fixtures in the community can potentially diminish quality of life and detract from community character. To limit exposure to noise and to minimize adverse effects on sensitive receptors like homes and schools, land uses must be planned such that compatibility with noise sources can be achieved, and, where conflicts exist, noise reduction mitigation measures must be used.

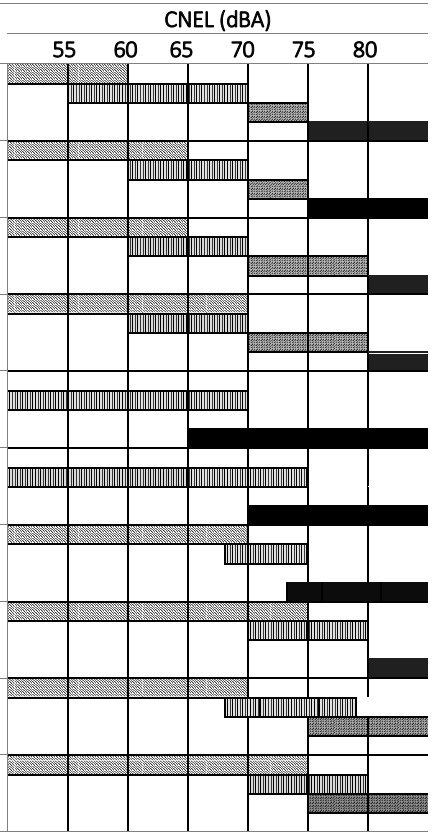
State law requires general plans to use the Community Noise Equivalent Level (CNEL) or the Day/Night Average Sound Level (Ldn) to describe the community noise environment (in decibels, "dBA") and its effects on the population. Vallejo's land use compatibility standards for noise, described in Ldn, are summarized in Table NBE-1.

POLICY NBE-5.13 Noise Control. Ensure that noise does not affect quality of life in the community.

Action NBE-5.13A *Continue to require that new noise-producing uses are located sufficiently far away from noise-sensitive receptors and/or include adequate noise mitigation, such as screening, barriers, sound enclosures, noise insulation, and/or restrictions on hours of operation.*

Action NBE-5.13B *Update City regulations to require that parking, loading, and shipping facilities and all associated mechanical equipment be located and designed to minimize potential noise and vibration impacts on residential neighborhoods.*

TABLE NBE-1 California Land Use Compatibility for Community Noise Environments



Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Clearly Unacceptable: New construction or development generally should not be undertaken.

Source: Governor's Office of Planning and Research, General Plan Guidelines, November 2003.

Action NBE-5.13C *Update City regulations to restrict the allowable hours to between 7 AM and 7 PM on weekdays for construction, demolition, maintenance, and loading/unloading activities that may impact noise-sensitive land uses.*

Action NBE-5.13D *Require proponents of mixed-use projects to notify potential residents that they may be affected by noise from adjacent/nearby commercial, retail, entertainment, and/or circulation components of the project.*

POLICY NBE-5.14 Vibration Control. Ensure that vibration does not affect quality of life in the community.

Action NBE-5.14A *Update City regulations to establish quantified vibration level limits similar to commonly used guidelines found in the Federal Transit Administration document "Transit Noise and Vibration Impact Assessment" (2006).*

POLICY NBE-5.15 Noise Compatibility Standards. Apply the General Plan noise and land use compatibility standards to all new residential, commercial, and mixed-use development and redevelopment.

Action NBE-5.15A *For new single-family residential projects, use a standard of 60 Ldn for exterior noise in private use areas, and require appropriate impact mitigation.*

Action NBE-5.15B *For new multi-family residential projects, use a standard of 65 Ldn in outdoor areas, excluding balconies, and require appropriate impact mitigation.*

Action NBE-5.15C *For new mixed-use projects that include a residential component, use a standard of 65 Ldn in outdoor areas, excluding balconies, and require the design to minimize commercial noise intrusion into residential areas, including by separating residential areas from noise-generating sources such as mechanical equipment, entertainment facilities, gathering places, loading bays, parking lots, driveways, and trash enclosures to the extent reasonably feasible.*

Action NBE-5.15D *Require maximum interior noise levels at 45 Ldn in all new residential units, and require appropriate impact mitigation.*

Action NBE-5.15E *When approving new development, limit project-related noise increases to the following for permanent stationary and transportation-related noise sources:*

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

Action NBE-5.15F *Require acoustical studies with appropriate mitigation measures for projects that are likely to be exposed to noise levels that exceed the 'normally acceptable' standard and for any other projects that are likely to generate noise in excess of these standards.*



5

ECONOMY, EDUCATION, & TRAINING

Goal EET-1: **Strong, Stable, and Diverse Economy:** Cultivate a strong, stable, and diverse local economy.

Goal EET-2: **Good Jobs, Education, and Training:** Promote workforce development to build the local economy.

Goal EET-3: **Innovation, Entrepreneurship, and Successful Local Businesses:** Foster innovation and entrepreneurship.

Goal EET-4: **Sustainable Economic Development:** Pursue economic development that enhances equitable local wealth growth, improves quality of life, and respects the natural environment.

ECONOMY, EDUCATION, AND TRAINING

5

Prosperity for Vallejo means a local economy that creates well-paying jobs, revitalizes the downtown and neighborhoods, and grows revenues to pay for critical public services. The purpose of the Economy, Education, and Training chapter is to establish a framework under the General Plan that empowers Vallejo to undertake bold economic development, education, and training initiatives that will position Vallejo as an appealing location in the dynamic San Francisco Bay Area region.

Enhancing Vallejo's presence as an economic hub depends on retaining, supporting, and attracting a diverse range of businesses that will sustain the local economy despite the whims of market forces. It also requires preparing the local workforce for meaningful employment, including through professional and vocational programs for young Vallejoans. Finally, the city's success as an economic engine requires nurturing local innovation and entrepreneurial spirit, while ensuring that business activities benefit the community and the environment.

Vallejo's economic development and prosperity also involves a variety of initiatives addressed in Chapter 4, Nature and Built Environment and Chapter 6, Mobility, Transportation, and Connectivity. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.



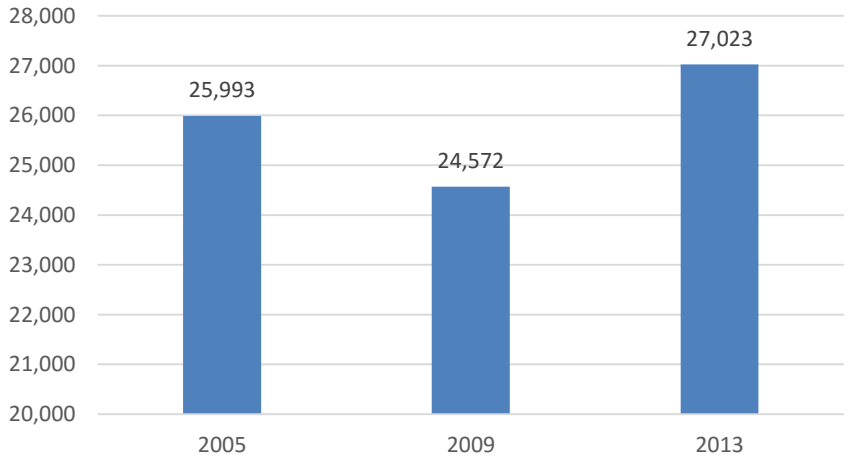


ECONOMIC PROFILE

Vallejo's economy has been steadily improving since the Great Recession, and Tables EET-1 through EET-4 illustrate this trend. Total employment, which is at more than 31,000 jobs in 2016, now exceeds the pre-recession peak level. Jobs are most plentiful in the health care, retail trade, government, accommodation and food services, and arts, entertainment, and recreation sectors. These industry sectors are also reflected in Vallejo's top employers, which are led by the Kaiser Permanente Medical Center.

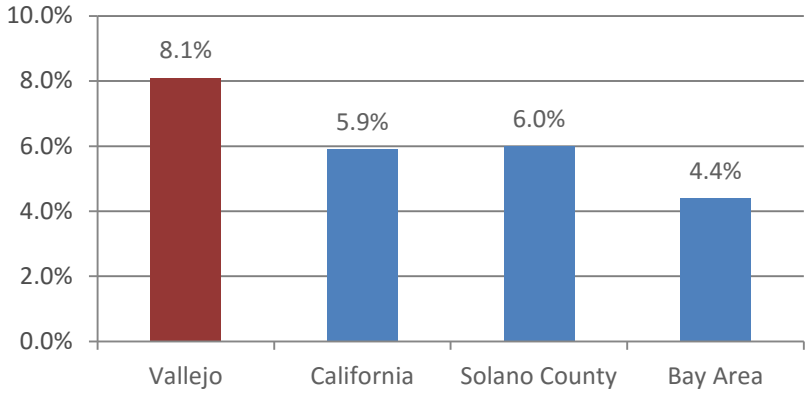
However, Vallejo's unemployment rate has remained high compared to Solano County, the Bay Area, and California. To address this, a focus on increasing educational and training opportunities for local residents and on helping existing local businesses grow is needed. In turn, a strengthened local employment pool and growing business community will attract new employers and bring more opportunity, helping to ensure that all Vallejoans have the capacity and opportunity to secure meaningful and gainful employment. Table EET-5 highlights the key actors helping achieve this goal in Vallejo.

TABLE EET-1 Vallejo Jobs Trends



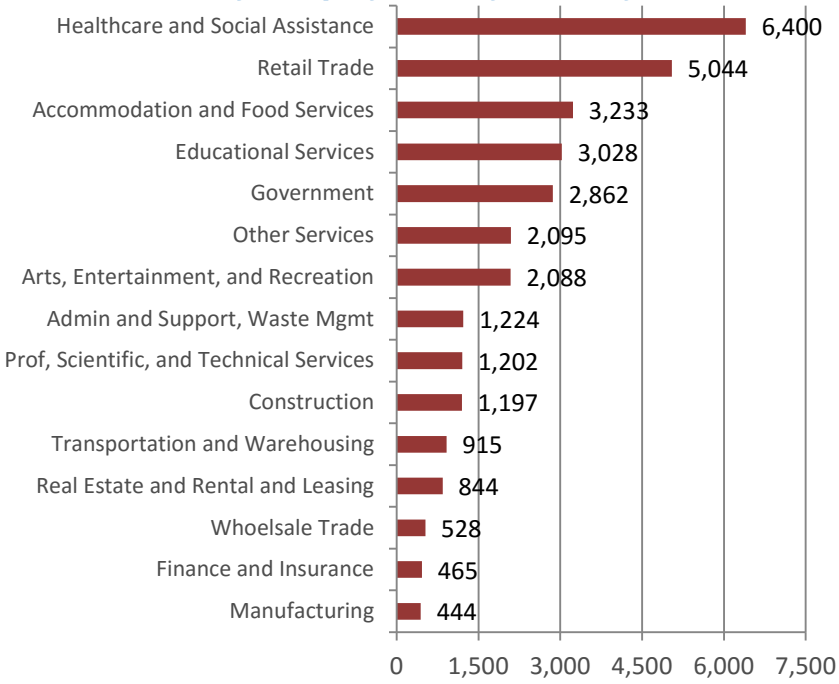
Source: BAE Urban Economics, Economic and Market Trends Report, January 2015.

TABLE EET-2 Unemployment Rates 2016



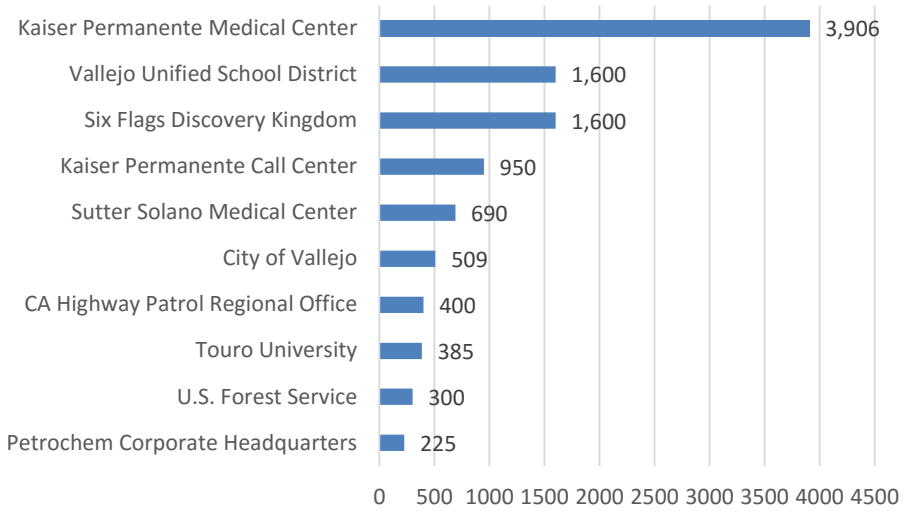
Source: California Economic Development Department, July 2016.

TABLE EET-3 Vallejo Employment by Industry Sector



Source: Info USA, May 2016.

TABLE EET-4 Top Vallejo Employers



Source: BAE Urban Economics, Economic and Market Trends Report, January 2015.

VALLEJO'S KEY ECONOMIC ASSETS

Vallejo has many attractive assets that it can use to expand its economy, create jobs, and restore fiscal health.

Strategic Location and Transportation

Vallejo has a strategic location, with excellent road, rail, and water connections to the surrounding region, including links to San Francisco and Sacramento via Interstate 80, the world-renowned Napa Valley wine country by Highway 29, Marin, and Sonoma counties through State Route (SR) 37, and central Contra Costa County by Interstates 780/680. For commuters and visitors alike, Vallejo offers high-speed catamaran ferry service direct to San Francisco and bus links to BART and Amtrak's Capitol Corridor stations. Developing the central waterfront area around the ferry terminal and City Hall and the municipal marina further north will foster a walkable environment at the heart of the city with a vibrant mix of uses day and night, a bustling transit hub and significant open space improvements.

Downtown

Vallejo is fortunate to have a compact, human-scale, highly walkable downtown with many historic buildings within steps of its waterfront. New residential and commercial development on vacant and underutilized sites downtown can enhance the downtown's liveliness and vitality.

Waterfront

Cities across the world are leveraging their waterfronts to bring new energy, development, and new activities to reinvigorate the city and local economy. With approximately 10 miles of waterfront (plus Mare Island), Vallejo too has the opportunity to use its distinctive waterfront to strengthen the economy, revitalize downtown, and enable the community to prosper.

Mare Island

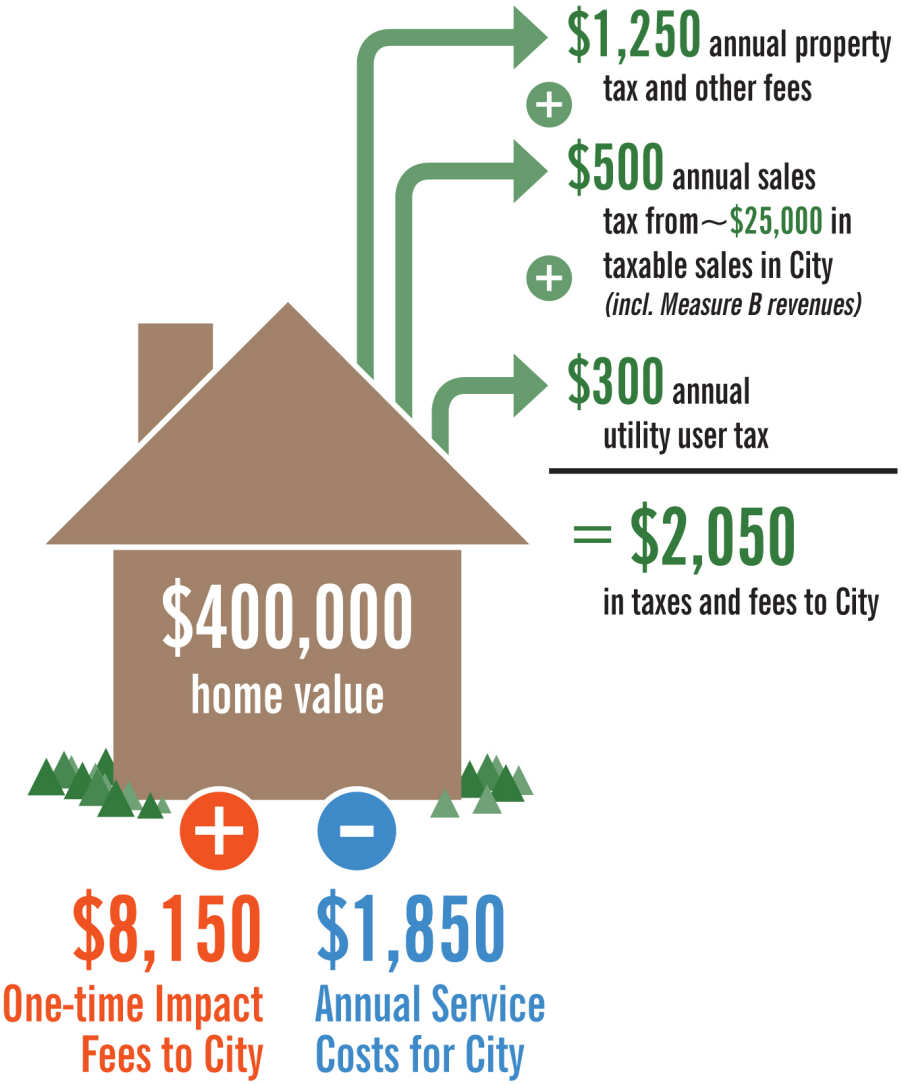
The 5,250-acre Mare Island contains a large inventory of buildings, commercial and industrial facilities, as well as land for new development. Mare Island's inventory of older industrial structures provide opportunities for adaptive reuse for a wide variety of commercial and industrial uses, including production, distribution, and repair ("PDR") uses, general manufacturing and assembly, artist spaces, green/clean tech, and more.

TABLE EET-5 Key Actors in Economic Development

Organization	Mission/Function
Central Core Restoration Corporation (CCRC)	Administration of the downtown Vallejo Property and Business Improvement District (PBID) through coordination with property and business owners, city agencies, and community organizations; promotes the area's economic well-being.
Downtown Action Committee	City-supported committee that organizes art-related programs and events in the Arts & Entertainment District; encourages restaurants, retail, and other establishments to locate in the District.
Leadership Vallejo	Educational program to train future business, government, and volunteer leaders.
Solano Black Chamber of Commerce (SBCC)	Member-supported business network organization providing resources and support to strengthen African American-owned business; advances the general development, prosperity, and success of Solano County.
Solano Business Development Center (SBDC)	Service center offering technical and managerial assistance for small businesses through personalized Business Advisory services; supports entrepreneurs to establish new and sustain existing businesses.
Solano Economic Development Corporation (SEDC)	Collaboration of private and public investors offering a central resource for business services; provides leadership for economic development marketing of the County and its seven cities.
Solano Filipino American Chamber of Commerce (FilAM Chamber)	Member-supported business network organization providing resources, including an incubator, for Filipino-American businesses and professionals; advances the general development, prosperity, and success in Solano County.
Solano Hispanic Chamber of Commerce (SHCC)	Member-supported business network organization providing resources and support to strengthen Hispanic-owned businesses; advances the general development, prosperity, and success of Solano County.
Vallejo Arts Alliance	Artist-led organization to create, promote and support an economically and culturally vibrant, healthy downtown and greater Vallejo.
Vallejo Community Arts Foundation (VCAF)	Non-profit organizing, facilitating, and advocating for Vallejo community participation in the arts; manages and designates community arts facilities and projects.
Vallejo Chamber of Commerce (VCC)	Member-supported business network organization providing a local source of business information and education; advances the commercial, industrial, civic, and general interests of the greater Vallejo area.
Vallejo Education & Business Alliance (VBA)	Alliance of local Chambers of Commerce focusing on issues of mutual interest, enhancing communication and coordination among community leaders within education, business and public policy sectors in order to expand educational opportunities for Vallejo residents.
Vallejo Main Street	Volunteer organization addressing the needs and inherent opportunities of businesses within Historic Old Town Vallejo; revitalizes and promotes the area as a commercial and cultural hub within a secure and progressive environment.
Visit Vallejo	Administration of the Vallejo Tourism Business Improvement District (VTBID) through supporting tourism in the greater Vallejo area; enhances the area's image as a desirable overnight destination.

Source: City of Vallejo, 2016.

FIGURE EET-1 Fiscal Sustainability



Contributing to Fiscal Sustainability

Land use activities enabled by Propel Vallejo will play an important role in the City's fiscal sustainability, as estimated in the chart at left:

- **Positive fiscal contribution.** A fiscal analysis prepared as part of the planning process indicates that new development capacity approved under Propel Vallejo will have an overall net positive fiscal impact (e.g., more revenues are generated for Vallejo than expenditures on city services to provide services to new residents and businesses).
- **Stimulating reinvestment and new development.** This new general plan presents a fresh, forward-looking vision for the City and provides additional development opportunities reflecting market trends as well as an updated, pragmatic economic development strategy. Collectively, these efforts will enable Vallejo to leverage its assets for the purpose of expanding its economy and attracting new residents.
- **Supporting catalytic projects.** The new general plan provides a strong foundation for development of key catalytic projects like Lennar Mare Island, private development on the waterfront, and Solano360. Successful development of these projects will trigger additional investment in Vallejo and help grow the City's tax base.

Six Flags Discovery Kingdom and Solano 360

Vallejo is home to the 135-acre Six Flags Discovery Kingdom theme park that attracts over 1.5 million visitors annually. Nearby, Solano County, the City of Vallejo, and the County Fair Association have jointly prepared the Solano360 Specific Plan to transform the 149-acre Solano County Fairgrounds into a "Fair of the Future" with new entertainment theme destinations, shopping, and restaurants.

Corridors

Vallejo's key commercial corridors include Sonoma Boulevard, Springs Road, Tennessee Street, and Broadway Street. These arterial roadways connect Vallejo and offer shops and services that cater to the needs of residents and visitors from the region. Vacant and underutilized parcels along these corridors present an opportunity for redevelopment with commercial, residential, and recreational uses that can help revitalize the corridors and adjacent neighborhoods.



GOALS, POLICIES, AND ACTIONS

GOAL EET-1

> **Strong, Stable, and Diverse Economy:** Cultivate a strong, stable, and diverse local economy.

Vallejo can build on its economic assets by enacting policies that support a strong and diverse local economy. The first step Vallejo can take is to support its existing and promising industry clusters such as manufacturing, healthcare and life sciences, tourism, and higher education. Arts and entertainment is also a driver for revitalization of the downtown. The second step is to market Vallejo as an affordable place for business, emphasizing the advantages it offers in terms of location, infrastructure, and workforce, and as a fun place to shop, dine, and visit. To grow its economy, the City will need to support economic development initiatives with quality public services, stable municipal budgets, and smart public infrastructure investments. The final step is to track progress in generating economic vitality through performance metrics and robust data and information systems.

BUILDING KEY INDUSTRY CLUSTERS

Business in the same industry sectors in close proximity to one another can act as major catalysts for economic development that spreads throughout the city.

Capitalizing on synergies between successful businesses already in Vallejo will strengthen their presence and attract complementary companies.

POLICY EET-1.1 Premier Manufacturing Site. Make Vallejo a premier regional site for manufacturing, including basic and advanced fabrication, clean-tech, and green-tech industries.

Action EET-1.1A *Work with Solano Economic Development Corporation (EDC) to attract manufacturers in sectors such as food and beverage, life-science, clean technology, green technology, and other industries that will provide high quality jobs.*

Action EET-1.1B *Prioritize North Mare Island for development, such as a manufacturing use, including facilitating infrastructure investment and state and regional incentives for job creation.*



POLICY EET-1.2 Healthcare and Life Sciences. Retain, strengthen, and expand the health and life sciences cluster in Vallejo, in part to also attract new related businesses.

Action EET-1.2A *Partner with local educational institutions, including Solano Community College, California State University Maritime Academy, and Touro University, to expand health and life science educational and training opportunities in Vallejo.*

Action EET-1.2B *Partner with Solano EDC, property owners, brokers, and developers to market sites that are suitable for life science manufacturing investment.*

Action EET-1.2C *Sustain strong relationships with Kaiser Permanente and Sutter Solano to support their continued growth and stability.*

POLICY EET-1.3 Visitor Destination. Make Vallejo an important visitor destination in the Bay Area.

Action EET-1.3A *Collaborate with Visit Vallejo to enhance the tourism economy, including a multi-faceted strategy that includes arts, culture, history, lodging, and entertainment.*

Action EET-1.3B *Promote Vallejo's rich naval heritage and support development of a naval tourist attraction on Mare Island.*

Action EET-1.3C *Update City regulations to expand opportunities for lodging in the Downtown/Waterfront District.*

Action EET-1.3D *Collaborate with major land owners to recruit retailers, dining establishments, and hotels.*

Action EET-1.3E *Seek funding for regional transportation links between tourist destinations in Vallejo and the surrounding region, including visitor rail, shuttle service, and enhanced ferry service.*

POLICY EET-1.4 Higher Education. Capitalize on Vallejo's role as host to multiple institutions of higher education and their important place in the community and economy.

Action EET-1.4A *Regularly communicate with officials from Touro University, California State University Maritime Academy, and Solano Community College to determine how best to support their continued growth.*

Action EET-1.4B *Work with local higher education institutions to help design programs that support technology transfer and business start-ups in Vallejo.*



ARTS AND ENTERTAINMENT

POLICY EET-1.5 Arts and Entertainment. Foster a vibrant local arts community to strengthen Vallejo's position as a regional destination for arts and entertainment.

Action EET-1.5A *Promote the Downtown/Waterfront District as a music, theater, and entertainment district serving students, visitors, and the region.*



Action EET-1.5B *Attract new businesses to complement existing music, theater, and entertainment venues.*

Action EET-1.5C *Increase the visibility of local arts and artisans through citywide marketing and branding.*

Action EET-1.5D *Support the coordination of community festivals and events, including working with local groups to market and publicize materials and volunteer resources, to promote Vallejo festivals and boost attendance.*

Action EET-1.5E *Continue the City's film permitting program to attract film and television efforts that boost Vallejo's visibility and provide revenue for the City.*

MARKETING VALLEJO

Recovering from a recession and becoming resilient to future downturns requires a broad section of the community, including government, to advance a cohesive narrative of the economic opportunities and success in the city.

POLICY EET-1.6 Market Vallejo. Promote Vallejo as a great place to do business, emphasizing setting, infrastructure capacity, and favorable development costs relative to other Bay Area locations.

Action EET-1.6A *Work with local and regional chambers of commerce, economic development organizations, and other employers to develop a Vallejo marketing program across websites, social media, and print media.*

Action EET-1.6B *Produce a new economic development brand, logo, and tagline for the City.*

Action EET-1.6C *Create City marketing materials and online tools to promote Vallejo's key industry concentrations, including manufacturing and related industries; tourism; healthcare and life sciences; and higher education.*

Action EET-1.6D *Through initiatives such as College Town Vallejo, continue to promote Vallejo as a place where students can thrive and where scholarship and vocational training produce new and innovative products and leaders.*

POLICY EET-1.7 Recreational Tourism. Promote recreational opportunities in local natural open space areas.

Action EET-1.7A *Work with federal, State, and local land stewardship agencies and non-profit organizations to develop promotional materials highlighting recreational opportunities in and around Vallejo.*

Action EET-1.7B *Support efforts by property owners, public agencies, and non-profit groups to market Mare Island as a visitor and recreational destination.*

STEWARDSHIP OF PUBLIC ASSETS

City government is an essential partner to the private sector in elevating the economic status of Vallejo. The City can play a successful, active role in assisting business development and supporting its growth by leveraging publicly owned land to spur economic activity, and by providing essential services to employers and the workforce they depend on.

POLICY EET-1.8 Public Investments. Leverage public investments to enhance Vallejo's economic vitality, and invest resources in ways that ensure that Vallejo is a healthy, safe, and engaged community.

Action EET-1.8A *Continue to balance revenues with expenditures to maintain and enhance Vallejo's fiscal sustainability.*

Action EET-1.8B *Consider identifying and setting aside funds that can be used as local match funds to solicit grants and non-traditional funding for priority projects not otherwise feasible.*

Action EET-1.8C *Ensure that the Capital Improvement Plan identifies and prioritizes infrastructure needs to be supported by new development.*

POLICY EET-1.9 Municipal Services. Provide robust, high-quality municipal services and build revenue to achieve a self-sustaining model of funding.

Action EET-1.9A *Continue to partner with public agencies to enhance Vallejo's infrastructure, including active transportation and transit connections and facilities, and services needed for new development and investment.*

POLICY EET-1.10 Public Land. Improve City-owned land and properties to stimulate private investment in employment and high-quality commercial, residential, and mixed-use development.





Action EET-1.10A *Structure any land transaction for North Mare Island to require job creation prioritizing jobs for Vallejo residents.*

Action EET-1.10B *Implement the Waterfront Planned Development Master Plan for the Northern Waterfront (north and west of Mare Island Way and south of Mare Island Causeway) to provide housing, visitor serving retail and dining, and open space amenities.*

Action EET-1.10C *Coordinate the cleanup, reuse, and revitalization of the Southern Waterfront area, including by managing remediation, and creating and implementing an economically feasible development program that reflects the community's vision.*

Action EET-1.10D *Identify opportunities to co-locate public facilities to achieve economies of scale and create convenient neighborhood service centers for Vallejoans.*

POLICY EET-1.11 Mare Island. Facilitate development and redevelopment on Mare Island to stimulate citywide job creation.

Action EET-1.11A *Continue to collaborate with developers and other relevant partners to enhance economic activity on Mare Island, consistent with the Mare Island Specific Plan.*

Action EET-1.11B *Work with property owners to facilitate the restoration and reuse of Navy assets on Mare Island for productive maritime use by marine contractors.*

Action EET-1.11C *Identify and pursue funding and partnerships to facilitate cleanup of sites on Mare Island and support brownfield redevelopment.*

Action EET-1.11D *Identify and study the feasibility of methods to improve transportation to and from Mare Island.*

Action EET-1.11E *Pursue development of North Mare Island that prioritizes job-generating uses and positions Vallejo as a key manufacturing site.*

TRACKING PERFORMANCE

It will be important to measure the City's progress in encouraging economic development activity, so that the City can evaluate trends and adjust course if needed. Up-to-date economic data will prove essential to making sure the City understands the detailed needs of those who are looking to become part of the community.

POLICY EET-1.12 Performance. Measure economic development outcomes.

Action EET-1.12A *Periodically conduct an analysis of the local economy's strengths, weaknesses, threats, and opportunities, and adjust economic development strategy as needed to respond to changing factors.*

Action EET-1.12B *Establish a set of indicators to define desired economic and workforce development outcomes in Vallejo, such as a strong business community, quality schools, safe neighborhoods, a vibrant downtown, an active waterfront, and a skilled workforce.*

Action EET-1.12C *Regularly evaluate progress toward implementing desired economic development outcomes using metrics such as growth and number of high and living wage jobs; unemployment rate; educational attainment; and number of businesses with more than 50 employees.*

Action EET-1.12D *Identify public actions and investments that could reinforce and help realize desired economic and workforce development outcomes.*

POLICY EET-1.13 Data and Information Systems. Invest in data and mapping capabilities to realize sustainable economic development and evaluate potential environmental impacts.

Action EET-1.13A *Develop and maintain a GIS database and zoning map for the City that facilitates a clear vision for the development community about the types of development allowed and desired in the city's neighborhoods, corridors, and districts.*

Action EET-1.13B *Partner with SolTrans and WETA to collect and analyze data that assist in making strategic land use and economic development decisions, including origin and destination studies, transit ridership projections, and supporting data to determine appropriate jobs-to-housing ratio and level of retail services.*

GOAL EET-2

> **Good Jobs, Education, and Training:** Promote workforce development to build the local economy.

Providing good jobs for Vallejoans requires making sure that there a wide variety of jobs available and that community members have the education and skills needed to get those jobs. Similarly, to attract new businesses, Vallejo must offer a workforce that possesses the skills employers need. Promoting the workforce and building the local economy requires diversifying the economy and preparing Vallejo's youth for employment after graduation from high school or college.

BUSINESS ATTRACTION

Vallejo's history has taught that a viable economy depends on a diverse range of industries that offer jobs that can truly support families and individuals. With the transportation and other infrastructure resources that exist in the city, a wide range of businesses can thrive in Vallejo.

POLICY EET-2.1 Economic Diversification. Attract employment- and tax-generating businesses that support the economic diversity of the city.

Action EET-2.1A *In City economic development plans, target firms in production, distribution, and repair that are part of the supply chain to Vallejo's key industries.*

Action EET-2.1B *Maintain and distribute an inventory of available commercial properties with key information and characteristics.*

POLICY EET-2.2 Good Jobs. Retain and attract new businesses offering high quality jobs.

Action EET-2.2A *Update City regulations to streamline project review as feasible for businesses that meet the City's economic development and workforce support objectives.*



Action EET-2.2B *Seek out businesses that build on Vallejo's competitive advantages and offer high and living wage jobs in a range of industries such as advanced manufacturing, maritime industrial, biosciences/life sciences, and tourism/hospitality.*

Action EET-2.2C *Appeal to businesses that engage high- and semi-skilled labor, including satellite functions of existing companies such as call centers, and customer service centers, as well as other innovation businesses such as green technology, value manufacturing, research and development, and office uses.*

Action EET-2.2D *Support Six Flags and others entities in providing entry-level employment and training for local teens and young adults.*

POLICY EET-2.3 Customer Service. Maintain a customer- and business-friendly environment in Vallejo.

Action EET-2.3A *Continuously improve the efficiency, timeliness, and transparency of the City's permitting process, while providing certainty in fee calculations and regulatory requirements.*

Action EET-2.3B *Explore establishing local economic incentives to retain and attract investment, such as Community Revitalization and Investment Districts, and other financing tools.*

WORKFORCE DEVELOPMENT

Providing local, meaningful jobs, especially for people already in Vallejo, can offer multiple benefits to the community, from investment in public safety and schools, to a lesser need for driving and therefore lower pollution levels. A variety of organizations are actively working on providing professional education and vocational training for Vallejoans, with whom the City can partner.

POLICY EET-2.4 Prepared and Versatile Workforce. Increase community workforce preparedness for a wide variety of sectors, including arts and culture, health care, high tech, maritime, and manufacturing.

Action EET-2.4A *Collaborate with local health care companies to expand training and job opportunities, including addressing the health needs of the senior community.*



Action EET-2.4B *Partner with the Solano Workforce Investment Board (WIB) and Solano Community College to promote and prioritize job training programs that offer professional credentials and certifications.*

Action EET-2.4C *Assist the Solano WIB in developing and maintaining a prioritized list of funding and technical assistance opportunities available through State and federal economic and workforce development programs.*

Action EET-2.4D *Seek funding and technical assistance for workforce development programs, based on priorities identified in collaboration with WIB.*

Action EET-2.4E *Identify and market local life-long learning opportunities, including work-study programs, internships, and expanded curriculum offerings, in collaboration with educational institutions, businesses, and non-profit organizations.*

Action EET-2.4F *Provide paid and volunteer jobs for economically, physically, and socially disadvantaged people.*

POLICY EET-2.5 Focus on Youth. Enhance primary and secondary education, increase high school graduation rates, and improve workforce-readiness for youth.

Action EET-2.5A *Establish forums/channels for discussion and action on better aligning secondary and post-secondary education and training with the needs of local businesses.*

Action EET-2.5B *Partner with businesses, nonprofits and the Solano WIB to develop and provide volunteer opportunities, internships, apprenticeships, and job skill training that help youth acquire the skills and experience required by the city's major employers and industry sectors.*

Action EET-2.5C *Support Vallejo City Unified School District (VCUSD) initiatives to provide career pipelines for the school-age population.*

Action EET-2.5D *Collaborate with State and County agencies on re-integrating drug and rehabilitation program graduates and the formerly incarcerated into the community and the workforce.*



GOAL EET-3

“Innovation, Entrepreneurship, and Successful Local Businesses: Foster innovation and entrepreneurship.”

There are many ways that Vallejo can support its existing businesses and make them stronger and prosper. Vallejo can set the stage for innovation and entrepreneurship by partnering with local, regional, State and federal agencies and organizations like the Small Business Development Center at Solano Community College, the Vallejo Convention and Visitors Bureau, and Vallejo Chamber of Commerce to promote existing and new local businesses. Vallejo can also leverage support for revitalization and redevelopment of the Downtown/Waterfront District and retail corridors with new mixed use development and encourage and support Vallejoans who wish to start and run small businesses from their homes or in shared work environments. New public-private partnerships, such as in the municipal fiber optic network, can attract, retain, and give businesses a competitive edge with high capacity telecommunications infrastructure. All these actions taken together will foster innovation, entrepreneurship, and successful local businesses.

BUSINESS DEVELOPMENT

Between merchant groups, arts advocates, innovators, and makers, the city is becoming known as a destination for great minds with business acumen. These resources, plus the great potential for greater tourism activity in Vallejo, can offer mutual success through coordinated efforts across all economic sectors.

POLICY EET-3.1 Local Business Development. Foster and encourage the development of local businesses, including worker-owned co-ops.

Action EET-3.1A *Continue to partner with the Small Business Development Center (SBDC) at Solano Community College to expand the number of Vallejo residents and small businesses taking advantage of its no-cost business consulting and low-cost training programs.*

Action EET-3.1B *Partner with the Vallejo Convention and Visitors Bureau, Visit Vallejo, local chambers of commerce, and local businesses to market Vallejo shopping, dining, and lodging destinations in the city and the surrounding region.*

Action EET-3.1C *Maintain a local procurement program that prioritizes sourcing supplies and services from local businesses.*

POLICY EET-3.2 Local Business Retention. Retain existing businesses and encourage their expansion within Vallejo.

Action EET-3.2A *Continue implementing an active business retention and expansion program for existing businesses, recognizing that the majority of new local jobs are created among existing firms.*

Action EET-3.2B *Continue to conduct a coordinated business visitation program to understand changing needs for success in the local community.*

Action EET-3.2C *Support strategies by local and regional business groups to increase local business-to-business commerce.*

DISTRICTS AND CORRIDORS

The Downtown/Waterfront District can continue to play a major role in attracting investment to Vallejo. Its success can spread along the city's corridors to provide a variety of live/work/play environments. Providing safe, attractive, and comfortable corridors, which serve as neighborhood shopping streets, can help support local innovation and investment in Vallejo. Programs such as shop local that promote these corridors are an important strategy for achieving the city's economic development goals.



POLICY EET-3.3 Dynamic Downtown. Reduce commercial vacancy and increase business activity in the downtown, including arts and cultural enterprises and student-serving businesses.

Action EET-3.3A *Use the Vallejo marketing program and media campaign to promote tourism and day visits to the city, highlighting the historic Downtown and its emergence as an arts and entertainment district (refer to EET-1.6).*

Action EET-3.3B *Assist in the coordination of regular arts events Downtown that highlight local talent and increase foot traffic for merchants.*

Action EET-3.3C *Strengthen connections within the Downtown/Waterfront District through improved wayfinding features and dining and retail business attraction efforts.*

Action EET-3.3D *Work with Vallejo Central Core Restoration Corporation (CCRC), property owners and managers, and employers in the shopping, entertainment, arts, dining, hotel, recreation, and nightlife sectors to coordinate marketing efforts and improve inter-business synergy.*

POLICY EET-3.4 Commercial and Neighborhood Corridors. Enhance commercial corridors to create a vibrant mix of places to live, work, shop, and play.

Action EET-3.4A *Engage stakeholders to determine whether to establish Business Improvement Districts (BIDs) or Community Revitalization Investment Authority (CRIA) along corridors such as Sonoma Boulevard, Tennessee Street, and Springs Road to improve aesthetics and to provide a coordinated revitalization strategy.*



Action EET-3.4B — *Commission a coordinated or phased revitalization study of three Sonoma Boulevard corridor segments to determine optimal land use mix, needed transportation and pedestrian connections, and supportive physical amenities:*

- *Redwood Street to Lewis Brown Drive.*
- *State Route 37 to Mini Drive.*
- *Zampa Bridge to Curtola Parkway.*

Action EET-3.4C — *Evaluate underperforming corridors and retail centers, and develop a strategy to introduce a mix of new uses that reduce vacancy and improve appearance.*

Action EET-3.4D — *Collaborate with business owners, property owners, and/or BIDs to seek funding for and provide incentives to facilitate facade/streetscape/access improvements, improve signage, and provide for public art and gathering places along commercial corridors.*

Action EET-3.4E — *Collaborate with local chambers of commerce and businesses to continue to implement a "Shop Vallejo First" campaign.*

Action EET-3.4F — *Consider developing parking management strategies for commercial and neighborhood corridors in cooperation with business owners and/or BIDs in order to manage parking capacity effectively, maximize operational efficiencies, and achieve economies of scale.*

Action EET-3.4G — *Market Sonoma Boulevard as a gateway and link between the Napa Valley and downtown Vallejo.*

Action EET-3.4H — *Work with neighborhood groups to market and expand the presence of ethnic retail clusters, including along Sonoma Boulevard, Broadway, Tennessee Street, and Springs Road.*

Action EET-3.4I — *Help coordinate communication between local businesses and the arts community, including cooperation on branding, streetscape activation initiatives, festivals, and events starting downtown and spreading to the corridors.*

INFRASTRUCTURE TO SUPPORT LOCAL INNOVATION AND ENTREPRENEURSHIP

A significant opportunity exists in Vallejo to support a wide range of business through the establishment of a higher-speed communication network. In addition, accommodating incubator and similar businesses can support economic diversification and resiliency.



POLICY EET-3.5 Fiber Optics. Establish a Municipal High-Speed Fiber Optic Network to support enhanced telecommunications capacity of the City.

Action EET-3.5A *Adopt a Fiber Optic Master Plan for Vallejo to galvanize the citywide traffic signal fiber network and provide service to public agencies, educational institutions, medical facilities, and businesses.*

Action EET-3.5B *Incorporate telecommunications conduit in all public infrastructure projects, where appropriate and feasible, affording connections to local area networks, including the City's Fiber Optic Network.*

Action EET-3.5C *Require new development to incorporate telecommunications conduit, where appropriate and feasible, affording connections to local area networks, including the City's Fiber Optic Network.*

POLICY EET-3.6 Innovative Enterprises and Workspaces. Support community-based and non-governmental efforts that nurture start-ups and small-scale manufacturers to help them grow in Vallejo.

Action EET-3.6A *Identify and promote zoning that supports innovative businesses located in residential neighborhoods, including home-based, peer-to-peer, mobile, and micro businesses.*

Action EET-3.6B *Identify existing buildings suitable for or that could be reused or re-purposed for food and beverage production, small-scale artisanal and specialized manufacturing, contemporary maker businesses, and small maker spaces.*

Action EET-3.6C *Seek out developers who have expertise in adaptive reuse.*

Action EET-3.6D *Amend City regulations as necessary and appropriate to accommodate incubator and co-working spaces to serve Vallejo's artist, entrepreneurial, and low-income communities.*

Action EET-3.6E *Consider promoting all or a portion of Downtown Vallejo or Mare Island's industrial district as an "Innovation District," "Maker District," and/or "Advanced Manufacturing Hub" to clearly position the City as part of the San Francisco Bay Area innovation eco-system, and coordinate this initiative with the development of the Vallejo marketing program.*

GOAL EET-4

> **Sustainable Economic Development:** Pursue economic development that enhances equitable local wealth growth, improves quality of life, and respects the natural environment.

Economic development and prosperity does not have to come at the cost of compromising the environment. Vallejo can benefit from California's and Silicon Valley's path-breaking environmental and energy initiatives by targeting and attracting businesses developing new technologies and products to save energy and lower humanity's impact on the environment. This is one way of thinking about sustainable economic development, but there is another meaning too: the benefits that come from greater economic prosperity should be shared by all Vallejoans, sustaining and improving the lives of families and individuals who today reside and work in Vallejo.

SUSTAINABLE DEVELOPMENT AND GREEN BUSINESS

Clean, green business practices are not just good ideas that build company morale and sense of place in the community. They ever increasingly make good fiscal sense and create competitive advantages that help firms and their communities succeed and stand apart.

POLICY EET-4.1 City-led Sustainability. Pursue programs that enable the City to contribute meaningfully to economic development and diversification efforts by retaining, attracting, and promoting green and sustainable businesses.

Action EET-4.1A *Develop a green business strategy that supports the City's marketing narrative and advances sustainable development practices while addressing the needs of new businesses.*

Action EET-4.1B *Continue to participate in the Solano County Green Business Program.*



Action EET-4.1C *Promote Green Business Certification to local businesses and make links to enrollment and certification materials available on the City website.*

Action EET-4.1D *Work with Solano County, the real estate and business communities, educational institutions, labor organizations, and other community partners to attract and retain green businesses.*

POLICY EET-4.2 Responsible Development. Favor residential, commercial, and industrial development that can mitigate or avoid environmental impacts.

Action EET-4.2A *Continue to incorporate sustainable design elements such as solar panels and water efficient landscaping into the construction of City-owned and operated facilities.*

Action EET-4.2B *Consider adopting thresholds of significance for environmental review of proposed developments under the California Environmental Quality Act.*

Action EET-4.2C *Assess how the City's procurement policies and employee commute modes and patterns could contribute to greenhouse gas reductions, and offer programs to mitigate potential impacts.*

EXPANDING FINANCIAL OPPORTUNITY

An economically successful business community is one that shares its lessons and some of its assets with the community as a whole. The City and partner agencies can facilitate this sharing through both educational and funding-assistance programs.

POLICY EET-4.3 Financial Literacy. Improve the overall financial understanding of Vallejo's small businesses and residents to support achieving income gains and building wealth.

Action EET-4.3A *Support available financial literacy programs operated by the Solano EDC, Housing Authority, and County Health and Social Services.*

Action EET-4.3B *Explore foundation funding of additional financial literacy programming targeted to Vallejo's youth, immigrant communities, and low-income residents.*

POLICY EET-4.4 Asset Building. Advance assistance programs and resources for local businesses and residents to ensure that the entire community benefits from economic development.



Source: Vallejo Chamber of Commerce

Action EET-4.4A *Identify model asset building programs from other communities, and study the feasibility of implementing similar programs in Vallejo.*

Action EET-4.4B *Investigate the feasibility of expanding the Family Self-Sufficiency Program, currently administered by the Vallejo Housing Authority (VHA).*

Action EET-4.4C *Seek public and private organization matching of Individual Development Account contributions by low-income residents saving towards a long-term asset such as a home, post-secondary education, or a small business.*

POLICY EET-4.5 Access to Capital. Expand the availability of capital for start-up and small businesses owned by Vallejo residents.

Action EET-4.5A *Work closely with the regional Small Business Administration office to promote SBA loan programs for small businesses, including woman-owned, veteran, and disadvantaged businesses.*

Action EET-4.5B *Collaborate with the chambers of commerce to promote East Bay SCORE mentoring and workshop events to support business planning and financing for small businesses.*

Action EET-4.5C *Identify and promote sources for start-up financing, including micro-loans, low interest loans, crowd-sourced financing, and angel investors.*





6

MOBILITY, TRANSPORTATION, & CONNECTIVITY

Goal MTC-1: **Regional Transportation Hub:** Make Vallejo a regional transportation hub for people and goods.

Goal MTC-2: **Mobile Community:** Enhance local transportation options and maintain a safe, convenient, and sustainable local transportation system.

Goal MTC-3: **Interconnected Community:** Improve connections within and between Vallejo's neighborhoods for all travel modes.

MOBILITY, TRANSPORTATION, & CONNECTIVITY

6

Vallejo is uniquely positioned as a gateway to the inner Bay Area and the Napa Valley, with excellent access by road, rail, and water. These connections to the region, highlighted on Map MTC-1, offer a variety of strategic advantages. Locally, freeways and arterials provide quick access through town, but improving connections between neighborhoods and destinations in Vallejo is a key consideration for the future. Closing gaps in the bicycle and trail network, improving the pedestrian realm, and expanding the range of efficient, safe, and easy options for getting around will enhance the quality of life for all community members. The focus of this chapter is on strengthening physical connections to the region and within the community. It is organized around three key goals that represent the priorities of Vallejoans: Regional Transportation Hub, Mobile Community, Interconnected Community.

Aspects of connectivity and mobility also are addressed in other chapters of the plan. Factors affecting social connections and access to community services are addressed in Chapter 3, Community and People. Visual connections and interrelationship with land uses are addressed in Chapter 4, Nature and Built Environment. The economic advantages of Vallejo's regional connectivity and the benefits of improved mobility within the community are addressed in Chapter 5, Economy, Education, and Training. Where policies and actions in other chapters in the plan have co-benefits that will help achieve the goals of this chapter, connections with those chapters are highlighted and cross-referenced.





GOAL MTC-1

> **Regional Transportation Hub:** Make Vallejo a regional transportation hub for people and goods.

High-quality connections to destinations throughout the Bay Area, the Sacramento region, and beyond make Vallejo's location strategic and present an opportunity to build its reputation as a regional transportation hub. Enhancing these connections will involve coordination with regional, State, and local transportation agencies and private enterprise, including organizations responsible for transit, goods movement, and trails.



Regional Transportation Plan

The Regional Transportation Plan (RTP) for the Bay Area, known as Plan Bay Area, is a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. It is prepared by the Metropolitan Transportation Commission (MTC), the transportation planning, coordinating, and financing agency for the nine-county Bay Area, in partnership with the Association of Bay Area Governments (ABAG) and cities and counties throughout the region. State and federal law requires the regional transportation plan to be updated at least every four years to reflect new funding forecasts and respond to growth issues.

Plan Bay Area integrates long-range transportation with land use and housing plans in order to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the Bay Area. It serves as the Bay Area's Sustainable Communities Strategy, demonstrating how the region will reduce greenhouse gas emissions through long-range planning as required under Senate Bill 375. It also specifies a detailed set of investments and strategies to maintain, manage, and improve the region's transportation system, presenting a framework for how anticipated federal, State, and local transportation funds (such as MTC's One Bay Area grants) will be spent. In order to be eligible for federal and State funding, transportation projects must be consistent with the adopted regional transportation plan and sustainable communities' strategy.



MAP MTC-1
Regional Connections

Regional Bus Transit

- SolTrans
- Napa VINE
- Vallejo Transit Center
- Park and Ride
- Planned Park and Ride

Truck Routes

- State Highway Truck Route
- City of Vallejo Designated Truck Route

Water

- Ferry Terminal
- Ferry Routes
- Wharf

- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit

Source: City of Vallejo, 2014; Solano County, 2014; Metropolitan Transportation Commission 2007/2014; ESRI 2010; Fehr & Peers, 2014; STA Park and Ride Lots, 2016; PlaceWorks, 2016.

REGIONAL TRANSIT

Vallejoans have access to a wealth of regional transit options, including ferry service, express bus service, and links to commuter rail. San Francisco Bay Ferry provides ferry service to San Francisco, complemented by express bus service to San Francisco by Soltrans, the local transit agency serving Vallejo and Benicia. In addition, Soltrans provides express bus connections to BART stations in Contra Costa County, while Amtrak provides bus service connecting Vallejo to the Martinez Amtrak station and Napa VINE provides bus connections with Napa County destinations. The Vallejo Station intermodal transit complex unites these options at a single facility in downtown Vallejo. Park-and-ride facilities and connecting transit, bikeways, and pedestrian facilities are provided to facilitate transit.

Transit is a critical component of the regional transportation system because it reduces traffic congestion and air pollution, while also providing mobility for community members who do not own or choose to use cars. Vallejo's transit options and location position it well to serve as a transit hub for the region. With more than 70 percent of residents in Vallejo and Solano County reporting that they drive alone to work (as shown on Chart MTC-1), there is a significant opportunity to work with regional transit providers to enhance service and increase ridership while producing environmental benefits and decreasing congestion.

POLICY MTC-1.1 Regional Transit Connections. Enhance regional transit service for residents, employees, and visitors.

Action MTC-1.1A *Work with regional transportation agencies to coordinate regional transit planning activities, including increased frequency of bus, ferry, and rail service, timed connections, and tourism support.*

Action MTC-1.1B *Collaborate with transit agencies to study the feasibility of regional bus rapid transit.*

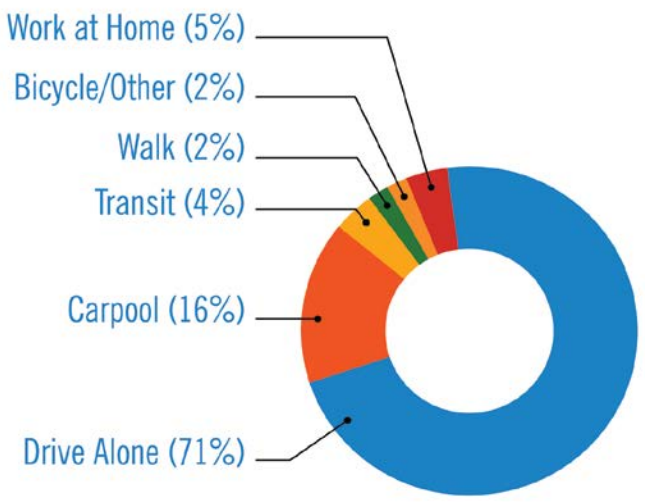
Action MTC-1.1C *Coordinate with private investors and regional transportation agencies to investigate the feasibility of water transport connecting downtown Vallejo/Vallejo Ferry Terminal with Napa.*

Action MTC-1.1D *Study the feasibility of a visitor rail connection between the Vallejo Ferry Terminal and the Napa Valley in coordination with private investors.*

POLICY MTC-1.2 Transit Ridership. Increase regional transit and ferry ridership to and from Vallejo, particularly by commuters and visitors.

Action MTC-1.2A *Participate in and contribute to regional programs to improve commute alternatives and efficiency.*

CHART MTC-1 COMMUTE MODES



Source: American Community Survey, 2014.

Action MTC-1.2B *Promote Solano Napa Commuter Information (SNCI) programs and services.*

POLICY MTC-1.3 First/Last Mile Connections. Provide enhancements to the local transit network that make it easier and more convenient to use regional transit.

Action MTC-1.3A *Pursue One Bay Area grants and other funding to better connect regional transit and the local bicycle and pedestrian network, including through physical infrastructure, wayfinding signage, and real-time information displays.*

Action MTC-1.3B *Work with the Solano Transportation Authority (STA) and local employers to expand guaranteed ride home and rideshare programs, including through preferential parking, recognition incentives, and use of social media and smartphones.*

REGIONAL GOODS TRANSPORT

International trade, transportation, warehousing, and logistics are important drivers of the regional economy, and the MTC's Regional Goods Movement Plan outlines a long range strategy to promote the effectiveness of these "industries of opportunity." Vallejo's location within the regional goods movement infrastructure (seaports, air cargo airports, rail lines and terminals, and highways) includes seaport connections to the Port of Oakland, the nation's fifth-highest volume port for container traffic, the Port of West Sacramento, and the Port of Stockton. Currently, there is limited materials transfer and shipping, mostly related to marine contractors performing work in other Bay Area locations. The infrastructure on Mare Island continues to support ship repair and the transportation of commodities and materials. South of downtown, a wharf at Kiewit Pacific Company supports the movement of construction-related commodities and materials. Both the waterway navigation channel leading to Mare Island and the actual Mare Island Channel are former Naval Navigation channels still authorized as Federal Navigation Channels and eligible to receive funding for dredging.

Vallejo also has two short line railway connections that link to the larger rail system serving North America. The railroad tracks entering the city limits from the north are owned and operated by the California Northern Railroad Company (CFNR). The tracks run parallel to Broadway Street, cross under State Route (SR) 37, and then split just before Sereno Street. One branch of the rail continues to run south, to the port area on the east side of the Mare Island Strait. Trains have not run on these tracks in several years, and signal system upgrades and other improvements would be needed in order





Source: Marcy Wong Donn Logan Architects

to put these tracks into service. From the junction at Sereno Street, a second rail line runs west to the Mare Island Strait. This railroad belongs to the City of Vallejo, and it crosses the strait on the Mare Island causeway, which shares the causeway and drawbridge with G Street. CFNR operates the rail line to serve one facility, Alstom Transportation Inc.

Future development of the rail network in Vallejo will be informed by the STA Solano Rail Facilities Plan Update. The Update, adopted in 2015, provides an analysis of rail facilities and recommendations, which will inform regional decision making over the next ten years. In addition, an important local element of the regional goods movement network–truck scales located on westbound Interstate Highway 80–lie just outside the city limit in Fairfield.

Goods movement routes are shown on Map MTC-1. Connections to the regional transportation network represent an important economic development opportunity for Vallejo. Likewise, facilitating goods movement in a way that minimizes the adverse effects of truck, rail, and vessel traffic on residents and the natural environment is a priority for the City.



POLICY MTC-1.4 Regional Transportation Planning. Ensure that Vallejo is well connected to road, rail, air, and maritime systems in support of both mobility and local economic development.

Action MTC-1.4A *Continue to coordinate with State and regional agencies on the planning and implementation of regional transportation systems.*

Action MTC-1.4B *Support improvements to regional goods movement facilities, such as truck scales, that facilitate local economic development.*

Action MTC-1.4C *Advocate for freeway system changes with Caltrans, including potential interchange closures, freeway access improvements, and improved roadway maintenance, to enhance circulation and roadway safety within Vallejo and to improve the flow of goods and people as needed for Vallejo's continued economic development.*

Action MTC-1.4D *Periodically review designated truck routes and enforce compliance to optimize goods movement and minimize impacts on neighborhoods and sensitive land uses.*

Action MTC-1.4E *Consider studying the feasibility and desirability of ongoing freight rail service in Vallejo.*

Action MTC-1.4F *Continue to study the feasibility of a visitor rail connection between the Vallejo Ferry Terminal and Napa Valley in coordination with private investors.*

Action MTC-1.4G *Work with shoreline land owners to develop services to the maritime industry and water based transportation.*

TRAILS

With its scenic natural beauty and bayside location, Vallejo plays an important role in the regional trail network. Many trail segments exist already and there are plans to expand the network, close gaps through Vallejo, and complete connections. Map MTC-2 shows the current trails in or adjacent to Vallejo, and planned extensions and connections, including those identified in the Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study, prepared by STA in conjunction with the City of Vallejo and the Bay Trail and Vine Trail agencies. The following policies and actions are designed to support the planning and completion of trails that connect Vallejo to the region, and enhance mobility.

POLICY MTC-1.5 Regional Trail Network. Continue to participate in efforts to complete the regional trail network through Vallejo.

Action MTC-1.5A *Seek funding to complete the San Francisco Bay Trail through Vallejo from the Zampa Bridge in the south, along the waterfront or as close to waterfront as feasible, to the Napa Valley Vine Trail in the north, and the San Francisco Bay and Ridge Trail to the east of I-80 in the Glen Cove area.*

POLICY MTC-1.6 Public Access. Promote public access to open space and trails.

Action MTC-1.6A *Work with responsible public agencies, including transit operators, to provide convenient public access to open space lands and trails, except in those areas where public safety would be compromised or significant land use conflicts would occur.*

Action MTC-1.6B *Where feasible and appropriate, require conservation easements that provide public access over private lands.*

Action MTC-1.6C *Work with public agencies and non-profit organizations to establish a coordinated web-presence and region-wide map of open space areas and recreational facilities.*

Regional Trails

- The **San Francisco Bay Trail** is envisioned as a 500-mile trail that will link the shoreline of all nine Bay Area counties and connect with the Napa Valley Vine Trail, Bay Area Ridge Trail, and San Francisco Bay Area Water Trail. Some segments of the Bay Trail are completed in Vallejo.
- The **Napa Valley Vine Trail** is a 47-mile trail from the Vallejo Ferry to Calistoga, linking Vallejoans, Bay Area residents, and San Francisco visitors with recreation and tourism in wine country. Two possible alignments between American Canyon and Vallejo are currently under study.
- The **Bay Area Ridge Trail** is almost complete through Vallejo, with the existing segments in Vallejo including the Vallejo-Benicia Buffer, Vallejo-Benicia Waterfront, Al Zampa Memorial Bridge, Hiddenbrooke Trail, and the Carquinez Strait Scenic Loop, which passes through Glen Cove Park.
- The San Francisco **Bay Area Water Trail** is a network of non-motorized, human-powered boat launch and landing sites throughout the region. Three sites are proposed in Vallejo: Vallejo Marina, south of the Ferry Terminal, and near California Maritime Academy. None are yet designated Water Trail Sites, though public boat launch facilities exist. There are also two nearby designated Water Trail Sites in Suisun City, two sites in Napa, and one in Benicia.
- The **Great California Delta Trail** was authorized by Senate Bill 1556 and is a continuous recreational corridor, including bicycle and hiking trails, around the Sacramento-San Joaquin Delta. It follows the Bay Trail and Ridge Trail between the Carquinez/Zampa and Benicia/Martinez bridges.
- The **Blue Rock Springs Corridor Trail** connects Hanns Memorial Park to Ascot Parkway.



MAP MTC-2
Regional Trail Network

- Bay Trail (Existing)
- Bay Trail (Planned/Proposed)
- Vine Trail (Existing)
- Vine Trail (Planned/Proposed)
- Bay and Vine Trail (Planned/Proposed)
- Blue Rock Springs Corridor Trail (Existing)
- Ridge Trail (Existing)
- Ridge Trail (Planned/Proposed)
- Bay and Ridge Trail (Planned/Proposed)
- Rollye Wiskerson Trail (Existing)
- Other Trails
- Water Trail Access Points (Planned/Proposed)
- Railroad
- Sphere of Influence (SOI)
- Vallejo City Limit

Notes:

1. The Great California Delta Trail (proposed) and the Carquinez Strait Scenic Loop Trail co-locate with the Bay Trail and Ridge Trail in southern Vallejo along the Carquinez Strait.
2. The depiction of the Bay Trail (planned) is for illustrative purposes. The trail should be located along the waterfront or as close to the waterfront as feasible. (Action MTC-1.5A)

Source: City of Vallejo, 2014; Solano County, 2014; SF Bay Water Trail, 2014, Bay Area Open Space Council, 2014; Metropolitan Transportation Commission 2014; Delta Protection Council, 2016; USGS, 2014; ESRI 2010; PlaceWorks, 2016.

GOAL MTC-2

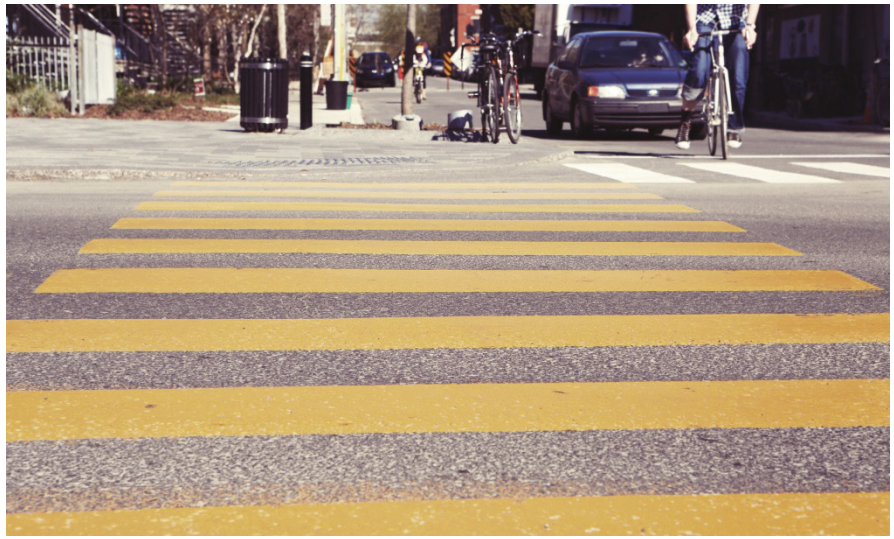
> **Mobile Community:**
> Enhance local transportation options and maintain a safe, convenient, and sustainable local transportation system.

The local transportation system should promote mobility and accessibility for all users, with a focus on traffic safety and convenient, efficient travel between destinations in Vallejo. Enhancing mobility and connectivity for transit, bicycles, and pedestrians will also help reduce congestion and pollution while improving public health.

SAFE STREETS

Traffic safety for all users of the street system is a top priority in Vallejo. Education for motorists and bicyclists is critically important for promoting roadway safety and ensuring informed behavior on shared street systems. Additionally, the identification of high-collision intersections is key to reducing collision rates. Data in the Statewide Integrated Traffic Records System indicates that collisions in Vallejo tend to be concentrated on Sonoma Boulevard, Broadway Street, Alameda Street, and Tennessee Street, which are some of the most heavily travelled roadways in the city. The majority of bicycle collisions involve riders between the ages of 8 and 16 around schools, while Springs Road east of Interstate 80 has seen a high rate of auto-pedestrian collisions in recent years.

Solano County's Safe Routes to School (SR2S) program works to identify the best walking and biking routes for travel to school throughout the county. A similar program, Safe Routes to Transit (SR2T), identifies safe routes for pedestrians and bicyclists to reach local and regional transit connections throughout the county. In addition to support for these programs, the City can also promote safety by focusing on infrastructure improvements for pedestrians, bicyclists, and drivers. This approach, which shares responsibility for safety among roadway users and the design of the roadway system, was pioneered in Sweden as part of the Vision Zero Initiative to eliminate traffic fatalities. Today it is being implemented in communities across the US and has proven to be successful in substantially reducing traffic-related death and injury rates without compromising mobility.



POLICY MTC-2.1 Safety First. Prioritize pedestrian, bicycle, and automobile safety over traffic flow.

Action MTC-2.1A *Prepare a citywide Bicycle and Pedestrian Master Plan that builds on the 1998 Plan, identifies improvements needed to close gaps in the network and work toward a "Vision Zero" target for eliminating traffic fatalities and reducing non-fatal collisions.*

Action MTC-2.1B *Prioritize completion of sidewalk and bicycle projects listed in the Bicycle and Pedestrian Master Plan as City resources allow.*

Action MTC-2.1C *Establish a neighborhood traffic-calming program to involve residents in identifying issues on neighborhood streets and actions to address them.*

POLICY MTC-2.2 Education. Promote safety programs to educate all road users about risks and responsibilities.

Action MTC-2.2A *Work with the Greater Vallejo Recreation District and senior advocacy organizations to develop a "safe routes for seniors" program.*

Action MTC-2.2B *Provide informational materials to promote awareness of Safe Routes to School and related non-motorized transportation programs.*

Action MTC-2.2C *Prioritize school access improvements identified by the Vallejo Police Department (VPD) in the City's Capital Improvement Program for near-term action.*

POLICY MTC-2.3 Emergency Response Routes. Ensure adequate emergency vehicle access in all areas of Vallejo.

Action MTC-2.3A *Develop and adopt a map of emergency response routes that considers alternative options based on the potential for traffic congestion at peak commute times.*

Action MTC-2.3B *Continue to involve the Police and Fire Departments in the development review process to ensure that applicable requirements for emergency access are met.*

CITYWIDE MOBILITY

Roadway classifications help define the function of various street types in the transportation network, based on level of traffic volume that can be served and the need to ensure efficient connectivity throughout Vallejo. Classifying roadway types



allows the City to monitor performance and plan for improvements needed to accommodate changes in traffic, pedestrian, and bicycle volumes, physical development, and transit service modifications over the life of the General Plan. Classifications are also necessary to ensure the City is eligible for roadway maintenance and grant funding.

As interest in safe and sustainable transportation systems has emerged, communities throughout California have been changing the transportation planning paradigm from a vehicle-centered exercise to a "Complete Streets" approach, in which all travel modes are accommodated in a balanced way based on the particular street's location, land use context, and function within the citywide circulation network. Both the Metropolitan Transportation Commission and Solano Transportation Authority administer Complete Streets Guidelines for Bay Area cities, with which the City of Vallejo complies.

Even while the shift to multi-modal Complete Streets planning is underway, Level of Service (LOS) remains a valuable tool to assess congestion levels and traffic flow performance of the roadway network at key locations. The City can use this tool along with metrics and policies governing non-auto transportation modes, with the ultimate goal of maintaining and enhancing a complete roadway network that serves all travel modes in a balanced, equitable, and sustainable way.

With a well-developed roadway network and no significant need for roadway capacity expansion beyond development of the Mare Island Specific Plan roadway network improvements, the General Plan defines the City's roadway network based on a baseline of traditional categories recognized by regional, State, and federal transportation agencies for purposes of grant funding for ongoing street maintenance and rehabilitation programs, plus an overlay of complete streets typologies as described further below.

Level of Service Definitions

LOS A **Free Flow or Insignificant Delays:** Operations with very low delay. Most vehicles do not stop at all.

LOS B **Stable Operation or Minimal Delays:** An occasional approach phase is fully utilized. Some drivers feel restricted.

LOS C **Stable Operation or Acceptable Delays:** Drivers begin having to wait through more than one red signal. Most drivers feel somewhat restricted.

LOS D **Approaching Unstable or Tolerable Delays:** Drivers may have to wait through more than one red signal. Queues may develop, but dissipate rapidly, without excessive delays.

LOS E **Unstable Operation or Significant Delays:** Vehicles may wait through several signal cycles. Long queues form upstream from intersection.

LOS F **Forced Flow or Excessive Delays:** Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

Source: Transportation Research Board 2010, Highway Capacity Manual, Volume 3, pp. 16-7 – 16-8.

Baseline Roadway Hierarchy

The General Plan roadway network using the baseline classification system is shown in Map MTC-3. The following descriptions summarize the different roadway functional classes.

- **Freeways** provide mobility between Vallejo and regional destinations. Freeways are linked to the City's network via ramps, are fully access controlled, and are divided highways with at least two lanes per direction. Freeway capacities depend primarily on the number of through lanes and the presence of auxiliary lanes (lanes connecting an on-ramp to the downstream off-ramps).
- **Two-Lane Highways** provide mobility between Vallejo and regional destinations. The only two-lane highway in the study area is SR 37 just west of the Mare Island interchange. This facility has level terrain, a raised divider, and limited access.
- **Principal Arterials/State Routes** provide the highest level of mobility for traffic within the city after freeways and link freeways to other arterials, collectors, and local streets. Principal arterial streets typically have four travel lanes and are generally higher-speed roadways, with ½- to 1-mile signalized intersection spacing.
- **Arterial Streets** provide mobility for high traffic volumes between parts of the city, linking collectors to principal arterial streets and freeways. These roadways are typically lower-speed and have lower volumes than principal arterials, and provide two to four lanes, and sometimes six lanes. Arterials typically provide more property access points than principal arterials, but are still more restricted than collectors or local streets.
- **Collector Streets** provide connectivity within the city, linking local roads to arterials. Collectors, along with local streets, provide the highest level of access from private property driveways. Collectors typically have lower speeds than arterials, and more closely spaced intersections than arterials.
- **Local Roadways** provide direct access to property, and typically have higher intersection spacing and lower speeds than other roadway classes.

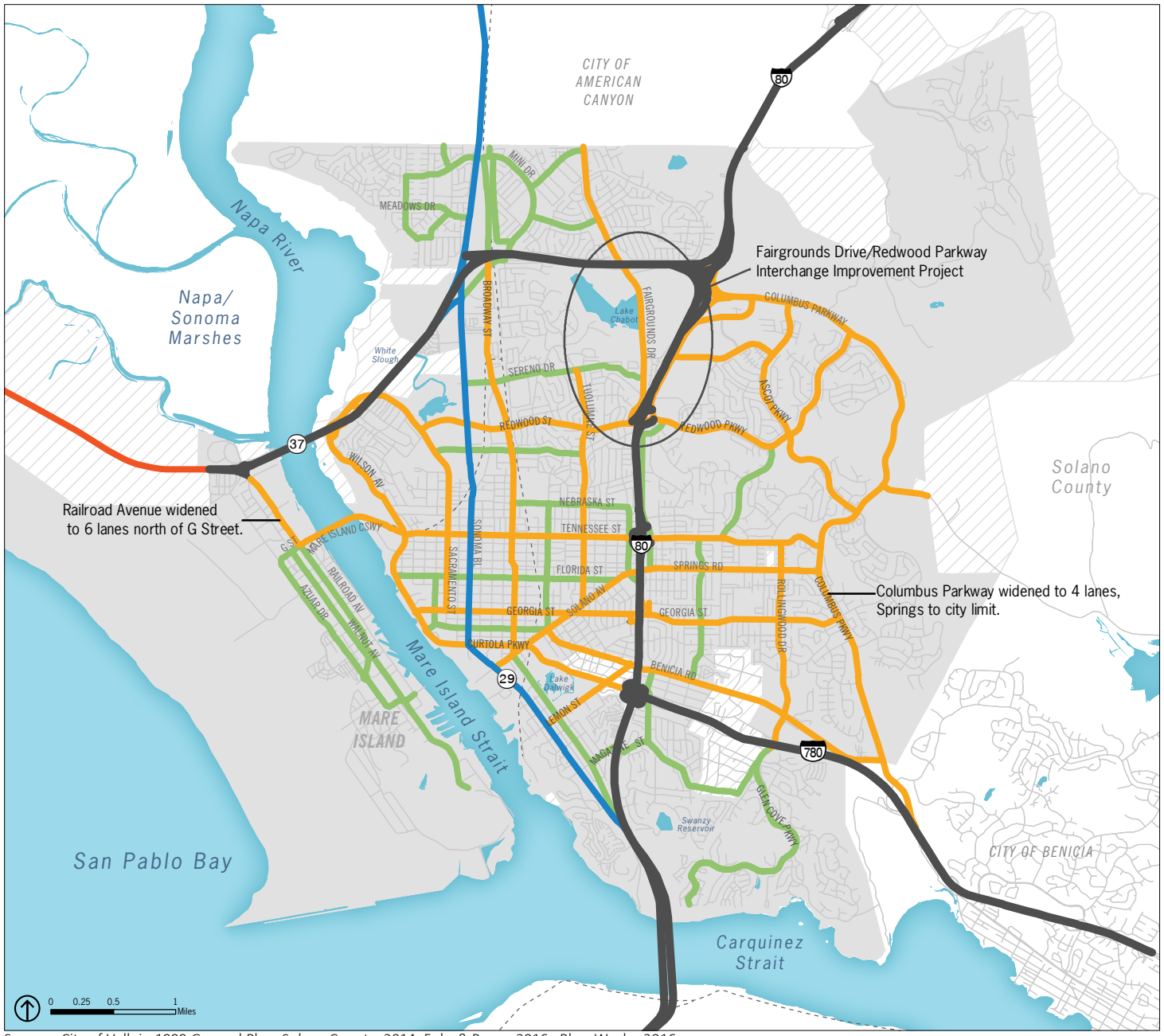
Table MTC-1 presents the 2040 daily traffic volume forecasts for the key roadway facilities in Vallejo, based on the General Plan land uses, and incorporating the planned roadway improvements shown in Map MTC-3. Using the traditional LOS grade system of A, representing free-flow uncongested conditions, and F representing jammed, stop-and-go conditions, all non-freeway roadways are projected to operate at LOS D or better.

Complete Streets Overlay

In November of 2012, the City Council adopted a Complete Streets policy to improve use of the transportation network for all users and help reduce greenhouse gas emissions. To ensure a balanced, multi-modal transportation network, the General Plan provides the guidance in Table MTC-2 as a first step toward establishing a Complete Streets Overlay Network according to typologies that consider the context of and prioritize travel modes for each street. The Complete Streets Overlay Network should be developed in coordination with the preparation of a Pedestrian and Bicycle Master Plan. The General Plan suggests the following preliminary definitions to guide the development of Vallejo's complete street typologies:

- **Neighborhood Corridor** – Neighborhood Corridor streets serve the transportation needs of the mix of uses within the linear corridor defined by the street. While vehicular circulation, including longer trips through the corridor, are accommodated, pedestrian and bicycle circulation are prioritized in order to make the corridor a vital public place with thriving businesses that serve the needs of the surrounding neighborhoods.

MAP MTC-3
Circulation



- Freeway
- Principal Arterial/State Route
- Two-Lane Divided Highway
- Arterial
- Collector
- All other roads classified as Local Roads
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Note regarding Mare Island roadway system:

The Mare Island Specific Plan describes a system of boulevards, avenues, commercial streets, and residential streets. For the purposes of this baseline report, the key streets shown are identified as collectors and arterials.

Source: City of Vallejo 1999 General Plan; Solano County, 2014; Fehr & Peers, 2016; PlaceWorks, 2016.

TABLE MTC-1 Vallejo General Plan Mitigated Update: Traffic Volume Forecasting

Segment	Baseline Type	Existing (2014)			Baseline Type	Future (2040)		
		Lanes	Volume	LOS		Lanes	Volume	LOS
Walnut Avenue South of SR 37	Collector	2	2,900	B		N/A[a]		
Railroad Avenue South of SR 37	Collector	2	3,500	B	City Arterial	6	34,500	C
Wilson Avenue South of SR 37	Arterial	2	10,400	C	City Arterial	2	12,100	D
Sacramento Street South of SR 37	Arterial	4	3,900	C	City Arterial	4	10,000	C
Mare Island Causeway	Arterial	2	9,300	C	City Arterial	3	16,100	C
State Route 29 btwn Mini Drive & Meadows Drive	Principal Arterial	4	40,500	D	Principal Arterial	4	39,700	D
State Route 29 North of Sereno Drive	Principal Arterial	4	27,100	D	Principal Arterial	4	32,700	D
State Route 29 North of Couch St	Principal Arterial	4	18,000	C	Principal Arterial	4	18,500	C
State Route 29 btwn Florida Street & Georgia Street	Principal Arterial	4	16,100	C	Principal Arterial	4	22,700	C
Mare Island Way North of Georgia Street	Arterial	4	13,800	C	City Arterial	4	19,500	C
Georgia Street west of Santa Clara Street	Arterial	2	2,700	C	City Arterial	2	3,700	C
State Route 29 south of Solano Ave	Principal Arterial	4	10,900	C	Principal Arterial	4	14,000	C
State Route 29 south of Magazine St	Principal Arterial	4	8,900	C	Principal Arterial	4	12,400	C
Sereno Drive btwn Railroad Tracks & North Camino Alto	Collector	4	12,000	B	Collector	4	19,300	C
Redwood Street btwn Broadway & North Camino Alto	Arterial	4	19,000	C	City Arterial	4	24,100	D
Tennessee Street west of Amador Street	Arterial	4	17,200	C	City Arterial	4	31,000	D
Georgia Street west of Monterey Street	Arterial	2	7,400	C	City Arterial	2	13,400	D
Curtola Parkway east of Railroad Tracks	Arterial	4	17,400	C	City Arterial	4	22,400	C
Fairgrounds Drive North of Borges Lane	Arterial	4	19,900	C	City Arterial	4	21,500	C
Fairgrounds Drive south of SR 37	Arterial	4	11,900	C	City Arterial	4	14,400	C
Columbus Parkway west of Admiral Callaghan Lane	Arterial	6	29,000	C	City Arterial	6	36,900	D
Redwood Parkway btwn Admiral Callaghan & Cadloni Lane	Arterial	4	16,900	C	City Arterial	4	20,000	C

TABLE MTC-1 Vallejo General Plan Mitigated Update: Traffic Volume Forecasting

Segment	Baseline Type	Existing (2014)			Baseline Type	Future (2040)		
		Lanes	Volume	LOS		Lanes	Volume	LOS
Tennessee Street btwn Maple Avenue & Vervais Avenue	Arterial	2	14,200	D	City Arterial	2	16,800	D
Springs Rd btwn Maple Avenue & Vervais Avenue	Arterial	4	15,400	C	City Arterial	4	18,200	C
Georgia Street btwn Maple Avenue & Annette Avenue	Arterial	4	8,800	C	City Arterial	4	10,400	C
Ascot Parkway btwn Columbus Parkway & Turner Parkway	Arterial	4	5,100	C	City Arterial	4	6,500	C
Columbus Parkway south of Ascot Parkway	Arterial	4	13,800	C	City Arterial	4	15,200	C
Columbus Parkway south of Georgia Street	Arterial	2	14,400	D	City Arterial	4	21,400	C
Benicia Rd west of Columbus Parkway	Arterial	2	3,300	C	City Arterial	2	4,900	C
Lake Herman Rd east of Columbus Parkway	Arterial	4	3,700	C	City Arterial	4	4,100	C

[a] Walnut Avenue at SR 37 is replaced by a 6-lane two-way Railroad Avenue as part of the Mare Island Specific Plan.
Source: Fehr and Peers, 2016.

TABLE MTC-2 Vallejo Preliminary Complete Street Definitions

Street Type	Mode Consideration				
	Transit	Pedestrians	Bicycles	Autos	Trucks
Neighborhood Corridor	☐	■	■	☐	X
Transit Street	■	☐	☐	☐	X
State Route 29	☐	☐	☐	☐	☐
Bike Priority Streets[a]	○	☐	■	☐	X
Arterials	☐	☐	☐	☐	X
Collectors	○	☐	☐	☐	X
Local Streets	○	☐	☐	☐	X
Truck Routes	☐	☐	☐	☐	☐

a. To be determined during Pedestrian and Bicycle Master Plan development.
LEGEND: ■ Dominant ☐ Accommodated ○ Incidental X Prohibited



- **Transit Street** – Transit Streets are those that serve the primary public transit routes. Signal pre-emption for transit vehicles and high-quality bus stops are provided on transit streets, and bus-only lanes may be provided where appropriate. Other travel modes, including pedestrians, bicycles and automobiles, are accommodated, but if there are conflicts in providing space for these modes, transit has the priority. Of the competing modes, the pedestrian mode is most important, since almost all transit trips begin and end with a walking trip.
- **Sonoma Boulevard** – Designated as State Route 29 and owned and operated by Caltrans, Sonoma Boulevard is a key north-south connector in Vallejo that connects I-80 to SR 37 and points north in Solano and Napa counties. While vehicular (auto, bus, and truck) modes have traditionally been the priority on State Routes, Caltrans has adopted a Complete Streets program that mandates a balanced modal approach to planning for all state routes, and the Sonoma Boulevard Specific Plan identifies a variety of development features to support non-vehicle travel along the corridor between Curtola Parkway and Redwood Street.
- **Bike Priority Streets** – Bike Priority Streets are those that provide key connections for bicyclists within the citywide bicycle network. Bike Priority Streets typically provide Class II facilities (bicycle lanes) or Class IV facilities (separated/buffered bikeways). Separated bikeways may be located on-street, but they add distance between the bicyclist and the motorized vehicle traffic. The separation may include grade separation, physical barriers, or on-street parking.

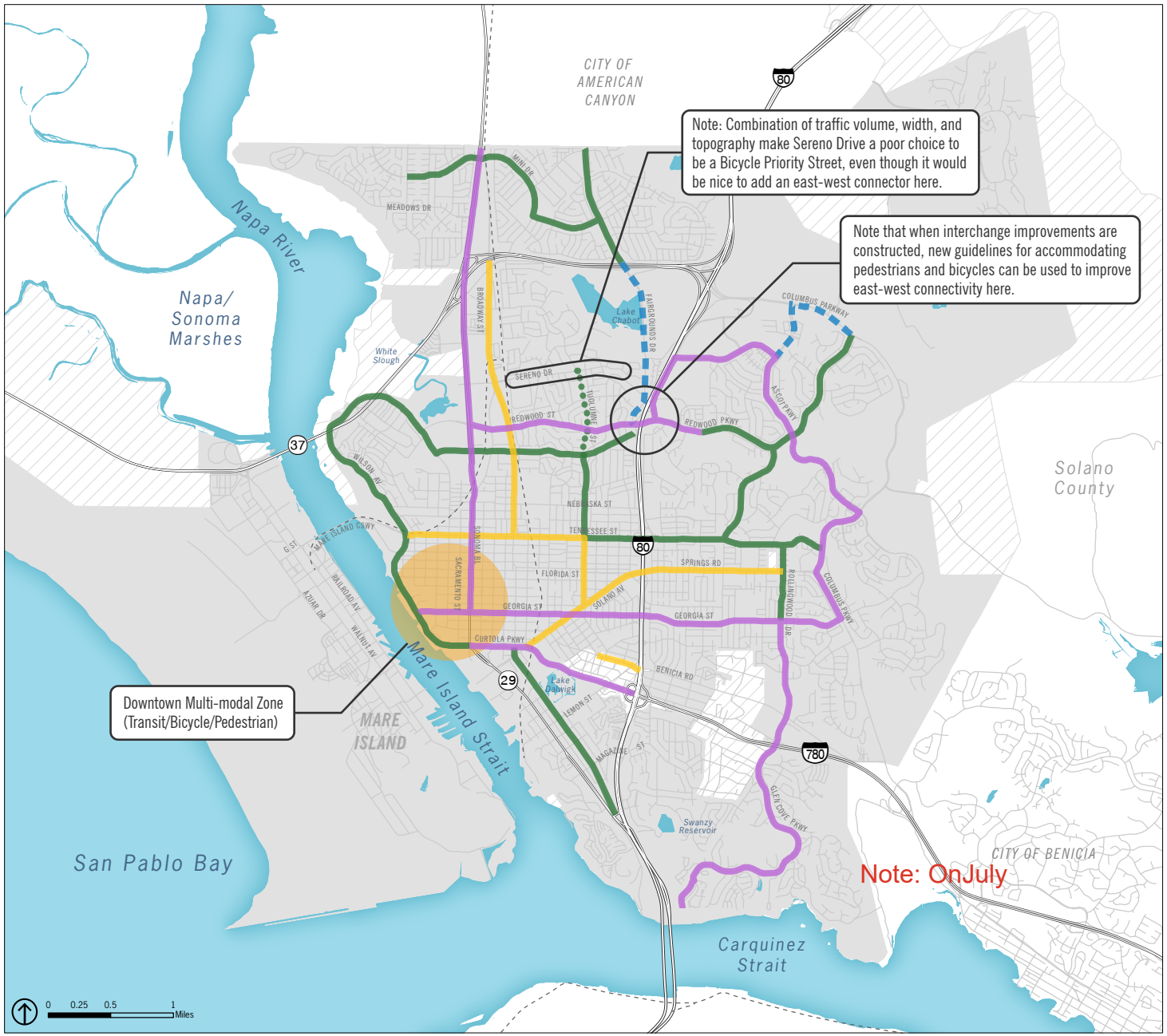
Truck Routes – While virtually all streets in the city may be used by trucks for direct delivery to a property on that street, Truck Routes are the roadways designated by the City for truck travel *between* the truck origin and the roadway on which the destination is located. All travel modes are generally accommodated on a truck route, but where conflicts exist, truck movements are given priority.

Map MTC-4 shows preliminary overlay locations to be used as a starting point for development of the Complete Streets Overlay Network. Together these forward-thinking efforts will position the City to be able to maintain and expand multi-modal transportation opportunities for all residents, employees, and visitors.



Source: Sonoma Boulevard Specific Plan

MAP MTC-4
Preliminary Complete Streets Overlay



- Neighborhood Corridor
- Transit Street
- Bicycle Priority Streets
- Usable Segments for Transit Route (need exists for transit)
- Potential Valuable Bicycle Priority Street (topography is poor)
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

The overlay network will be developed in coordination with the Pedestrian and Bicycle Master Plan.

Source: Fehr & Peers, 2016; City of Vallejo, 2014; PlaceWorks, 2016.

POLICY MTC-2.4 Citywide Mobility. Maintain a transportation network that provides mobility for all ages and abilities and for all areas of the community.

Action MTC-2.4A *Annually update and prioritize the Capital Improvement Program list of roadway and transportation improvements needed to support all modes of travel in Vallejo.*

Action MTC-2.4B *Consult with regional transportation agencies on projects that utilize the multi-modal transportation network to ensure a safe and efficient transportation system.*

POLICY MTC-2.5 Street Classification System. Maintain a street classification system that establishes user mode priorities and associated performance standards for each type of street.

Action MTC-2.5A *Establish performance standards for each street type that include adequate emergency vehicle use.*

Action MTC-2.5B *Set vehicle Level of Service of E or better as an advisory standard to be considered along with, but not to override, metrics for pedestrian, bicycle, transit, and emergency access performance, with the prioritization of metrics to be determined by the street type and context.*

Action MTC-2.5C *Include the following considerations in establishing performance metrics:*

(i) quality and connectivity of pedestrian facilities, based on best practice design guidelines including the California Manual on Uniform Traffic Control Devices (MUTCD) and the National Association of City Transportation Officials (NACTO)Urban Street Design Guide;

(ii) quality and connectivity of the bicycle facilities, based on best practice design guidelines including the California MUTCD, Caltrans Highway Design Manual Chapter 1000, and the NACTO Urban Bikeway Design Guide;

(iii) quality of the transit facilities and service, based on best practice design guidelines, including the NACTO Transit Street Design Guide, as well as on the service capacity and frequency as compared to measured or projected demand;

(iv) adequacy of emergency access provided, as measured by the efficiency of emergency access routes and the presence or absence of barriers along primary routes.

Action MTC-2.5D *Employ traffic management techniques, adjust traffic signal timing, and install speed management to meet performance standards for all modes of transportation.*

Action MTC-2.5E *Continue to collect both City and Regional transportation impact fees so that development makes fair share contribution to improvements needed to maintain established standards for all modes of transportation, including for traffic flow, roadway safety, and pavement condition.*

Note: On July 14, 2020, the City Council adopted Resolution No. 20-096 incorporating the City of Vallejo CEQA Transportation Impact Analysis Guidelines as Exhibit A to this General Plan. The City uses the Guidelines to evaluate vehicle miles traveled impacts under CEQA.

POLICY MTC-2.6 Pavement Condition. Improve street pavement condition in Vallejo, prioritizing neighborhood corridors and arterials.

Action MTC-2.6A *Target neighborhood corridors, commercial corridors, and arterial segments that have a pavement condition index (PCI) of 50 or less and enhance economic development opportunities as top priorities and seek funding for improvements.*

POLICY MTC-2.7 Complete Streets. Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.

Action MTC-2.7A *Investigate preparing and refining a Complete Streets map, classifying and prioritizing streets for alternative modes of transport.*



Action MTC-2.7B *Seek funding to improve sidewalk conditions, including widening of substandard sidewalks and adding street trees and lighting.*

Action MTC-2.7C *Establish City regulations to improve walking and biking opportunities in new development, including features such as sidewalks, signage, streetscape improvements, bike lanes, and secured bicycle parking.*

Action MTC-2.7D *Adopt the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide to direct future improvement projects.*

Action MTC-2.7E *Factor in bus operational and access needs when considering the location, planning, and design of site improvements, considering such factors as bus operational needs, proximity of building to streets, and provision of sidewalks, supporting an efficient, reliable, and safe transit system accessible to all.*

Action MTC-2.7F *Update City regulations to allow use of sidewalk space for uses such as sidewalk dining or merchandise by adjacent businesses on commercial streets with sufficient width.*

ECO-MOBILITY AND SUSTAINABLE TRANSPORTATION

Eco-mobility is travel through integrated, socially inclusive, and environmentally friendly transport options, including and integrating walking, cycling, rolling, and travel by transit. The objective is to encourage alternatives to the single-occupant vehicle and encourage mobility that uses fewer renewable resources, produces less pollution, and promotes community health. Eco-mobility encompasses the concept of sustainable transportation, seeking to encourage resource efficiency and environmental protection.

Managing transportation sustainably into the future will mean operating within available funding levels and positioning Vallejo to take advantage of current and future innovations such as alternative fuels, car-sharing, bicycle sharing, private transportation network services, autonomous vehicle technology, and other changes still to come.

POLICY MTC-2.8 Transportation Demand Management. Decrease dependence on single-occupant vehicles by increasing the attractiveness of other modes of transportation.

Action MTC-2.8A *Coordinate with employers and transit agencies to encourage and promote the use of shuttles, carpools, vanpools, transit passes, variable work hours, telecommuting, and other methods to reduce vehicle miles travelled (VMT).*

Action MTC-2.8B *Partner with major employers and local businesses to study the feasibility of creating one or more Transportation Management Associations (TMA) for cost-effective provision of transportation services and commute trip reduction strategies in Vallejo's job centers.*

Action MTC-2.8C *As part of the site plan approval process, require development to provide services from a menu of transportation demand management (TDM) strategies that will reduce VMT.*

Action MTC-2.8D *Update City regulations to allow for home-based businesses, live-work spaces, shared offices, and office support uses as a way to reduce commute trips.*

Action MTC-2.8E *As part of the General Plan annual review, include discussion of the progress of TDM improvements and programs, based on establishing methods for monitoring progress.*

Action MTC-2.8F *Engage in regional planning efforts that include TDM.*

POLICY MTC-2.9 Local Transit. Encourage increased local transit ridership to work, school, shopping, and recreation.

Action MTC-2.9A *Coordinate with transit providers to facilitate local service that is timely, cost-effective, and responsive to community travel patterns and needs.*

Action MTC-2.9B *Work with Soltrans to identify and implement public realm improvements that support increased use of public transit, including inviting sidewalks, ADA-compliant curb ramps, signal priorities, and amenities such as sidewalks, benches, shelters, signage, and real-time schedule systems on key routes.*

Action MTC-2.9C *Seek funding for para-transit, neighborhood shuttle, pedi-cab, and other alternative transportation services.*

Action MTC-2.9D *Provide informational materials to promote walking and bicycling as healthy, affordable, and fun ways to get around Vallejo.*

POLICY MTC-2.10 Senior and Limited Mobility Population. Encourage provision of a variety of transportation services for seniors and community members with limited mobility.

Action MTC-2.10A *In collaboration with Soltrans, STA, GVRD, and local senior service providers, conduct a mobility needs assessment and identify solutions to better serve the needs of seniors and people with limited mobility in Vallejo.*



POLICY MTC-2.11 Sustainable Transportation. Ensure that circulation improvements can be operated and maintained within existing and future resource limitations.

Action MTC-2.11A *Annually review transportation projects in the City's Capital Improvement Program to ensure that near-term priorities are achievable given available resources.*

POLICY MTC-2.12 Resource Efficiency. Facilitate use of emerging vehicle technology to help reduce vehicle miles travelled and greenhouse gas emissions.

Action MTC-2.12A *Monitor evolving technologies such as autonomous vehicles and drone delivery systems and develop City guidelines for their use, as appropriate, taking guidance from federal, state, and regional regulations.*

Action MTC-2.12B *Collaborate with online wayfinding services to improve route selection in Vallejo and minimize traffic routing on local neighborhood streets.*

Action MTC-2.12C *Update City regulations to require or incentivize the installation of sufficient electric charging infrastructure at high-priority locations, such as large new employment sites and large new multifamily residential developments.*

POLICY MTC-2.13 Alternative Fuel Vehicles. Utilize alternative fuel vehicles as much as feasible.

Action MTC-2.13A *Work with the Solano Transportation Authority (STA) and other partners to install electric vehicle charging stations in all City-owned parking facilities downtown and at major parking facilities and employment centers.*

Action MTC-2.13B *Work with public transportation agencies, such as the Solano Transportation Authority and Soltrans, to develop a strategy to implement a network of public and private alternative fueling stations, such as electric vehicle charging stations and stations providing compressed natural gas (CNG).*

Action MTC-2.13C *Consider measures such as regulations or incentives to promote the installation of electric charging infrastructure at high-priority locations, such as new large employment sites.*

Action MTC-2.13D *Provide information to the community to support use of alternative fuel vehicles.*

GOAL MTC-3

> **Interconnected Community:** Improve connections within and between Vallejo's neighborhoods for all travel modes.

Local mobility depends on easy, convenient connections between destinations. Direct reliable transit service, and continuous, safe, and attractive bicycle and pedestrian facilities will promote travel to destinations around town by alternatives to the automobile. Providing Vallejoans with safe and efficient options for getting around is the key to ensuring mobility and connectivity throughout the community.

CITYWIDE CONNECTIVITY

The City of Vallejo coordinates with numerous public agencies to operate the local transportation system. Caltrans has responsibility for the freeways and highways, including Sonoma Boulevard, the city's marquee thoroughfare. Solano Transportation Authority serves as the Congestion Management Agency for Solano County, responsible for overseeing countywide transportation planning, programming of select transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. Soltrans plans, delivers and funds local and express bus service in Vallejo, including seven local fixed routes, four limited service routes during the school year within Vallejo and Benicia, and five intercity routes connecting to surrounding areas. Local transit service routes are shown on Map MTC-6. Continued development of a local bicycle network will build on the existing Vallejo Trails Master Plan, produced by the City and GVRD in 1988, which envisions an integrated trail system within the city and sphere of influence (SOI); and the Solano County Bicycle Plan, which includes existing and planned routes to and through Vallejo. Map MTC-5 shows the current and planned bicycle routes.

POLICY MTC-3.1 Coordinated Transportation Planning. Ensure that improvements to the transportation network support a land use pattern that connects the community and facilitates travel among Vallejo's neighborhoods.

Action MTC-3.1A *Work with Caltrans, Solano County, Soltrans, and the Solano Transportation Authority to identify and seek funding for improvements that make intra-city travel easier, including for transit, bicycles, and pedestrians.*

Action MTC-3.1B *Synchronize improvements to the local street network with planned expansion of the County bicycle network and the regional trail system in Vallejo.*

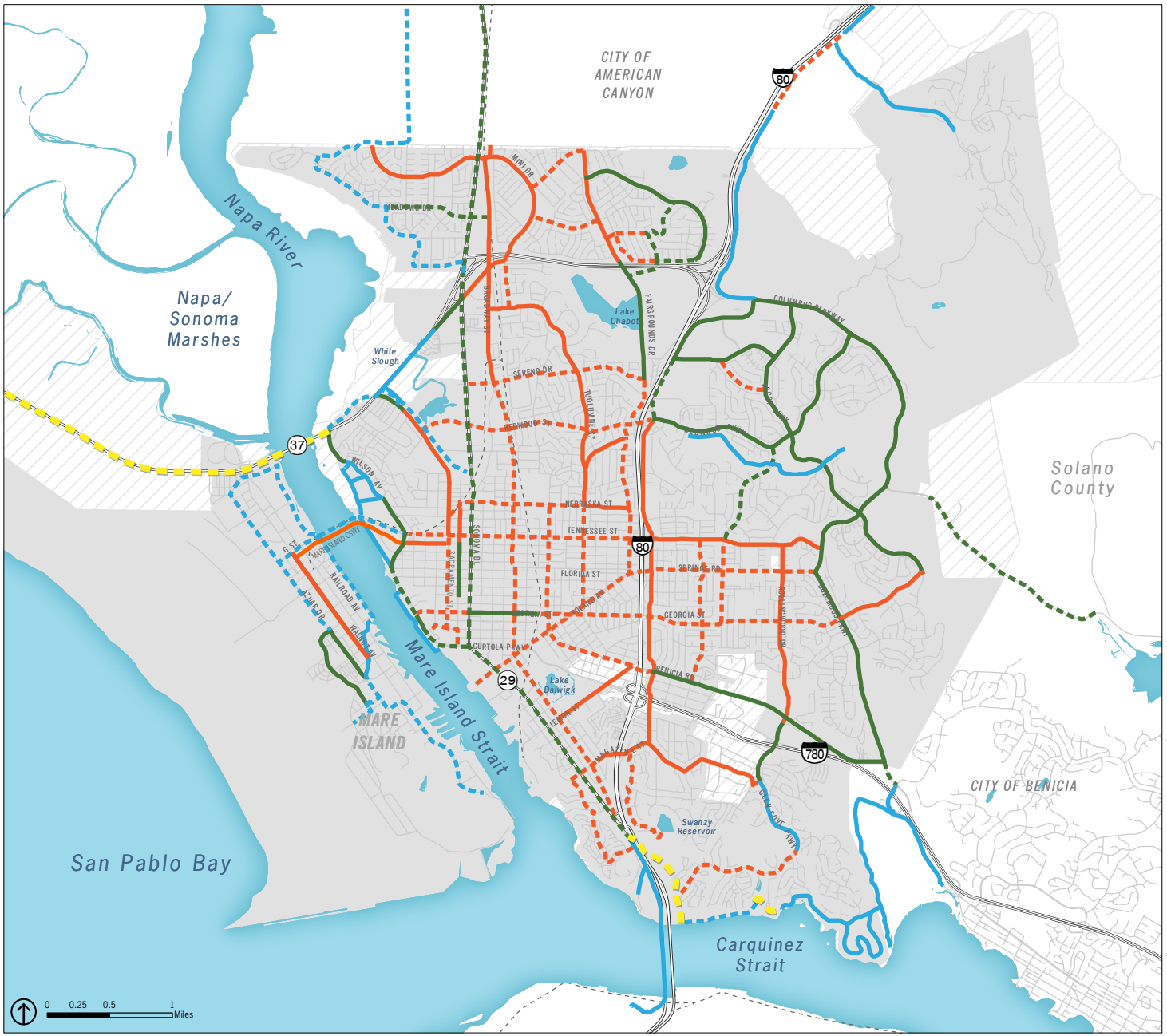
Action MTC-3.1C *Involve residents, businesses, and other community members in choosing among options for street improvement projects to create a stronger sense of place and neighborhood ownership in the design of roads, streetscapes, and other transportation-related facilities.*

MAP MTC-5
Bicycle Network

- Class 1 Bicycle Facility (Existing)
- Class 1 Bicycle Facility (Planned/Proposed)
- Class 2 Bicycle Facility (Existing)
- Class 2 Bicycle Facility (Planned/Proposed)
- Class 3 Bicycle Facility (Existing)
- Class 3 Bicycle Facility (Planned/Proposed)
- Planned Bay Trail Extension

- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

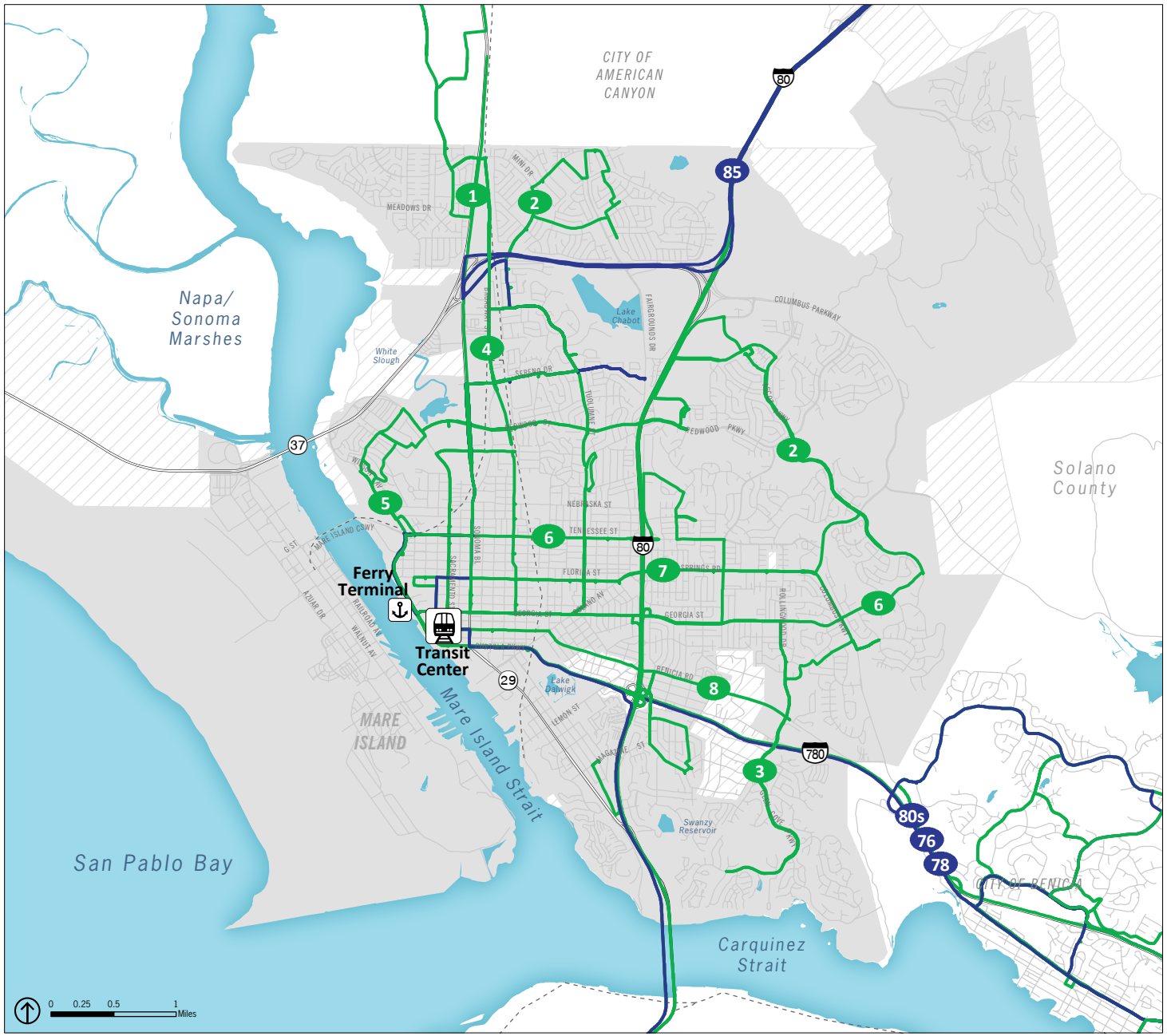
Revised: 02/11/20
(Resolution 20-017 N.C.)



Note: Bicycle Network to be Revised per Action MTC-2.1A

Source: Field survey by Fehr & Peers, November 2014; Solano Countywide Bicycle Transportation Plan (2012); San Francisco Bay Trail website (www.baytrail.org); Vallejo Trails Master Plan (1988); Sonoma Blvd Specific Plan (2017); Solano Yolo Bike Links Map (2014); Mare Island Specific Plan (2008).

MAP MTC-6
Transit Service



- Local Routes
- Multi-Zone Routes
- Vallejo City Limit
- Sphere of Influence (SOI)
- Railroad

Source: Soltrans website, www.soltransride.com; Solano Yolo Bike Links Map (2015).

Action MTC-3.1D *Extend Capitol Street so that it connects Santa Clara Street to Mare Island Way, improving circulation and strengthening multi-modal connections between downtown and the waterfront, including the Ferry Terminal.*

POLICY MTC-3.2 Local Transit. Encourage improvements in citywide transit service that directly connect major destinations in Vallejo, including commercial districts, job centers, and projected growth areas.

Action MTC-3.2A *In partnership with Soltrans, provide periodic forums for community input regarding needed changes to transit routes and schedules.*

Action MTC-3.2B *Engage major employers in an effort to determine the feasibility of a shuttle connecting Vallejo Station with job centers.*

POLICY MTC-3.3 Corridors. Attract development to key "main streets" that will catalyze use by the community.

Action MTC-3.3A *Prioritize the design and installation of attractive streetscape improvements along central Sonoma Boulevard (from Curtola Parkway to Redwood), Springs Road, Solano Avenue, Tennessee Street (west of I-80), Tuolumne Street, Broadway Street, and Sacramento Street (near White Slough).*

ACTIVE TRANSPORTATION

Active transportation is any self-propelled, human-powered mode of transportation, including walking, bicycling, rolling, and skating. Whether for recreation, commute, or everyday errand purposes, active transportation is easy, affordable and good for us. To encourage active transportation, the focus needs to be on providing high-quality facilities, removing barriers, closing gaps in the network and encouraging use.

The relatively flat topography in many parts of the city and temperate local climate make cycling an attractive option in many parts of the city. While there are many bike lanes and designated bike routes in place, closing gaps in the network will make longer trips through the city easier and encourage more people to cycle. Figure MTC-1 illustrates the range of bikeway facility options available to further develop the active transportation network in Vallejo.

FIGURE MTC-1 BIKEWAY CLASSIFICATION


Class I Bike Path (Separated)


Class II Bike Lane


Class III Bike Route


Class IV Bikeway (Cycletrack)



POLICY MTC-3.4 Walking, Biking, and Rolling. Expand the local bicycle and trail network to provide safe, healthy, attractive options for non-motorized travel among destinations in Vallejo, including for wheelchair users.

Action MTC-3.4A *Where appropriate and feasible, convert underused City rights-of-way to bikeways along travel lanes, drainage canals, and rail corridors, to enhance connectivity.*

Action MTC-3.4B *Pursue public and private funding to expand and link the network of pedestrian and bicycle paths and facilities beginning in selected transit-oriented priority areas.*

Action MTC-3.4C *Regularly maintain key neighborhood connection routes to facilitate bicycle access, including through debris removal and street repair.*

DOWNTOWN/WATERFRONT

The downtown and waterfront area is the heart of Vallejo, a major destination for residents, employees, and visitors alike. Access to the area needs to be quick and easy, and once there, an array of options should make getting around simple and enjoyable. A key concept for ensuring that the downtown and waterfront area remains accessible in the years to come is encouraging people to "park once" when they visit, and choose to walk, bike or take transit from one downtown destination to the next. Design guidelines developed in the Downtown Specific Plan and the Waterfront Planned Development Master Plan provides additional guidance.

POLICY MTC-3.5 Walkability. Promote a well-designed, interconnected, pedestrian-friendly environment in the Downtown/ Waterfront District.

Action MTC-3.5A *Continue to improve the pedestrian realm connecting downtown with the waterfront and along the waterfront on both sides of the Mare Island Strait, consistent with the Waterfront Planned Development Master Plan and the Mare Island Specific Plan.*

Action MTC-3.5B *Convert selected downtown streets to temporary pedestrian-only use on a regularly scheduled basis for events such as the Downtown Farmers' Market.*

POLICY MTC-3.6 Wayfinding. Emphasize pedestrian access in the Downtown/Waterfront circulation system.

Action MTC-3.6A *Enhance and expand the wayfinding and branded signage program for the Downtown/Waterfront District to direct residents and visitors to key destinations, transit, and parking.*

POLICY MTC-3.7 Shared Streets. Facilitate access to and through the District by alternatives to the automobile.

Action MTC-3.7A *Establish shared streets within the Downtown/Waterfront District that accommodate bicycles and transit through provision of dedicated lanes where appropriate.*

POLICY MTC-3.8 Park Once. Encourage drivers to park once and then walk or use transit, shuttles, or other non-motorized modes of transportation between destinations in the Downtown/Waterfront District.

Action MTC-3.8A *Update time restrictions for on-street parking, particularly where retail frontage is desired or required, to optimize availability and use of parking spaces.*

POLICY MTC-3.9 Sufficient Parking. Provide for sufficient but not excessive parking.

Action MTC-3.9A *Update City regulations to allow shared parking, unbundled parking, and other methods to ensure appropriate levels and flexibility for parking on private properties, consistent with the Downtown Specific Plan. Consider strategies described in MTC's Parking Toolkit and other resources.*

Action MTC-3.9B *As needed, require parking demand and management studies for significant projects.*

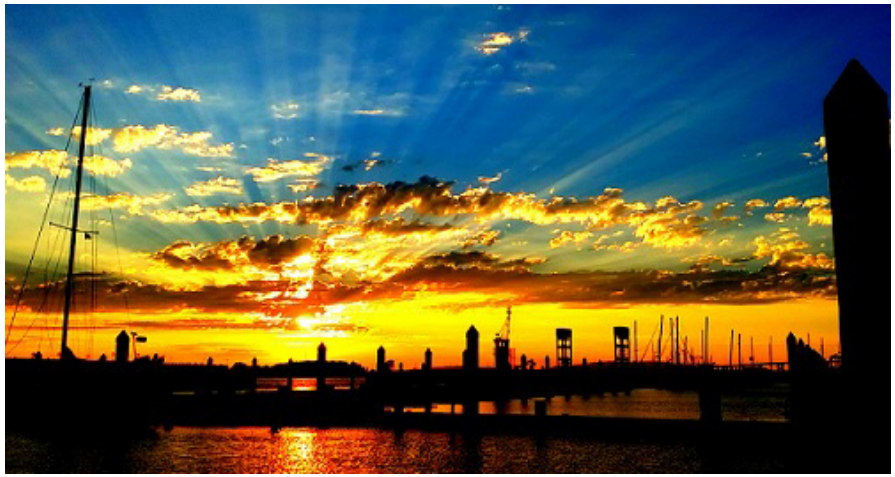
Action MTC-3.9C *Design parking lots, where feasible, to include clearly marked and shaded pedestrian pathways between transit facilities and building entrances.*

Action MTC-3.9D *Develop a central parking facility, consistent with the Downtown Specific Plan.*

WATERWAYS

Vallejo is a river and bay city, where local waterways provide ample opportunity to build connections within the community. The City operates the Municipal Marina, situated in a prime location between the San Francisco Bay and the Delta close to the Mare Island Causeway. The Marina has 670 slips ranging in length from 20 to 110 feet that are available to the public for rent on a monthly basis. There is also a publicly accessible boat launch ramp near the Marina and in the southern waterfront. In addition, the privately owned, publically accessible Glen Cove Marina includes 200 slips ranging in length from 24 to 72 feet. The City operates and maintains the vertical lift span bridge on the Causeway, with a clearance of 12.4 feet when the span is down and 99.7 feet with the span fully raised.

The waterfront promenade envisioned on both sides of Mare Island Strait presents opportunities for water taxis to complement cross-strait ferry service, offering enhanced connections to points along Mare Island Strait for residents, employees, and



visitors. With easy access to the Napa River, Vallejo's central waterfront area could be a launching point for a range of commercial boating activities, including dinner cruises and other recreational water-based activities.

POLICY MTC-3.10 Boating. Support recreational boating in Vallejo and foster the development of commercial boating activities, including dinner cruises and water taxis.

Action MTC-3.10A *Operate the Municipal Marina in a financially viable manner.*

Action MTC-3.10B *Seek funding for marina operations and maintenance, including needed dredging within the existing harbor.*

Action MTC-3.10C *Explore the interest of potential dinner cruise and water taxis operators in providing services on Mare Island Strait and the Napa River.*

POLICY MTC-3.11 Cross-Strait Connections. Facilitate connections across Mare Island Strait.

Action MTC-3.11A *Explore the feasibility of water shuttles connecting the Downtown/Waterfront District and points on Mare Island.*



7

LIST OF ARTS AND CULTURE AND COMMUNITY HEALTH POLICIES AND ACTIONS

LIST OF ARTS AND CULTURE, AND COMMUNITY HEALTH POLICIES AND ACTIONS

7

INTRODUCTION

The General Plan is intended to be an accessible and user-friendly tool to engage the community in its implementation. The General Plan update process included a robust outreach process that informed the development of goals, policies, and actions, which resulted in identification of two communitywide unifying subjects that are especially key to achieving the vision encompassed in the Plan: Arts and Culture and Community Health. This index provides a tool for community members, project applicants, City staff, and partner agencies to easily and efficiently locate those key topics and identify the interrelationships among them.

Arts and Culture

Number	Text
Policy CP-3.2	**Neighborhood Focal Points.** Promote school facilities that serve as neighborhood focal points where residents and families come together.
Action CP-3.2B	*Support local arts groups, VCUSD, GVRD, and community organizations in developing and delivering art and cultural educational offerings and activities for the entire community.*
Policy CP-3.7	**Recreational and Cultural Activities.** Provide a full range of recreational, cultural, and artistic activities that caters to the diverse interests of Vallejoans, including intergenerational opportunities.
Action CP-3.7A	*Collaborate with GVRD to periodically assess community needs, develop responsive recreational and cultural programming and facilities, and identify funding.*
Action CP-3.7B	*Support community groups in providing recreational and cultural activities and programs for community members, including after school and weekend programs for youth.*
Action CP-3.7C	*Assemble a volunteer task force to assist in developing teen programming and increasing participation rates.*
Action CP-3.7D	*Develop and adopt an Arts and Culture Master Plan to promote and enrich arts and culture throughout the community based on surveys and other data to identify needs and priorities, and identify public and private funding sources to ensure ongoing support for arts and cultural activities.*
Action CP-3.7E	*Pursue joint use agreements with VCUSD and other educational institutions that provide Vallejo residents with additional opportunities for cultural and recreational activities in school and college facilities.*
Action CP-3.7F	*Revive the Commission on Culture and the Arts to serve as the voice of the arts community, stimulate the visual and performing arts in Vallejo, and promote Vallejo's culture and artistic assets to enhance the positive image of the city.*
Policy CP-3.8	**Recreational and Cultural Facilities.** Encourage recreational and cultural venues in neighborhoods, corridors, urban villages, and downtown, including private commercial recreational facilities, to complement activities and programs provided by GVRD.
Action CP-3.8A	*Review City regulations and update as feasible to facilitate development of new recreational and cultural facilities in Vallejo's neighborhoods.*
Policy CP-3.9	**Celebrate Vallejo.** Promote community events, festivals, and public art installations that highlight Vallejo's history, identity, and diversity while celebrating the interests of Vallejo residents and attracting visitors.
Action CP-3.9A	*Support community festivals and events that promote diversity and build connections in the community, such as the Mad Hatter Festival, National Night Out, farmers markets, tree-planting events, arts and cultural gatherings, and neighborhood clean-up days.*
Action CP-3.9B	*Work with community groups and local businesses to identify public and private spaces, such as civic plazas and shopping malls that may be used for cultural awareness activities such as festivals, art exhibitions, and poetry presentations.*
Policy CP-5.5	**Multicultural Access.** Promote cultural competency by offering City services responsive to the needs of Vallejo's diverse cultural and ethnic communities.
Action CP-5.5A	*Provide information in languages other than English.*

Arts and Culture

Number	Text
Action CP-5.5B	*Expand educational programs and training for City employees and officials necessary to ensure that culturally appropriate service can be provided.*
Policy NBE-1.9	**Cultural Resources.** Protect and preserve archaeological, historic, and other cultural resources.
Action NBE-1.9A	*Continue to require that land use activities comply with State requirements and follow best practices to ensure that cultural resources are not impacted and that appropriate agencies and technical experts are involved in the evaluation and protection of resources and sites.*
Action NBE-1.9B	*Maintain a dialogue with local Native American groups regarding sensitive cultural resources in Vallejo.*
Action NBE-1.9C	*Support protection and formal designation of the Sacramento-San Joaquin Delta region.*
Policy NBE-1.12	**Historic Preservation.** Promote community awareness of the benefits of historic preservation.
Action NBE-1.12A	*Work with community, real estate, and commerce organizations to promote the connection between historic resources and the economic and cultural well-being of the community.*
Action NBE-1.12B	*In collaboration with local historic preservation organizations, continue the annual preservation awards program to recognize property owners for completing appropriate rehabilitation and/or restoration of historic properties.*
Policy NBE-2.4	**Play to Strengths.** Capitalize on Vallejo's maritime tradition, higher education presence, and historic downtown to keep and attract land use activities that contribute positive energy to the community.
Action NBE-2.4A	*Continue to use the Mare Island Specific Plan to guide development and conservation on Mare Island and support activities that contribute to the economic and social well-being of the community.*
Action NBE-2.4B	*Continue to work with merchants, arts groups, historic preservation advocates, and local chambers of commerce to promote business and revitalization efforts in the Downtown/Waterfront District.*
Policy NBE-2.6	**Center for Arts and Creativity.** Attract more artists and entrepreneurs to live and work in Vallejo.
Action NBE-2.6A	*Coordinate with arts, merchant, and neighborhood groups to promote Vallejo as a great place to live and work as an artist.*
Action NBE-2.6B	*Work with private interests to seek funding to assist development projects that would rehabilitate existing buildings for arts uses where economically feasible.*
Action NBE-2.6C	*Update City regulations to allow and encourage art studios, galleries, community arts spaces, and performing arts and nightlife venues in appropriate locations.*
Action NBE-2.6D	*Study the feasibility of offering incentives for development that provides affordable opportunities for housing and studio spaces for artists and creative workers in the Downtown/Waterfront District.*
Policy NBE-3.2	**Downtown Identity.** Ensure that buildings and public spaces contribute to the visual identity of the Downtown/Waterfront District and complement the walkable character of the area.

Arts and Culture

Number	Text
Action NBE-3.2A	*Continue to apply the Downtown and Waterfront Design Guidelines and require compliance with the Secretary of the Interior's Standards for designated historic resources.*
Action NBE-3.2B	*Continue to offer innovative programs to make interim use of vacant and underutilized spaces downtown, such as the Downtown Art Windows Project.*
Action NBE-3.2C	*Allow pop-up retail and other creative uses of alleyways and underutilized properties to better connect downtown and the waterfront.*
Policy NBE-3.4	**Local Art Scene.** Promote arts and culture, and integrate public art and performance spaces into public and private development.
Action NBE-3.4A	*Consider adopting a "percent for art" ordinance, requiring new development and redevelopment over an established threshold to incorporate public art or make an in lieu contribution to the Public Art Project Fund.*
Action NBE-3.4B	*Sponsor mural projects for blank building walls in the Downtown/Waterfront District.*
Action NBE-3.4C	*Continue to support the Downtown Arts & Entertainment District consistent with the Downtown Specific Plan.*
Policy NBE-4.2	**Waterfront Open Space.** Activate waterfront open spaces adjacent to downtown Vallejo.
Action NBE-4.2A	*Work with local and regional economic agencies and groups to attract business and activities that will bring local residents, families, and visitors to the waterfront regularly.*
Action NBE-4.2B	*Sponsor activities, programs, and temporary events for community members and visitors that activate the waterfront on both sides of Mare Island Strait.*
Action NBE-4.2C	*Encourage temporary uses such as food trucks, vendors, and festivals.*
Action NBE-4.2D	*Install amenities such as playscapes, exercise equipment, picnic spaces, and public art.*
Policy EET-1.3	**Visitor Destination.** Make Vallejo an important visitor destination in the Bay Area.
Action EET-1.3A	*Collaborate with Visit Vallejo to enhance the tourism economy, including a multi-faceted strategy that includes arts, culture, history, lodging, and entertainment.*
Action EET-1.3B	*Promote Vallejo's rich naval heritage and support development of a naval tourist attraction on Mare Island.*
Action EET-1.3C	*Update City regulations to expand opportunities for lodging in the Downtown/Waterfront District.*
Action EET-1.3D	*Collaborate with major land owners to recruit retailers, dining establishments, and hotels.*
Action EET-1.3E	*Seek funding for regional transportation links between tourist destinations in Vallejo and the surrounding region, including visitor rail, shuttle service, and enhanced ferry service.*
Policy EET-1.5	**Arts and Entertainment.** Foster a vibrant local arts community to strengthen Vallejo's position as a regional destination for arts and entertainment.
Action EET-1.5A	*Promote the Downtown/Waterfront District as a music, theater, and entertainment district serving students, visitors, and the region.*

Arts and Culture

Number	Text
Action EET-1.5B	*Attract new businesses to complement existing music, theater, and entertainment venues.*
Action EET-1.5C	*Increase the visibility of local arts and artisans through citywide marketing and branding.*
Action EET-1.5D	*Support the coordination of community festivals and events, including working with local groups to market and publicize materials and volunteer resources, to promote Vallejo festivals and boost attendance.*
Action EET-1.5E	*Continue the City's film permitting program to attract film and television efforts that boost Vallejo's visibility and provide revenue for the City.*
Policy EET-1.10	**Public Land.** Improve City-owned land and properties to stimulate private investment in employment and high-quality commercial, residential, and mixed-use development.
Action EET-1.10B	*Implement the Waterfront Planned Development Master Plan for the Northern Waterfront (north and west of Mare Island Way and south of Mare Island Causeway) to provide housing, visitor serving retail and dining, and open space amenities.*
Policy EET-2.2	**Good Jobs.** Retain and attract new businesses offering high quality jobs.
Action EET-2.2B	*Seek out businesses that build on Vallejo's competitive advantages and offer high and living wage jobs in a range of industries such as advanced manufacturing, maritime industrial, biosciences/life sciences, arts and entertainment, and tourism/hospitality.*
Policy EET-2.4	**Prepared and Versatile Workforce.** Increase community workforce preparedness for a wide variety of sectors, including arts and culture, health care, high tech, maritime, and manufacturing.
Action EET-2.4E	*Identify and market local life-long learning opportunities, including work-study programs, internships, and expanded curriculum offerings, in collaboration with educational institutions, businesses, and non-profit organizations.*
Policy EET-3.3	**Dynamic Downtown.** Reduce commercial vacancy and increase business activity in the downtown, including arts and cultural enterprises and student-serving businesses.
Action EET-3.3A	*Use the Vallejo marketing program and media campaign to promote tourism and day visits to the city, highlighting the historic Downtown and its emergence as an arts and entertainment district (refer to EET-1.6).*
Action EET-3.3B	*Assist in the coordination of regular arts events Downtown that highlight local talent and increase foot traffic for merchants.*
Action EET-3.3C	*Strengthen connections within the Downtown/Waterfront District through improved wayfinding features and dining and retail business attraction efforts.*
Action EET-3.3D	*Work with Vallejo Central Core Restoration Corporation (CCRC), property owners and managers, and employers in the shopping, entertainment, arts, dining, hotel, recreation, and nightlife sectors to coordinate marketing efforts and improve inter-business synergy.*
Policy EET-3.4	**Commercial and Neighborhood Corridors.** Enhance commercial corridors to create a vibrant mix of places to live, work, shop, and play.
Action EET-3.4D	*Collaborate with business owners, property owners, and/or BIDs to seek funding for and provide incentives to facilitate facade/streetscape/access improvements, improve signage, and provide for public art and gathering places along commercial corridors.*

Arts and Culture

Number	Text
Action EET-3.4I	*Help coordinate communication between local businesses and the arts community, including cooperation on branding, streetscape activation initiatives, festivals, and events starting downtown and spreading to the corridors.*
Policy EET-3.6	**Innovative Enterprises and Workspaces.** Support community-based and non-governmental efforts that nurture start-ups and small-scale manufacturers to help them grow in Vallejo.
Action EET-3.6A	*Identify and promote zoning that supports innovative businesses located in residential neighborhoods, including home-based, peer-to-peer, mobile, and micro businesses.*
Action EET-3.6B	*Identify existing buildings suitable for or that could be reused or re-purposed for food and beverage production, small-scale artisanal and specialized manufacturing, contemporary maker businesses and small maker spaces.*
Action EET-3.6C	*Seek out developers who have expertise in adaptive reuse.*
Action EET-3.6D	*Amend City regulations as necessary and appropriate to accommodate incubator and co-working spaces to serve Vallejo's artist, entrepreneurial, and low income communities.*
Action EET-3.6E	*Consider promoting all or a portion of Downtown Vallejo or Mare Island's industrial district as an "Innovation District," "Maker District," and/or "Advanced Manufacturing Hub" to clearly position the City as part of the San Francisco Bay Area innovation eco-system, and coordinate this initiative with the development of the Vallejo marketing program.*

Community Health

Number	Text
Policy CP-1.1	**Retail Food Sources.** Strive to ensure that all households in Vallejo have easy access to retail sources of affordable healthy food, including organic options, such as full-service grocery stores, ethnic food markets, produce markets, and convenience stores.
Action CP-1.1A	*Work with Solano Public Health, universities, and other partners to identify areas of Vallejo that lack affordable healthy food retail options, using retail food indices and the United States Department of Agriculture (USDA) "food desert" designation, and including maps that illustrate factors such as concentration of fast food restaurants and convenience food outlets, areas that lack affordable healthy food, areas with limited transportation options, and areas of poverty.*
Action CP-1.1B	*Update City regulations and explore incentives to attract a full service grocery store to South Vallejo and any other identified "food deserts."*
Action CP-1.1C	*In collaboration with Solano Public Health and other partners, consider a program to encourage markets to stock fresh produce and other healthy foods.*
Action CP-1.1D	*Consider updating City regulations to limit the number of fast food outlets and mobile vendors serving primarily unhealthy food near schools and parks and in areas with existing fast food outlets.*
Action CP-1.1E	*Work with Soltrans to improve bus service to food shopping; and with Soltrans or other partners to establish a shuttle program for seniors and other community members who may not drive.*
Action CP-1.1F	*Work with Solano Public Health and other partners to continue and expand the ability to use the Electronic Benefit Transfer (EBT) program at farmers' markets and other sources of healthy food.*
Policy CP-1.2	**Locally Grown Food.** Collaborate with community partners to support and expand Vallejo's community gardens, Community Supported Agriculture (CSA) programs, and urban agriculture.
Action CP-1.2A	*Work with community garden programs, Vallejo City Unified School District (VCUSD), Solano Community College, residents, and other local advocates, to establish a network of community gardens as sources of fresh produce, education, and social cohesion.*
Action CP-1.2B	*Work with GVRD, residents, colleges and universities, Solano Public Health, and other community partners to identify community garden opportunities in parks or appropriate properties and on City-owned property.*
Action CP-1.2C	*Consider leasing publicly owned, non-contaminated vacant land for agricultural use, and work with partners such as colleges and universities to identify potential sites.*
Action CP-1.2D	*Develop City regulations that encourage urban agriculture and farm stands, as appropriate.*
Action CP-1.2E	*Publicize and promote the availability of food grown in Vallejo.*
Policy CP-1.3	**Healthy Eating Programs.** Complement access to healthy food with programs to promote healthier eating.
Action CP-1.3A	*Work with schools, Solano Public Health, local hospitals, and community health professionals and organizations active in urban farming, such as Loma Vista Farms, to develop a public education program highlighting the benefits of a whole foods, plant-based diet.*

Community Health

Number	Text
Action CP-1.3B	*Explore programs with the VCUSD, Solano Public Health, community garden groups, and other advocates to provide healthy foods in schools and other public institutions.*
Action CP-1.3C	*Provide information on State and federal programs such as SNAP (Supplemental Nutrition Assistance Program), WIC (Women, Infants, and Children), and school lunch programs at farmers markets and other community events.*
Action CP-1.3D	*Work with Solano Public Health to enlist restaurants in the CalFresh Restaurant Meals Program.*
Policy CP-1.4	**Active Recreation Facilities.** Ensure all Vallejo residents are served by convenient and safe active recreation facilities that meet the needs of all ages, abilities, and interest groups.
Action CP-1.4A	*Include active recreation opportunities for a range of ages and interests as considerations in planning and projects for the central waterfront and shoreline areas.*
Action CP-1.4B	*Assess on an on-going basis the safety of existing recreational facilities in Vallejo by mapping crime in areas near existing facilities and identify measures to increase safety.*
Action CP-1.4C	*Explore opportunities for providing access to safe places for recreational in-water activities, such as boating, kayaking, paddle boarding, and swimming.*
Action CP-1.4D	*Support GVRD and the Florence Douglas Senior Center in exploring the need for a multi-generational center that will provide opportunities for education, physical exercise, and other active living programs.*
Action CP-1.4E	*Promote community "ownership" of active recreation facilities by establishing programs that encourage local residents and neighborhood organizations to "adopt," protect, and maintain parks, open spaces, and trails.*
Policy CP-1.5	**Active Recreation Programming.** Support and expand active recreation programs in Vallejo.
Action CP-1.5A	*Support the GVRD, residents, and community partners to assess the need for recreation programs and services and develop a strategy for addressing those needs.*
Action CP-1.5B	*Work with local community groups and Solano Public Health to initiate walking, hiking, cycling, and other recreation clubs and activities to increase participation, safety, and social cohesion.*
Policy CP-1.6	**Active Transportation Network.** Promote the health benefits of walking and bicycling by providing a convenient and safe network of bicycle paths and routes, sidewalks, pedestrian paths, and trails, including connections with major destinations such as civic facilities, educational institutions, employment centers, shopping, and recreation areas.
Action CP-1.6A	*Identify problem locations in Vallejo regarding pedestrian/auto and bicycle/auto collisions, identify measures (e.g., traffic calming, improved street lighting) to reduce collisions, and develop a prioritized program for implementing identified measures.*
Action CP-1.6B	*Support and expand Vallejo's Safe Routes to Schools program in collaboration with the VCUSD, Vallejo Police Department, Solano Public Health, and Solano Transportation Authority (STA).*
Action CP-1.6C	*Encourage school siting decisions that take safe walking and bicycling access into account.*

Community Health

Number	Text
Action CP-1.6D	*Develop guidelines for public and private projects that promote safe, convenient, and attractive bike and pedestrian facilities, including amenities to enhance bike and pedestrian activity, such as bicycle racks, lockers, street trees, public art, and street furniture.*
Action CP-1.6E	*Seek resources to increase police presence in and around bike and walking paths and pedestrian areas, through means such as reintroducing bike patrols by the Vallejo Police Department and re-establishing police substations in key areas.*
Action CP-1.6F	*Work with neighborhood watch groups to improve safety for bicyclists and pedestrians and to increase the use of active transportation.*
Action CP-1.6G	*Develop a "safe routes for seniors" program in collaboration with seniors' organizations.*
Policy CP-1.7	**Green Space.** Promote community physical and mental health through provision and preservation of the urban forest, natural areas, and "green" infrastructure (i.e. best practices water management).
Action CP-1.7A	*Seek funding to develop and implement an Urban Greening Plan that identifies needs, opportunities, projects, and potential funding, in collaboration with community partners.*
Action CP-1.7B	*Regularly maintain the health of City street trees.*
Action CP-1.7C	*Support efforts by stewardship agencies to preserve wetland and open space areas.*
Action CP-1.7D	*Work with partners, including Solano Public Health, universities, and other groups to develop and maintain maps that illustrate access to green spaces within Vallejo neighborhoods.*
Action CP-1.7E	*Continue to implement green infrastructure practices that draw upon natural processes to address storm water drainage and flood control and potentially add to Vallejo's network of green spaces.*
Policy CP-1.8	**Strong Schools, Engaged Students and Families.** Support efforts by schools to reduce the dropout rate in recognition that education is a predictor of health.
Action CP-1.8A	*Support the VCUSD, Solano Community College, other community partners, and parents helping keep students in and graduate from school.*
Policy CP-1.9	**Secondhand Smoke.** Limit exposure to secondhand smoke, including from electronic smoking devices.
Action CP-1.9A	*Work with GVRD and Solano Public Health to expand the City's existing ordinance prohibiting smoking in its parks to: 1) include electronic smoking devices; and 2) apply it to transit stops and other public outdoor spaces.*
Action CP-1.9B	*Work with Solano Public Health and other community partners to consider adopting an ordinance regulating smoking in new and existing multi-family units.*
Policy CP-1.10	**Tobacco Sales and Children.** Protect children by restricting the location of tobacco sales.
Action CP-1.10A	*Amend City regulations to require use permit review to consider the potential negative impacts of uses proposing to sell tobacco in proximity to schools and other youth-serving facilities, and in areas with existing tobacco retailers.*

Number	Text
Action CP-1.10B	*Consider establishing an annual fee on tobacco retailers to fund a regular monitoring program to increase compliance with tobacco related laws.*
Policy CP-1.11	**Responsible Alcohol Sales.** Promote responsible alcohol sales through regulation and education.
Action CP-1.11A	*Consider establishing an annual fee on alcohol retailers to fund a regular monitoring program to increase compliance with alcohol sale laws.*
Action CP-1.11B	*Continue to support responsible beverage service training through the California Department of Alcoholic Beverage Control.*
Action CP-1.11C	*Consider amending City regulations to limit the number and density of convenience stores selling alcohol, including those within close proximity to one another and to schools and other youth-serving facilities.*
Policy CP-1.12	**Clean Air.** Protect the community from harmful levels of air pollution.
Action CP-1.12A	*Convert the City fleet of street sweepers and other large-scale equipment from fossil fuel to alternative fuel types, and work with service providers to convert refuse and recycling trucks to alternative fuels, in conformance with Bay Area Air Quality Management District (BAAQMD) requirements for fleets.*
Action CP-1.12B	*Update City regulations to set BAAQMD-recommended limits for particulate emissions from construction, demolition, debris hauling, and utility maintenance.*
Action CP-1.12C	*Provide information regarding advances in air-quality protection measures to schools, home owners, and operators of "sensitive receptors" such as senior and child care facilities.*
Action CP-1.12D	*Periodically review and update City regulations to comply with changes in State law and BAAQMD Guidelines pertaining to coal or wood-burning devices.*
Action CP-1.12E	*Periodically review the Building Code for consistency with the latest California Green Building Standards Code, and assess the need for updates to require new construction and remodels to employ best practices and materials to reduce emissions, both during and after construction.*
Action CP-1.12F	*Update City regulations to prohibit grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour, or require the use of water trucks to wet soil.*
Policy CP-1.13	**Clean Water.** Provide a safe, adequate water supply citywide.
Action CP-1.13A	*Periodically assess the need to repair or replace aging water supply infrastructure, and incorporate upgrades and improvements into the Capital Improvement Program as needed.*
Action CP-1.13B	*Develop a plan to upgrade and finance water infrastructure improvements.*
Action CP-1.13C	*Maintain a water rate structure that adequately funds water infrastructure maintenance and replacement projects as required by federal, State, and local regulations.*
Action CP-1.13D	*Continue to provide information on water conservation best practices to residents and businesses in Vallejo.*
Action CP-1.13E	*Support the efforts of federal, State, regional, and local agencies to clean up impaired water bodies in Vallejo.*

Community Health

Number	Text
Policy CP-1.14	**Healthy Economic Development.** Consider healthy community criteria and environmental health standards in efforts to attract new businesses to Vallejo.
Action CP-1.14A	*Consider developing and adopting a "healthy development checklist" to evaluate potential new development under appropriate criteria, which might include exposure to harmful levels of air pollution, effects on the noise environment, relationship to the active transportation network and the safety of that network, and effects on social cohesion.*
Policy CP-1.15	**Water Quality.** Maintain and improve water quality in a way that provides public and environmental health benefits.
Action CP-1.15A	*Require new development to incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City of Vallejo Municipal Ordinance.*
Action CP-1.15B	*Encourage new development to incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.*
Action CP-1.15C	*Consult with appropriate regional, State, and federal agencies to monitor water quality and address local sources of groundwater and soil contamination, including possible underground storage tanks, septic tanks, and industrial uses, as necessary, to achieve State and federal water quality standards.*
Action CP-1.15D	*Require new development to connect to the Vallejo Sanitation and Flood Control District sewer system for treatment of wastewater rather than septic systems, which are not allowed.*
Policy CP-3.4	**Parks.** Plan for and provide parkland and facilities to support Vallejo's recreational needs.
Action CP-3.4A	*Maintain a standard of 4.25 acres of parkland per thousand residents and continue to require that new residential development make a fair share contribution to future parks development.*
Action CP-3.4B	*Work with GVRD, VSFCD, and other community partners to identify potential sites for new parks, playgrounds, recreation centers, sports fields, skate parks, and other recreational facilities in underserved areas as well as in areas where population growth is anticipated. Collaborate to explore funding mechanisms for acquisition and maintenance of new parks and facilities.*
Action CP-3.4C	*Update the City regulations to allow a portion of the parkland dedication requirement to be met through the provision of on-site mini parks and trails in new development.*
Policy CP-3.6	**Park Safety.** Ensure that parks are designed and managed to maximize the personal safety of users and maintain the visibility of play areas.
Action CP-3.6A	*Implement community-based policing strategies in coordination with neighborhood groups and local residents to improve personal safety and encourage use of parks and facilities.*
Action CP-3.6B	*Work with GVRD to periodically conduct CPTED audits of park facilities to identify and prioritize improvements that can enhance safety.*

Community Health

Number	Text
Policy CP-3.7	**Recreational and Cultural Activities.** Provide a full range of recreational, cultural, and artistic activities that caters to the diverse interests of Vallejoans, including intergenerational opportunities.
Action CP-3.7A	*Collaborate with GVRD to periodically assess community needs, develop responsive recreational and cultural programming and facilities, and identify funding.*
Action CP-3.7B	*Support community groups in providing recreational and cultural activities and programs for community members, including after school and weekend programs for youth.*
Action CP-3.7C	*Assemble a volunteer task force to assist in developing teen programming and increasing participation rates.*
Action CP-3.7E	*Pursue joint use agreements with VCUSD and other educational institutions that provide Vallejo residents with additional opportunities for cultural and recreational activities in school and college facilities.*
Action CP-3.7F	*Revive the Commission on Culture and the Arts to serve as the voice of the arts community, stimulate the visual and performing arts in Vallejo, and promote Vallejo's culture and artistic assets to enhance the positive image of the city.*
Policy CP-3.8	**Recreational and Cultural Facilities.** Encourage recreational and cultural venues in neighborhoods, corridors, urban villages, and downtown, including private commercial recreational facilities, to complement activities and programs provided by GVRD.
Action CP-3.8A	*Review City regulations and update as feasible to facilitate development of new recreational and cultural facilities in Vallejo's neighborhoods.*
Policy CP-4.4	**Foster Collaboration.** Foster collaboration between the City, educational institutions, the business community, social service providers, community organizations, and grassroots neighborhood and civic groups.
Action CP-4.4B	*Establish a healthy community consortium, including Solano Public Health and other government agencies, foundations, non-profit and other community and faith-based groups, educational institutions, and businesses to address and promote the community health and wellness topics presented in this Plan.*
Policy CP-4.5	**Volunteering.** Encourage and support residents as volunteers to supplement City and agency staff in the delivery of community services, including recreation, youth, and senior programs.
Action CP-4.5A	*Partner with community organizations and faith-based groups to establish a volunteer program that expands services to seniors.*
Action CP-4.5B	*Partner with community organizations, parent teacher associations, and workforce development organizations to establish volunteer programs that match residents with volunteers who can provide mentoring and relevant, real-world training to youth and adults.*
Action CP-4.5C	*Work with advocacy groups to encourage individuals from underrepresented minority populations to represent their communities in civic life, including on City boards and commissions.*
Policy CP-5.2	**Lifelong Care.** Support community members at all stages of life with programs to improve quality of life.
Action CP-5.2C	*Provide information about shelter and food assistance programs via the range of the City's communication tools.*

Community Health

Number	Text
Action CP-5.2D	*Coordinate with local and regional agencies and organizations to address the welfare of children, through such means as trauma-informed care for children, youth, and families involved with child welfare.*
Policy NBE-1.4	**Waterway Restoration.** Restore riparian corridors and waterways throughout the city.
Action NBE-1.4A	*Collaborate with GVRD, Vallejo Sanitation & Flood Control District (VSFCD), and other partners to evaluate creek conditions and restoration opportunities, and to develop policies covering setbacks from creeks, damage prevention, stewardship, nuisance abatement, public access, and other community and environmental concerns.*
Action NBE-1.4B	*Work with the U.S. Environmental Protection Agency (USEPA), Regional Water Quality Control Board (RWQCB), Solano County, and neighboring jurisdictions in efforts to reduce pollution in local waterbodies.*
Action NBE-1.4C	*Work with VSFCD and GVRD, as appropriate, to maintain Lake Chabot, Lake Dalwigk, and other detention basins for stormwater management and for public recreational use.*
Policy NBE-1.6	**Open Space.** Conserve and enhance natural open space areas in and adjacent to Vallejo and its waterfront.
Action NBE-1.6A	*In collaboration with Solano Land Trust and North Bay partner jurisdictions, seek funding for implementation of conservation projects in the Tri-City and County Cooperative Planning Area.*
Action NBE-1.6C	*In coastal wetland and marsh areas and along creeks, allow and provide amenities to support public recreational activities compatible with conservation of the natural environment, such as picnicking, hiking, and nature and wildlife educational opportunities.*
Policy NBE-1.8	**Urban Forest.** Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking, and create a stronger sense of identity.
Action NBE-1.8A	*Support community efforts that involve tree planting, tree care, and the stewardship of public space beyond what City resources can provide.*
Action NBE-1.8B	*Update the Tree Ordinance, including requirements for preservation of trees of a minimum size.*
Action NBE-1.8C	*Develop a Comprehensive Tree Management Program to ensure appropriate protection for urban forest resources.*
Policy NBE-1.13	**Community Preservation.** Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.
Action NBE-1.13A	*Update City regulations, adequately staff and fund, and increase enforcement as needed to require adequate structure and yard upkeep, increase penalties for illegal dumping and graffiti, and prohibit inappropriate outdoor storage (including non-operating vehicles).*
Action NBE-1.13B	*Support efforts by homeowners associations, neighborhood groups, and civic organizations to abate nuisances and improve the appearance of the community.*
Action NBE-1.13C	*Conduct regular inspections to ensure that multi-family properties comply with City building, sanitation, property maintenance, and safety codes.*
Policy NBE-4.3	**Trails.** Support development and implementation of a comprehensive plan for trails that provides access to the waterfront.

Community Health

Number	Text
Action NBE-4.3A	*Facilitate development of a promenade and trail, along the waterfront or as close to the waterfront as feasible, extending from the Zampa Bridge in South Vallejo north to River Park and White Slough.*
Action NBE-4.3B	*Identify priority scenic views and points of interest along the waterfront and potential connections to surrounding destinations.*
Action NBE-4.3C	*Seek funding for infrastructure improvements, landscaping, and outdoor amenities to increase pedestrian, bike, and transit access to the water and build linkages to downtown Vallejo.*
Policy MTC-1.3	**First/Last Mile Connections.** Provide enhancements to the local transit network that make it easier and more convenient to use regional transit.
Action MTC-1.3A	*Pursue One Bay Area grants and other funding to better connect regional transit and the local bicycle and pedestrian network, including through physical infrastructure, wayfinding signage, and real-time information displays.*
Action MTC-1.3B	*Work with the Solano Transportation Authority (STA) and local employers to expand guaranteed ride home and rideshare programs, including through preferential parking, recognition incentives, and use of social media and smartphones.*
Policy MTC-1.5	**Regional Trail Network.** Continue to participate in efforts to complete the regional trail network through Vallejo.
Action MTC-1.5A	*Seek funding to complete the San Francisco Bay Trail through Vallejo from the Zampa Bridge in the south, along the waterfront or as close to waterfront as feasible, to the Napa Valley Vine Trail in the north, and the San Francisco Bay and Ridge Trail to the east of I-80 in the Glen Cove area.*
Policy MTC-1.6	**Public Access.** Promote public access to open space and trails.
Action MTC-1.6A	*Work with responsible public agencies, including transit operators, to provide convenient public access to open space lands and trails, except in those areas where public safety would be compromised or significant land use conflicts would occur.*
Action MTC-1.6B	*Where feasible and appropriate, require conservation easements that provide public access over private lands.*
Action MTC-1.6C	*Work with public agencies and non-profit organizations to establish a coordinated web-presence and region-wide map of open space areas and recreational facilities.*
Policy MTC-2.1	**Safety First.** Prioritize pedestrian, bicycle, and automobile safety over traffic flow.
Action MTC-2.1A	*Prepare a citywide Bicycle and Pedestrian Master Plan that builds on the 1998 Plan, identifies improvements needed to close gaps in the network and work toward a "Vision Zero" target for eliminating traffic fatalities and reducing non-fatal collisions.*
Action MTC-2.1B	*Prioritize completion of sidewalk and bicycle projects listed in the Bicycle and Pedestrian Master Plan as City resources allow.*
Action MTC-2.1C	*Establish a neighborhood traffic-calming program to involve residents in identifying issues on neighborhood streets and actions to address them.*
Policy MTC-2.4	**Citywide Mobility.** Maintain a transportation network that provides mobility for all ages and abilities and for all areas of the community.
Policy MTC-2.5	**Street Classification System.** Maintain a street classification system that establishes user mode priorities and associated performance standards for each type of street.

Community Health

Number	Text
Policy MTC-2.7	**Complete Streets.** Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.
Action MTC-2.7B	*Seek funding to improve sidewalk conditions, including widening of substandard sidewalks and adding street trees and lighting.*
Action MTC-2.7C	*Establish City regulations to improve walking and biking opportunities in new development, including features such as sidewalks sidewalks, signage, streetscape improvements, bike lanes, and secured bicycle parking.*
Action MTC-2.7D	*Adopt the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide to direct future improvement projects.*
Action MTC-2.7F	*Update City regulations to allow use of sidewalk space for uses such as sidewalk dining or merchandise by adjacent businesses on commercial streets with sufficient width.*
Policy MTC-3.1	**Coordinated Transportation Planning.** Ensure that improvements to the transportation network support a land use pattern that connects the community and facilitates travel among Vallejo's neighborhoods.
Action MTC-3.1A	*Work with Caltrans, Solano County, Soltrans, and the Solano Transportation Authority to identify and seek funding for improvements that make intra-city travel easier, including for transit, bicycles, and pedestrians.*
Action MTC-3.1B	*Synchronize improvements to the local street network with planned expansion of the County bicycle network and the regional trail system in Vallejo.*
Action MTC-3.1C	*Involve residents, businesses, and other community members in choosing among options for street improvement projects to create a stronger sense of place and neighborhood ownership in the design of roads, streetscapes, and other transportation-related facilities.*
Policy MTC-3.4	**Walking, Biking, and Rolling.** Expand the local bicycle and trail network to provide safe, healthy, attractive options for non-motorized travel among destinations in Vallejo, including for wheelchair users.
Action MTC-3.4A	*Where appropriate and feasible, convert underused City rights-of-way to bikeways along travel lanes, drainage canals, and rail corridors, to enhance connectivity.*
Action MTC-3.4B	*Pursue public and private funding to expand and link the network of pedestrian and bicycle paths and facilities beginning in selected transit-oriented priority areas.*
Action MTC-3.4C	*Regularly maintain key neighborhood connection routes to facilitate bicycle access, including through debris removal and street repair.*
Policy MTC-3.5	**Walkability.** Promote a well-designed, interconnected, pedestrian-friendly environment in the Downtown/Waterfront District.
Action MTC-3.5B	*Convert selected downtown streets to temporary pedestrian-only use on a regularly scheduled basis for events such as the Downtown Farmers' Market.*

Community Health

Number	Text
Policy MTC-3.7	**Shared Streets.** Facilitate access to and through the District by alternatives to the automobile.
Action MTC-3.7A	*Establish shared streets within the Downtown/Waterfront District that accommodate bicycles and transit through provision of dedicated lanes where appropriate.*



LIST OF GENERAL PLAN EXHIBITS

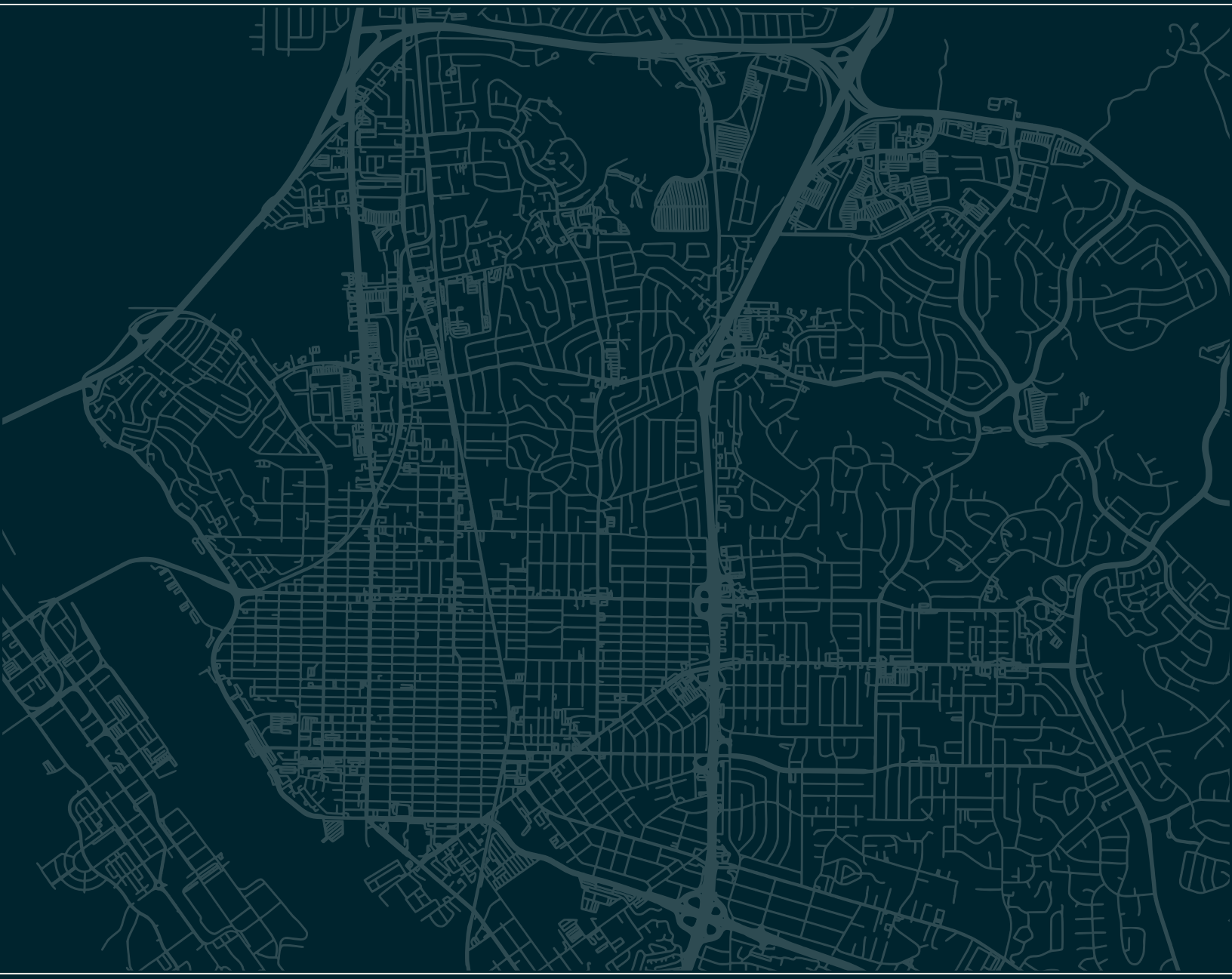
The following table identifies exhibit documents incorporated into this General Plan.

Title
Exhibit A – "Transportation Analysis Guidelines" prepared by Fehr and Peers and adopted by City Council on October 13, 2026

Note: This list is updated as exhibits are incorporated through City Council action.

City of VALLEJO California

Transportation Analysis Guidelines



Fehr & Peers

Adopted by City Council | October 13, 2026

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Introduction

These Transportation Analysis Guidelines establish general transportation impact study procedures and requirements for development projects within the City of Vallejo. They are designed for transportation engineering and California Environmental Quality Act (CEQA) professionals because of their technical contents. The term "guideline" is important: the City recognizes that every project and study context is unique. The guidelines are intended as a checklist for study preparers to ensure all required study items are included. They establish a uniform approach, methodology, and tool set to evaluate the effects of land use decisions and related transportation projects on the City's transportation system. They are not intended to eliminate professional judgment or creativity; however, the need for and final scope of a TIA shall be determined by the City of Vallejo.

The guidelines contain two sections which describe different analyses and requirements. The first section details the City's requirements related to the type of non-CEQA traffic analysis necessary for development projects, particularly as they relate to roadway levels of service (LOS). The second section details the City's transportation analysis requirements for CEQA projects, including the City's guidelines related to implementation of Senate Bill 743 (SB 743). SB 743 shifted the State of California's environmental regulations away from automobile delay and LOS to vehicle miles traveled (VMT). However, SB 743 does not prevent a city from continuing to analyze delay or level of service outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts.

Non-CEQA Traffic Impact Analysis

The City Engineer, under the authority of the Public Works Director and recommendations from the City Traffic Engineer, will make the final decision on the requirement for a Traffic Impact Analysis (TIA) Study. The purpose of the TIA Study is to identify the impacts to traffic operations, including roadway network LOS calculations and identify feasible solutions to mitigate impacts of new development. The purpose of these guidelines is to provide the standard requirements for the preparation of a TIA study.

Traffic Impact Analysis (TIA) Study Requirement

The City's Public Works Department shall do an initial assessment of the project based upon the description and proposed land use(s). All consulting fees to perform the TIA study will be borne by the applicant. All studies shall be completed consistent with the City's General Plan and/or Solano Transportation Authority policies. The City may assume responsibility for administering the consultant agreement to perform the TIA study in certain circumstances (to be determined by the City at our sole discretion). In general, the requirement for a TIA study as part of the project review process will be based upon, but not limited to, the following criteria:

- Any project with initial traffic generation estimates showing that the project is likely to add 500 or more daily trips, and/or likely to add 100 or more trips in either peak period to the existing circulation system, without consideration of pass-by trip reductions. Phased projects must be evaluated assuming full build-out

conditions for purposes of determining the need for a TIA.

- Any project within a 1½-mile radius of any key intersections that currently operate at a level of service (LOS) D or worse and project is likely to contribute traffic and worsen this condition.
- Any project that generates more than 40 percent of its total traffic in the form of truck traffic using passenger car equivalents (PCE).
- Any project that intensifies the usage, density, or traffic generation of the site above the level currently allowed by zoning codes, requiring a General Plan or Zoning Amendment.
- Modifications are required to the original TIA that is more than three years old, or where the increase in traffic volume as measured by ADT, peak hour, or peak hour of the critical movement is more than 10%.

Trip Generation Estimates

1. **Trip Generation Rates**: Passenger vehicle trips shall be estimated using the rates and methodologies outlined in Trip Generation, latest edition, published by the Institute of Transportation Engineers (ITE). Approval must be obtained from the Public Works Director, City Engineer, or City Traffic Engineer prior to using any other source to establish project trips.

2. **Trip Generation Basis**: The basis of all trip generation calculations will depend on the type of land use proposed. The trips generated by most commercial and industrial uses should be based on gross floor area. The trips generated by most residential uses should be based on the number of dwelling units. A basis for how trips are established, including any methodologies and assumptions shall be noted in the report. An alternate basis for estimating the project trips may be approved and/or required by the Public Works Director, City Engineer, or City Traffic Engineer for certain special uses where more appropriate and known features of the project will result in a more accurate estimate.

3. **Unknown Trip Generation Rates**: Some unique types of development or uses may not have rates/formulas published by ITE. In this case, a trip generation study may be conducted at a similar existing facility to determine acceptable trip generation rates to be used in the study. The type and location of the similar existing facility and the study methodology must be pre-approved by the Public Works Director, City Engineer, or City Traffic Engineer.

4. **Pass-By and Diverted-Link Trips**: With prior Public Works Director, City Engineer, or City Traffic Engineer approval, pass-by and/or diverted-link trips may be calculated and used in estimating the project-generated trips using the procedures specified in the latest edition of Trip Generation. The pass-by and/or diverted-link trips must be justified by appropriate calculations. However, the reduced or net trips generated by the project should not be used to analyze project driveways and intersection(s) immediately adjacent to the project site (i.e., driveways and intersections in the immediate vicinity shall be analyzed using the full trip generation of the project). Typically, pass-by trips are associated with new fast-food restaurants, gas stations, and shopping centers, etc.

5. **Truck Trips**: Truck trips shall be calculated and shown separately. Peak hour distribution of inbound and outbound trucks shall be identified separately from passenger cars. For light industrial, industrial parks and warehouse uses, trip rates contained in the latest edition of Trip Generation shall be used. All truck trips shall be converted into passenger car equivalents (PCE) for intersection capacity analysis using the following factors:

    - 2-axle trucks: 2.0 PCE
    - 3-axle trucks: 2.5 PCE
    - 4- and more axle trucks: 3.0 PCE

Trip Distribution Assumptions

The study preparer shall specify, either independently or in consultation with the Public Works Department, the trip distribution assumptions to be used in the study and have them approved by the Department prior to completing the study. The distribution should be based on general socioeconomic characteristics of the study area, location and intensity of major trip generation and attraction centers, trip length information, origin-destination information (specifically for industrial and warehouse uses) and any other known but verifiable information. For heavy truck related uses, where truck trips comprise a minimum of 20 percent of the total generated trips after converting into passenger car equivalents, trip distribution assumptions for truck trips should be shown separately and presented in the report text and figures separately. Use of the Solano Napa Activity-Based Model (SNABM) or other approved model may be required to establish the project trip distribution.

Study Area

The scope of the TIA shall include at a minimum any key intersection or roadway segment within a one and a half (1 ½) mile radius area from the project site. All key intersections and roadway segments within this study area must be analyzed to identify impacts to capacity and LOS. The study intersections and roadway segments should be clearly identified for review and approval by the Public Works Department prior to initiating the study.

Projects located within Specific Plan areas for which a program level Environmental Impact Report (EIR) has been previously approved by the city, may be allowed to use a study area limited to the immediate vicinity of the project to determine the need for any traffic improvements, in addition to those already identified in the EIR. The TIA for this type of project must specifically identify any differences between the project and the land use assumed for the site in the Specific Plan and EIR. A meeting with Public Works or Planning Department staff will generally be necessary to discuss the specific scope of the study prior to preparing the study.

Analysis Procedure and Methodology

1. ***Traffic Counts:*** Existing average daily traffic volumes for study intersections and roadways shall be developed from 24-hour automatic machine counters or a recognized traffic counting agency or company. Existing peak period intersection turning movement volumes shall be developed from skilled personnel/technician manual counts or a recognized traffic counting agency or company. Typical count days are Tuesday, Wednesday, and Thursday of a typical non-holiday work week when local schools are in normal session. Counts taken on holidays and the day before and after a holiday should not be used. Days with abnormal traffic conditions (such as rain, construction activities, road closures, etc.) must be avoided. Counts in the vicinity of schools should be taken when the school is in session and pick-up and drop-off are occurring. New traffic counts may not be necessary if counts are available from another source such as traffic studies and/or City records if they have been obtained within the last two years and are pre-approved for use by the Public Works Department.

2. ***Peak Periods:*** Generally, both weekday morning (7 a.m. to 9 a.m.) and evening (4 p.m. to 6 p.m.) peak periods should be used in the analysis to identify traffic impacts and any level of service problems. In some cases, an off-peak or weekend period may be required as directed and approved by the Public Works Director, City Engineer, or City Traffic Engineer. The peak hours will be verified by 24-hour volume counts.

3. ***Analysis Scenarios:*** The following analysis scenarios, in the order shown, shall be included for roadway and intersection capacity analysis:

    a. Existing Year Traffic Condition (identify any existing deficiencies)

    b. Project Opening (Near – Term) Year Base Traffic Condition

    c. Project Opening (Near – Term) Year Base plus Other Proposed Projects Traffic Condition (Obtain Other Proposed Project information from the City in advance)

    d. Project Opening (Near – Term) Year Base plus Other Projects plus Project Traffic Condition

    e. Project Opening (Near – Term) Year Base plus Other Projects plus Project Traffic Condition with Mitigations, if necessary

    f. Future Build-out Year Cumulative Base (TBD – approved projection method) Traffic Condition

    g. Future Build-out Year Cumulative Base plus Project Traffic Condition

    h. Future Build-out Year Cumulative Base plus Project Traffic Condition with Mitigations, if necessary

    Additionally, a staging analysis may be required for phased projects to identify the timing of future phases and needed mitigation measures.

4. ***Internal Circulation & Access Management:*** Include a discussion on internal circulation and proposed on-site parking. Show and discuss how vehicles would enter and exit via the main access driveways and identify any on-site or off-site circulation problems. Identify the need for signal controls using traffic signal warrants specified in the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD).

    Requests for site access or access modification shall be addressed in the Traffic Impact Analysis. Study recommendations shall include site access and transportation improvements needed to maintain traffic flow to, from, within, and past the site at an acceptable and safe level of service. Areas to address include:

    - Separate conflict areas. Reduce the number of access points or increase their spacing so conflict areas or maneuvering areas do not overlap.
    - Limit the type of conflict areas by preventing certain maneuvers.
    - Remove turning vehicles or queues from through lanes
    - Safety of a proposed access (sight distance both horizontally and vertically), including pedestrian features.
    - Reduce the speed differential in through lanes between through vehicles and turning vehicles.
    - Consider the impact of access points on adjacent or nearby properties on both sides of the roadway.

    Improvements include such things as: relocation, restriction, or elimination of access points, roadway widening, turning lanes, traffic signals, and pedestrian facilities.

    The number of vehicle access points should be minimized by sharing driveways and linking parking lots between adjacent uses. Commercial developments shall provide coordinated internal circulation and connected parking facilities. Well-defined accessible walkways must be designed into all parking lots, with interconnections between walkways to create safe walking conditions and access to the site from the public right of way.

5. ***Capacity Analysis Method:*** The latest version of the Transportation Research Board's Highway Capacity Manual (HCM) shall be the basis for operational delay/LOS

calculations for signalized and unsignalized intersections. Several software packages are available for conducting LOS analysis. The latest version of the software package used must be identified in the report.

6. ***Traffic Growth:*** Use of the SNABM or other approved model may be required to determine the future traffic volumes and growth. It shall be the responsibility of the traffic consultant to obtain these from whatever source that provides the most accurate projection within that area.

   In the absence of traffic model information, the future build-out year base traffic volumes shall be estimated using an annual growth factor of 2 percent per year, unless a different rate can be justified and is approved and/or required by the Public Works Department. The horizon year for the cumulative analysis shall be the current horizon year of the SNABM travel demand model at the time of the TIA's preparation.

7. ***Traffic Impacts:*** The following criteria shall be used to assess when a project is determined to have a "significant" impact related to the operations of roadway facilities:

   The project deteriorates the operations of a signalized intersection from acceptable to unacceptable based on the level of service standard established in the General Plan.

   - The project results in a signalized intersection deteriorating from LOS E to LOS F.
   - The project adds ten or more trips to a signalized intersection projected to operate at an unacceptable level F prior to the addition of project traffic.
   - The project deteriorates the operations of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
     - Project traffic results in satisfaction at the peak hour volume traffic signal warrant; or
     - Project traffic increases minor movement delay by more than 30 seconds; or
     - Where the peak hour volume signal warrant is met without project traffic and delay cannot be measured, project increases traffic by 10 or more vehicles per lane on the controlled approach.
   - The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles (50 feet) where the queue already exceeds the available storage space (for example, vehicle queues spilling back from ramp terminal intersections to the freeway mainline, or vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes).

8. ***Mitigation Requirements:*** The report should identify level of service problems under existing conditions and identify measures that will provide an acceptable LOS. These measures shall be assumed to be in place for subsequent analyses. Mitigation measures must be identified for intersections that show a significant project impact per item 7 above and operate at LOS E or worse under the conditions identified in Items 3d and/or 3g above. The LOS with mitigation must be improved to LOS D or better for intersections and LOS C or better for roadway segments, under the conditions identified in Items 3e and/or 3h above. Identify mitigation measures for both opening year and future build-out year conditions. Mitigation measures may need to be identified for other conditions, depending on the project phasing and timing.

9. ***Mitigation Fair-share Cost Calculations:*** The percentage of fair-share for the project shall be calculated at each location using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volume from all proposed projects (Other Projects plus Project) and growth. The cost of mitigation shall be estimated using verifiable cost estimates from reliable and recognized sources. Fair-share cost of mitigation shall be calculated using the fair-share percentage of the project volumes multiplied by total estimated cost of mitigation.

10. ***Sight Distance:*** Sight distance restrictions shall be addressed in the TIA. Sight distance is the length of roadway visible to the driver. Specified areas along intersection approach legs and across their included corners should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. These specified areas are known as clear sight triangles. The dimensions of the legs of the sight triangles depend on the design speeds of the intersecting roadways and the type of traffic control used at the intersection. Intersection sight distance calculations shall be based on the most recent edition of the AASHTO Manual or Caltrans Highway Design Manual.

11. ***Alternate Modes of Transportation:*** The TIA shall identify other transportation modes that may be applicable, such as transit use, bicycle, and pedestrian facilities. New developments are encouraged to implement Transportation Demand Management practices and introduce methods for trip reduction.

12. ***Safe Walking Conditions:*** The TIA must consider pedestrian connections and provision of safe and accessible walking routes. It shall consider sidewalks and other planning features to assure safe walking conditions. For sites near schools, the TIA will consider how site conditions will support safe routes to school for students.

13. ***Road Adequacy:*** The TIA shall include detailed discussion and analysis of the adequacy of roads serving the site and within the project. Recommendations for needed upgrades to local roadways shall be included in the TIA. For projects with significant heavy vehicle traffic, a preferred access route to/from the site for most heavy vehicle trips will be identified and the road segment's traffic index along that route will be analyzed.

14. ***Collision History:*** The TIA shall evaluate the most recent five years of vehicle, pedestrian, and bicycle collision data for all study intersections plus roadway segments in proximity to the project site as determined by the scope of work. The analysis shall:

    - Calculate street segment and intersection collision frequencies based on existing geometric configurations and five years of collision data.
    - Identify if there are crash patterns in the data by analyzing vehicle, pedestrian, and bicycle collisions by collision type, severity, primary collision factor, and movement. Summarize findings and observations, and collision rate using tables and narrative. For additional guidance, see chapters 5 and 6 of the AASHTO Highway Safety Manual (HSM).
    - Determine if the project would contribute to an existing problem or if any improvements are recommended to alleviate potential effects of the project. Consult the Federal Highway Administration's Crash Modification Factor (CMF) Clearinghouse and/or Part D of the HSM to identify potential needed safety treatments at study intersections. Review available CMFs related to assess potential treatments for the purposes of addressing project effects on safety. Identify the CMFs that are applicable based on the study

intersection characteristics and the source of the CMFs. Include a listing of CMF values, CMF standard errors (if given), and CMF quality based on FHWA 5-star rating system, with a focus on CMFs with 4-star or 5-star ratings.

- Identify potential improvements to geometric design, lane configuration, and/or signal equipment to improve transportation safety at study intersections.

15. ***Traffic Calming:*** Internal traffic calming shall be incorporated into all developments to control cut-through traffic and reduce speed within the development. The Traffic Impact Analysis shall identify and propose specific traffic calming measures and locations to be incorporated in the development. Traffic calming shall be aesthetically pleasing. Public transportation shall also be evaluated. The traffic-calming plan shall include an overall drawing of the development and identify specific locations and features to be included in the development. The proponent's traffic engineer shall work with the City Traffic Engineer to develop a traffic-calming plan for the development.

Report Format

To address traffic impact concerns, the TIA report shall contain the following:

Cover Page with an appropriate title of the Study and applicable application numbers, Preparer's name, mailing address, email address, phone and fax numbers, and preparation date.

Certification Page with a statement indicating that the study has been prepared by, or under the supervision of, a registered traffic engineer or professional engineer licensed to practice as a traffic engineer, and the preparer's signature and seal of registration.

Table of Contents

An **Executive Summary** (describing the study scope and findings) **Introduction** – (describing the project and the purpose of the study) **Data Collection, Data Source and Analysis Methodology**

Documentation of Analysis and Findings (details may be included in an appendix)

Identification of traffic impacts associated with the project

Identification of measures required to mitigate the traffic impacts associated with the project and their timing, if needed

Project Mitigation Fair-Share Cost Calculation as a percent of impact, if needed

Figures showing, at a minimum, the following:

- Vicinity Map
- Site Plan showing project driveways
- Existing traffic volumes (peak hours and ADT)
- Existing intersection lane configuration and traffic control Location of Related Projects
- Cumulative traffic volumes from other projects Project trip distribution percentages
- Project related traffic volumes, including at site-access driveways Project opening year cumulative traffic volume
- Build-out year traffic volume with Project
- Future lane configuration and traffic control used in future analysis
- Future lane configuration and traffic control used in future analysis with identified mitigation, if necessary.

Tables showing, at a minimum, the following:

- Project trip generation
- Other projects' trip generation
- Intersection Capacity Analysis results for various scenarios, identifying locations with significant impacts that require mitigation, if necessary
- Mitigation Measures, if necessary
- Calculation of Project's fair-share cost of mitigation, if necessary

Discussion of **internal circulation and access management**

Sight distance and safety at intersections and access points Transit, pedestrian, and bike access opportunities

Roadway adequacy

Conclusion

CEQA Transportation Assessment

This section describes the transportation analysis guidelines that establish general procedures and requirements for the preparation of California Environmental Quality Act compliant transportation studies for land-use development projects within the City of Vallejo. The guidelines outlined in this section shall be used in the preparation of the analysis contained within the transportation and circulation section of a CEQA document. This CEQA Transportation section is a standalone document different and separate from the TIA report outlined on pages 1 through 8 of this document. In general, the guidelines are designed for use by transportation engineering and CEQA professionals. These guidelines supersede and replace the City of Vallejo's prior guidelines on this topic (*City of Vallejo CEQA Transportation Impact Analysis Guidelines*, Fehr & Peers, July 2020, Revised October 2020).

SB 743 and the Updated CEQA Guidelines

Senate Bill 743, signed by the governor in 2013, changed the way transportation impacts are identified and measured in California. Specifically, the legislation directed the then Office of Planning and Research (now the Office of Land Use and Climate Innovation/LCI) to consider different metrics for identifying transportation impacts under the California Environmental Quality Act. OPR/LCI released its *Technical Advisory on Evaluating Transportation Impacts in CEQA*[1] in December 2018 in conjunction with the formal adoption of the CEQA Guidelines requiring vehicle miles traveled analysis for CEQA transportation analyses after July 1, 2020.

The updated guidelines include revised CEQA Appendix G Checklist criteria for transportation impact evaluation. The four criteria are as follows:

Would the project:

1. *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including public transit, roadway, bicycle, and pedestrian facilities?*
2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
3. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
4. *Result in inadequate emergency access?*

Criteria 2 addresses the implementation of the SB 743 requirement. CEQA Guidelines section 15064.3, subdivision (b) reads, in part, as follows:

1. *Land Use Projects. Vehicle-miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one half-mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*
2. *Transportation Projects. Transportation projects that reduce, or have no impact*

[1] http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

3. *Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*

4. *Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

Can LOS Analysis Still be Conducted as Part of Development Review?

A key element of SB 743 is the elimination of automobile delay and Level of Service (LOS) as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city or county from continuing to analyze delay or LOS outside of CEQA review as part of other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts. These guidelines provide technical direction regarding the assessment of VMT, thresholds of significance, and mitigation measures for land development and transportation projects within the City of Vallejo.

The City's General Plan 2040 establishes an advisory standard of LOS E or better, to be considered along with, but not override, metrics for pedestrian, bicycle, transit, and emergency access performance (General Plan Policy MTC-2.5). LOS can continue to be assessed relative to this standard during development review, to promote the city's interest in maintaining and operating a functional roadway network. However, assessment of a development project's effect on intersection level of service must be conducted outside the CEQA process. The assessment can be performed as part of a General Plan consistency assessment, within a separate traffic impact analysis document. Within the City of Vallejo, this is performed within a non-CEQA Traffic Impact Analysis per the guidelines on pages 1 through 8 of this document.

Congestion Management Program Compliance Changes

SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Programs (CMPs) are still used (see Government Code Sections 65088.1 and 65088.4). Solano County's Congestion Management Program was recently updated in September 2023. The CMP network in Vallejo includes I-80, SR 37, SR 29 (Sonoma Boulevard), Curtola Parkway, Mare Island Way, and Tennessee Street west of I-80. Three intersections are also monitored in the CMP: Tennessee Street/Sonoma Boulevard, Tennessee Street/Mare Island Way, and Curtola Parkway/Sonoma Boulevard. The LOS standard for these intersections is LOS E. The 2023 monitoring indicated all three intersections operated at LOS D or better.

VMT Analysis

For the purposes of SB 743 compliance, a VMT assessment should be conducted for land use projects. In general, VMT is an efficiency metric and should be normalized on a per capita basis relative to the number of residents, employees, or service population depending on the project type (service population is residents plus employees).Normalizing VMT per service population, resident, or employee essentially provides a transportation efficiency metric. Using an efficiency metric allows the analyst to compare the project to the city, region, or county, for purposes of identifying transportation impacts.

For the purposes of assessing significant impacts, the City of Vallejo has established the following standards of significance.

VMT Thresholds of Significance

The following are the City of Vallejo's thresholds of significance related to substantial additional VMT:

- For **residential projects**, a project would cause substantial additional VMT if it exceeds existing citywide household VMT per capita minus 15 percent.
- For **employment projects**, a project would cause substantial additional VMT if it exceeds the existing regionwide VMT per employee minus 15 percent.
- For **regional retail projects** a project would cause substantial additional VMT if it would increase net regional VMT.
- **Mixed-use projects** shall be divided into their individual constituent parts and evaluated against their individual components' standards.

Project VMT Screening

The State of California allows, and the City of Vallejo has adopted screening criteria that can be used to quickly assess if certain project types can be presumed to have a less than significant adverse impact relative to VMT. If a project or components of the project meet any of the adopted screening criteria, then it is presumed VMT impacts would be less than significant for the project or component of the project, and a detailed VMT analysis is not required. City staff can deny the use of screening criteria if substantial evidence suggests the project is not appropriate for screening. Projects meeting the screening criteria would not be subject to a VMT analysis for the purposes of the CEQA Transportation section; however, a project's effect on VMT, or the VMT generated by the project, would still be studied as part of the CEQA Air Quality, Greenhouse Gas, and/or Energy sections, as applicable.

The screening criteria are—in addition to other CEQA exemptions—unchanged by SB 743, including CEQA exemptions for projects consistent with an adopted General or Specific Plan (CEQA Guidelines §15183). Claiming a CEQA exemption on the basis of §15183 may carry additional legal risk in the post-SB 743 CEQA legal environment, especially if the EIR for the General Plan does not include an analysis of VMT; the city may choose to require an informational VMT analysis to prove that a project is consistent (on a VMT basis) with the land uses previously environmentally cleared as part of an adopted Specific Plan or General Plan. This approach is similar to the approach taken when CEQA Transportation section impacts were evaluated on the basis of delay and level of service, whereby a project applicant would be required to provide a trip generation memorandum prepared by a qualified consultant to demonstrate that a project adds a negligible number of trips to the roadway system.

Absent substantial evidence that the project in question might generate a potentially significant level of VMT, projects that meet at least one of the following screening criteria would be presumed to cause a less-than-significant VMT impact and would not require VMT analysis.

VMT Screening Criteria

The City of Vallejo has three key screening criteria for projects: project type, project location in a low VMT area, and project location near transit stations. A project only needs to meet one of the three screening criteria to "screen out." Projects that do not meet any of the identified screening criteria are required to conduct a detailed VMT assessment.

Screening Criteria 1: Project Type

Absent evidence indicating that a project would generate a potentially significant level of VMT, the following types of projects should be expected to cause a less-than-significant impact under CEQA and would not require further VMT analysis. Evidence indicating that a project may not be eligible to screen could include unusual or unique land use types or uses, site locations requiring atypical travel or other characteristics identified by city staff.

- Small Scale, Local-Serving Retail: Local-serving retail projects are defined as projects of less than or equal to 50,000 square feet in size on the basis that they attract trips that would otherwise travel longer distances. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.

- Transportation Projects Not Likely to Lead to Substantial Increase in Vehicle Travel: Screened transportation projects include

transit projects, bicycle and pedestrian projects, and roadway projects that do not result in vehicle capacity increase.

- Public Services: Police stations, fire stations, public utilities, and parks do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances (such as locations on the outskirts of the city or sites requiring abnormal levels of vehicle travel), and the project is not located within one half-mile of a major transit stop or does not meet the small project screening criterion.

- Small Projects: Projects that generate very few trips per day can be reasonably expected to not generate significant impacts related to greenhouse gas emissions (GHG).

  According to findings from the CAPCOA's CEQA and climate change white paper (Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, CAPCOA, January 2008), small developments that generate less than 900 $MTCO_2$ per year are considered to have de minimis impact on GHG emissions.

  The CAPCOA screening level threshold of 900 $MTCO_2$ is more conservative than the level provided historically by BAAQMD. The CAPCOA threshold is in line with the post-2020 reduction goals established by SB 32. Thus, for the purposes of this assessment, the 900 $MTCO_2$ per year screening level was examined in accordance with CAPCOA guidance. The screening level does not indicate impact significance; rather, it is intended to screen out smaller projects that do not generate substantial amounts of GHG emissions, and it allows regulatory and discretionary actions to focus on more significant sources of GHG emissions. Projects that emit less than 900 $MTCO_2$ per year would likely not be considered cumulatively considerable and would not interfere with the ability of the state to achieve its GHG reduction targets.

METHODOLOGY TO DETERMINE SMALL PROJECT TRIP THRESHOLD

The methodology for applying the de minimis GHG emissions screening threshold to develop a locally applicable VMT screening threshold involves calculating how many daily residential or commercial trips would equate to the transportation-related GHG emissions of a local development whose total annual emissions would fall under the 900 $MTCO_2$ per year level. CARB estimated the on and off-site transportation-related emissions (including energy production for transportation) to be approximately 37% of regional GHG emissions.[2] Therefore, the transportation component of a development's total emissions falling under the screening threshold would be 333 $MTCO_2$ per year.

The methodology estimates the annual GHG emissions from a given number of daily vehicle trips as the sum of vehicle starting emissions and vehicle running emissions, multiplied by an annualization factor. The vehicle starting emissions are proportional to the daily vehicle trips and the vehicle running emissions are proportional to the daily VMT, both of which are obtained from the Solano Napa Activity Based Model (SNBAM), which is locally approved and calibrated. Parameters from the California Emissions Estimator Model

[2] California Air Resources Board (November 2025). https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf

(CalEEMod) Version 2020.4.0 informed the conversion of vehicle trips and VMT to CO_2-equivalent emissions.[3] Analysis of countywide StreetLight data resulted in a VMT annualization factor of 353.

Figure 1 illustrates the subareas by which small project VMT screening should be conducted. These areas were developed through multiple runs of the SNBAM to assess geographic areas and boundaries that represent land uses with comparable and analogous travel behavior.

Table 1 shows the maximum daily residential or commercial trips that generate annual GHG emissions falling under the 333 $MTCO_2$ per year threshold, for each subarea. Developments that generate fewer daily trips than those presented in the table as the threshold can be "screened out" and presumed to have a less than significant impact on VMT.

The thresholds differ by subarea based on the average trip distance for household and employee trips. Some geographic subareas are more VMT efficient than others. **Table 2** provides more detailed information for each area.

Table 1. Small Project VMT Screening Criteria

Subarea	Daily Residential Trips[1]	Daily Employment Trips[1]
One	300	220
Two	310	180
Three	300	230
Four	330	200
Five	300	220
Six	250	110
Seven	280	200
Citywide	300	190

Source: SNABM and Fehr & Peers.
[1] Value is rounded down to the nearest 10.

EXAMPLE OF SMALL PROJECT SCREENING CRITERIA USE

To assess if a project falls below the City's small project screening criteria, an analyst would first calculate the number of daily trips that the development would generate. Then the analyst would locate the project site on **Figure 1** and compare the daily trip calculation to the values in **Table 1**. As an example, a residential project in Subarea 6 would be screened out if it generated less than 250 daily trips.

[3] CAPCOA (2021). Appendix D: Default Data Tables. https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12.

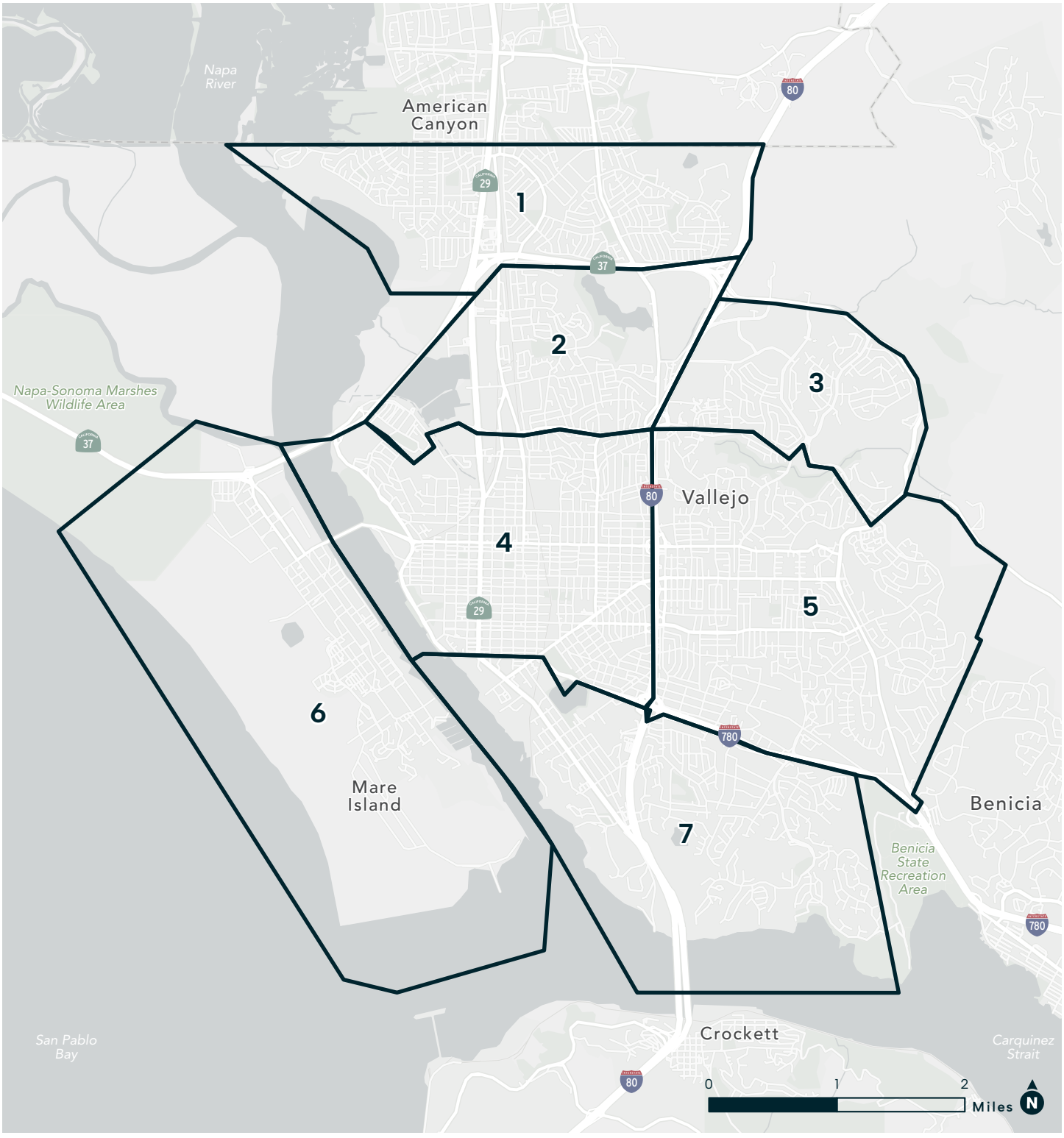


FIGURE 1

VMT Screening Subareas

Fehr & Peers

Table 2: Small Project ADT Screening Thresholds

Area One: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,684.2	216,003,726	216.0
250	2,105.2	270,004,658	270.0
300	2,526.2	324,005,589	324.0
305	2,568.4	329,405,683	329.4
350	2,947.3	378,006,521	378.0
400	3,368.3	432,007,453	432.0
450	3,789.4	486,008,384	486.0
500	4,210.4	540,009,316	540.0
550	4,631.5	594,010,247	594.0
600	5,052.5	648,011,179	648.0
650	5,473.5	702,012,110	702.0
676	5,692.5	730,092,595	730.1
700	5,894.6	756,013,042	756.0
750	6,315.6	810,013,974	810.0
800	6,736.7	864,014,905	864.0
850	7,157.7	918,015,837	918.0
900	7,578.7	972,016,768	972.0

Average trip distance: 8.42 miles

Area One: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,342.1	298,357,059	298.4
223	2,611.5	332,668,121	332.7
250	2,927.7	372,946,324	372.9
300	3,513.2	447,535,588	447.5
350	4,098.7	522,124,853	522.1
400	4,684.3	596,714,118	596.7
450	5,269.8	671,303,382	671.3
500	5,855.3	745,892,647	745.9
550	6,440.9	820,481,912	820.5
600	7,026.4	895,071,176	895.1
650	7,611.9	969,660,441	969.7
676	7,916.4	1,008,446,859	1008.4
700	8,197.5	1,044,249,706	1044.2
750	8,783.0	1,118,838,971	1118.8
800	9,368.5	1,193,428,235	1193.4
850	9,954.1	1,268,017,500	1268.0
900	10,539.6	1,342,606,765	1342.6

Average trip distance: 11.71 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Two: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,635.0	209,852,939	209.9
250	2,043.8	262,316,174	262.3
300	2,452.5	314,779,409	314.8
316	2,583.3	331,567,644	331.6
333	2,722.3	349,405,144	349.4
400	3,270.0	419,705,878	419.7
450	3,678.8	472,169,113	472.2
500	4,087.6	524,632,348	524.6
550	4,496.3	577,095,583	577.1
600	4,905.1	629,558,817	629.6
650	5,313.8	682,022,052	682.0
676	5,526.4	709,302,934	709.3
700	5,722.6	734,485,287	734.5
750	6,131.3	786,948,522	786.9
800	6,540.1	839,411,756	839.4
850	6,948.8	891,874,991	891.9
900	7,357.6	944,338,226	944.3

Average trip distance: 8.18 miles

Area Two: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
188	2,620.3	332,861,786	332.9
200	2,787.6	354,108,284	354.1
250	3,484.5	442,635,354	442.6
300	4,181.3	531,162,425	531.2
350	4,878.2	619,689,496	619.7
400	5,575.1	708,216,567	708.2
450	6,272.0	796,743,638	796.7
500	6,968.9	885,270,709	885.3
550	7,665.8	973,797,780	973.8
600	8,362.7	1,062,324,851	1062.3
650	9,059.6	1,150,851,921	1150.9
676	9,422.0	1,196,885,998	1196.9
700	9,756.5	1,239,378,992	1239.4
750	10,453.4	1,327,906,063	1327.9
800	11,150.2	1,416,433,134	1416.4
850	11,847.1	1,504,960,205	1505.0
900	12,544.0	1,593,487,276	1593.5

Average trip distance: 13.94 miles

Annualization factor for VMT: 353

Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]

Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]

[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Three: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,691.0	216,859,636	216.9
250	2,113.8	271,074,545	271.1
300	2,536.5	325,289,454	325.3
307	2,595.7	332,879,541	332.9
350	2,959.3	379,504,363	379.5
400	3,382.0	433,719,272	433.7
450	3,804.8	487,934,181	487.9
500	4,227.5	542,149,090	542.1
550	4,650.3	596,363,999	596.4
600	5,073.0	650,578,908	650.6
650	5,495.8	704,793,817	704.8
676	5,715.6	732,985,570	733.0
700	5,918.5	759,008,726	759.0
750	6,341.3	813,223,636	813.2
800	6,764.0	867,438,545	867.4
850	7,186.8	921,653,454	921.7
900	7,609.5	975,868,363	975.9

Average trip distance: 8.46 miles

Area Three: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,213.9	282,309,211	282.3
235	2,601.4	331,713,323	331.7
250	2,767.4	352,886,514	352.9
300	3,320.9	423,463,817	423.5
350	3,874.4	494,041,119	494.0
400	4,427.8	564,618,422	564.6
450	4,981.3	635,195,725	635.2
500	5,534.8	705,773,028	705.8
550	6,088.3	776,350,331	776.4
600	6,641.8	846,927,633	846.9
650	7,195.2	917,504,936	917.5
676	7,483.0	954,205,134	954.2
700	7,748.7	988,082,239	988.1
750	8,302.2	1,058,659,542	1058.7
800	8,855.7	1,129,236,844	1129.2
850	9,409.2	1,199,814,147	1199.8
900	9,962.6	1,270,391,450	1270.4

Average trip distance: 11.07 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Four: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,551.6	199,405,871	199.4
250	1,939.4	249,257,339	249.3
300	2,327.3	299,108,806	299.1
333	2,583.3	332,010,775	332.0
350	2,715.2	348,960,274	349.0
400	3,103.1	398,811,742	398.8
450	3,491.0	448,663,210	448.7
500	3,878.9	498,514,677	498.5
550	4,266.8	548,366,145	548.4
600	4,654.7	598,217,613	598.2
650	5,042.6	648,069,081	648.1
676	5,244.3	673,991,844	674.0
700	5,430.4	697,920,548	697.9
750	5,818.3	747,772,016	747.8
800	6,206.2	797,623,484	797.6
850	6,594.1	847,474,951	847.5
900	6,982.0	897,326,419	897.3

Average trip distance: 7.76 miles

Area Four: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,539.0	322,995,804	323.0
206	2,615.2	332,685,678	332.7
250	3,173.7	403,744,755	403.7
300	3,808.5	484,493,706	484.5
350	4,443.2	565,242,657	565.2
400	5,078.0	645,991,608	646.0
450	5,712.7	726,740,559	726.7
500	6,347.5	807,489,510	807.5
550	6,982.2	888,238,461	888.2
600	7,617.0	968,987,411	969.0
650	8,251.7	1,049,736,362	1049.7
676	8,581.8	1,091,725,817	1091.7
700	8,886.5	1,130,485,313	1130.5
750	9,521.2	1,211,234,264	1211.2
800	10,155.9	1,291,983,215	1292.0
850	10,790.7	1,372,732,166	1372.7
900	11,425.4	1,453,481,117	1453.5

Average trip distance: 12.96 miles

Annualization factor for VMT: 353

Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]

Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]

[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Five: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,678.1	215,246,956	215.2
250	2,097.6	269,058,695	269.1
300	2,517.2	322,870,434	322.9
309	2,592.7	332,556,547	332.6
350	2,936.7	376,682,173	376.7
400	3,356.2	430,493,912	430.5
450	3,775.8	484,305,651	484.3
500	4,195.3	538,117,390	538.1
550	4,614.8	591,929,129	591.9
600	5,034.4	645,740,868	645.7
650	5,453.9	699,552,607	699.6
676	5,672.0	727,534,711	727.5
700	5,873.4	753,364,346	753.4
750	6,292.9	807,176,085	807.2
800	6,712.5	860,987,824	861.0
850	7,132.0	914,799,563	914.8
900	7,551.5	968,611,302	968.6

Average trip distance: 8.39 miles

Area Five: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,323.7	296,049,707	296.0
224	2,602.5	331,575,671	331.6
250	2,904.6	370,062,133	370.1
300	3,485.5	444,074,560	444.1
350	4,066.5	518,086,987	518.1
400	4,647.4	592,099,413	592.1
450	5,228.3	666,111,840	666.1
500	5,809.2	740,124,266	740.1
550	6,390.2	814,136,693	814.1
600	6,971.1	888,149,120	888.1
650	7,552.0	962,161,546	962.2
676	7,854.1	1,000,648,008	1000.6
700	8,132.9	1,036,173,973	1036.2
750	8,713.9	1,110,186,400	1110.2
800	9,294.8	1,184,198,826	1184.2
850	9,875.7	1,258,211,253	1258.2
900	10,456.6	1,332,223,680	1332.2

Average trip distance: 11.62 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Six: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,077.4	260,167,456	260.2
250	2,596.8	325,209,320	325.2
255	2,648.7	331,713,506	331.7
300	3,116.1	390,251,184	390.3
350	3,635.5	455,293,048	455.3
400	4,154.8	520,334,912	520.3
450	4,674.2	585,376,776	585.4
500	5,193.5	650,418,640	650.4
550	5,712.9	715,460,504	715.5
600	6,232.2	780,502,368	780.5
650	6,751.6	845,544,232	845.5
676	7,021.6	879,366,001	879.4
700	7,270.9	910,586,096	910.6
750	7,790.3	975,627,960	975.6
800	8,309.6	1,040,669,824	1040.7
850	8,829.0	1,105,711,688	1105.7
900	9,348.3	1,170,753,552	1170.8

Average trip distance: 10.39 miles

Area Six: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
118	2,654.5	332,440,545	332.4
200	4,499.1	563,458,550	563.5
250	5,623.9	704,323,188	704.3
300	6,748.7	845,187,825	845.2
350	7,873.5	986,052,463	986.1
400	8,998.3	1,126,917,100	1126.9
450	10,123.1	1,267,781,738	1267.8
500	11,247.8	1,408,646,375	1408.6
550	12,372.6	1,549,511,013	1549.5
600	13,497.4	1,690,375,650	1690.4
650	14,622.2	1,831,240,288	1831.2
676	15,207.1	1,904,489,899	1904.5
700	15,747.0	1,972,104,925	1972.1
750	16,871.8	2,112,969,563	2113.0
800	17,996.6	2,253,834,200	2253.8
850	19,121.3	2,394,698,838	2394.7
900	20,246.1	2,535,563,475	2535.6

Average trip distance: 22.50 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Area Seven: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,824.0	233,524,367	233.5
250	2,280.0	291,905,458	291.9
285	2,599.1	332,772,223	332.8
300	2,735.9	350,286,550	350.3
350	3,191.9	408,667,642	408.7
400	3,647.9	467,048,734	467.0
500	4,559.9	583,810,917	583.8
550	5,015.9	642,192,009	642.2
600	5,471.9	700,573,100	700.6
650	5,927.9	758,954,192	759.0
676	6,165.0	789,312,360	789.3
700	6,383.9	817,335,284	817.3
750	6,839.9	875,716,375	875.7
800	7,295.9	934,097,467	934.1
850	7,751.8	992,478,559	992.5
900	8,207.8	1,050,859,650	1050.9

Average trip distance: 9.12 miles

Area Seven: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	2,522.3	320,929,482	320.9
207	2,610.6	332,162,013	332.2
250	3,152.9	401,161,852	401.2
300	3,783.4	481,394,222	481.4
350	4,414.0	561,626,593	561.6
400	5,044.6	641,858,963	641.9
500	6,305.7	802,323,704	802.3
550	6,936.3	882,556,075	882.6
600	7,566.9	962,788,445	962.8
650	8,197.4	1,043,020,815	1043.0
676	8,525.3	1,084,741,648	1084.7
700	8,828.0	1,123,253,186	1123.3
750	9,458.6	1,203,485,556	1203.5
800	10,089.2	1,283,717,927	1283.7
850	10,719.7	1,363,950,297	1364.0
900	11,350.3	1,444,182,667	1444.2

Average trip distance: 13.33 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Citywide: Residential			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
200	1,708.8	219,104,449	219.1
250	2,135.9	273,880,562	273.9
300	2,563.1	328,656,674	328.7
303	2,588.8	331,943,241	331.9
350	2,990.3	383,432,787	383.4
400	3,417.5	438,208,899	438.2
500	4,271.9	547,761,124	547.8
550	4,699.1	602,537,236	602.5
600	5,126.3	657,313,348	657.3
650	5,553.5	712,089,461	712.1
676	5,775.6	740,573,039	740.6
700	5,980.6	766,865,573	766.9
750	6,407.8	821,641,685	821.6
800	6,835.0	876,417,798	876.4
850	7,262.2	931,193,910	931.2
900	7,689.4	985,970,022	986.0

Average trip distance: 8.54 miles

Citywide: Employment			
Veh. trips/day (HB VT)	VMT/day (HB VMT)	CO_2 Eq.	
		g/year	MT/year
196	2,612.7	332,138,189	332.1
200	2,666.0	338,916,519	338.9
250	3,332.5	423,645,649	423.6
300	3,999.0	508,374,778	508.4
350	4,665.5	593,103,908	593.1
400	5,332.0	677,833,038	677.8
500	6,665.0	847,291,297	847.3
550	7,331.5	932,020,427	932.0
600	7,998.0	1,016,749,557	1016.7
650	8,664.5	1,101,478,687	1101.5
676	9,011.1	1,145,537,834	1145.5
700	9,331.0	1,186,207,816	1186.2
750	9,997.5	1,270,936,946	1270.9
800	10,664.0	1,355,666,076	1355.7
850	11,330.5	1,440,395,206	1440.4
900	11,997.0	1,525,124,335	1525.1

Average trip distance: 13.33 miles

Annualization factor for VMT: 353
Yolo/Solano AQMD 2026 Annual CO_2 Running for LDA (g/VMT): 354.57 [1]
Yolo/Solano AQMD 2026 Annual CO_2 Starting for LDA (g/VT):73.77 [1]
[1] https://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

Screening Criteria 2: Low VMT Area Screening

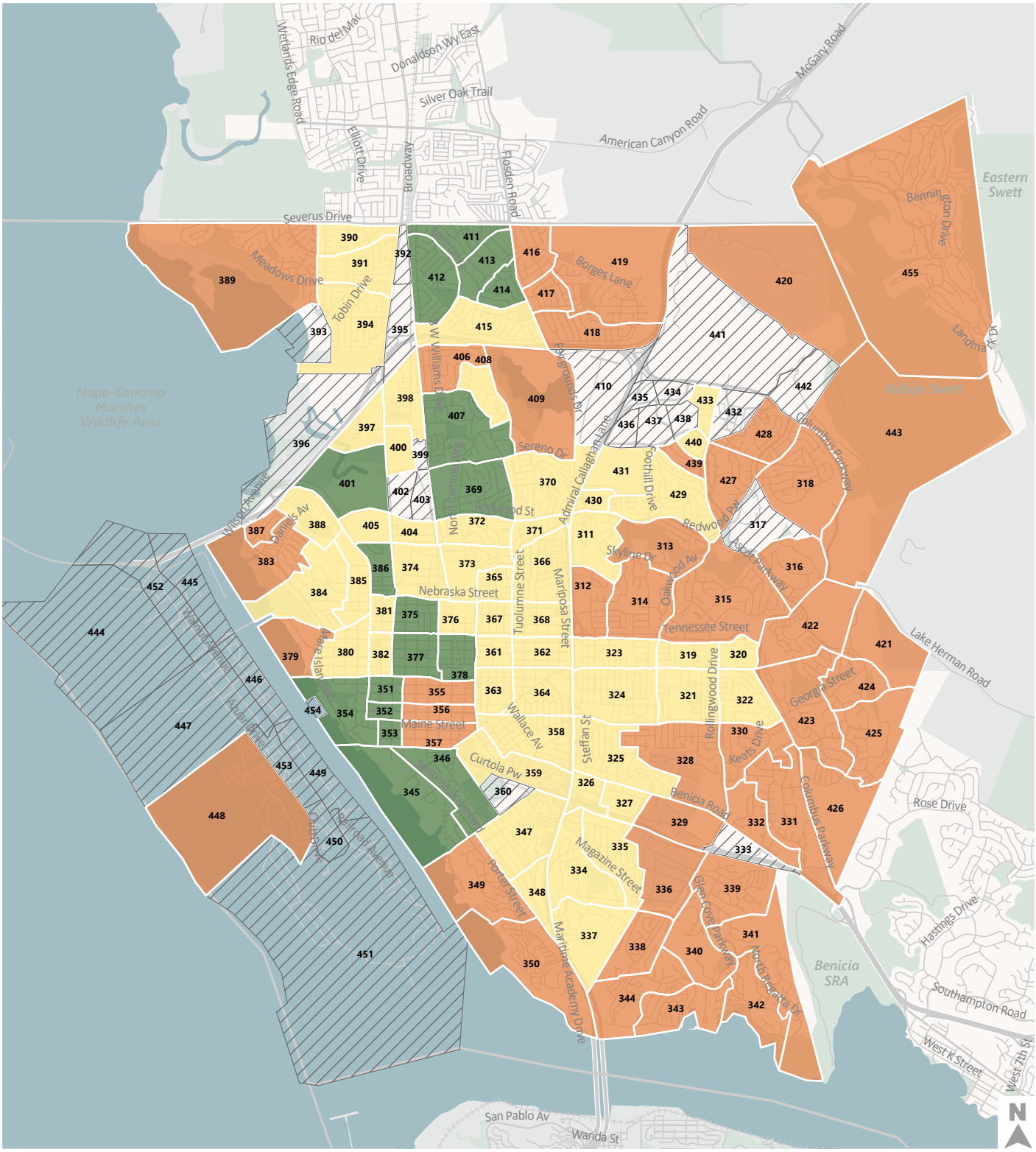
Residential and employment-generating projects located within a low VMT generating area of the city may be presumed to have a less than significant impact absent substantial evidence to the contrary. For this screening, Solano–Napa County Activity Based Travel Demand Model shall be used to compare the project's characteristics to land uses currently in the low-VMT area and for individual traffic analysis zones (TAZs). TAZs are geographic polygons (like census block groups) used to represent areas of homogenous travel behavior. For the low VMT area screening criterion to be satisfied, the analyst must verify that the project land uses would not alter the existing built environment in such a way as to increase the rate or length of vehicle trips (e.g., the proposed project is consistent with existing land use in the area, the project would be expected to contribute VMT consistent with existing land use in the area, and the project would not significantly alter travel patterns in the area).

A low VMT area is defined as follows:

- For housing projects: TAZs that have a baseline home-based VMT per capita that is 85 percent or less of the existing citywide average.
- For employment-generating projects: TAZs that have baseline home-work VMT per worker that is 85 percent or less of the existing regionwide average.

To determine if a project is in a low VMT-generating area, the analyst may review the screening maps provided as **Figure 2** (residential project mapping) and **Figure 3** (employment-generating project mapping). Projects located in TAZs that are 15 percent below the relevant threshold (indicated in green on Figure 2 and Figure 3) can be presumed to have a less than significant impact.

Additionally, as noted above, the analyst must identify if the project is consistent with the General Plan land use designation(s) and zoning district(s) within that TAZ (e.g., if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density) and use professional judgement to confirm that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.



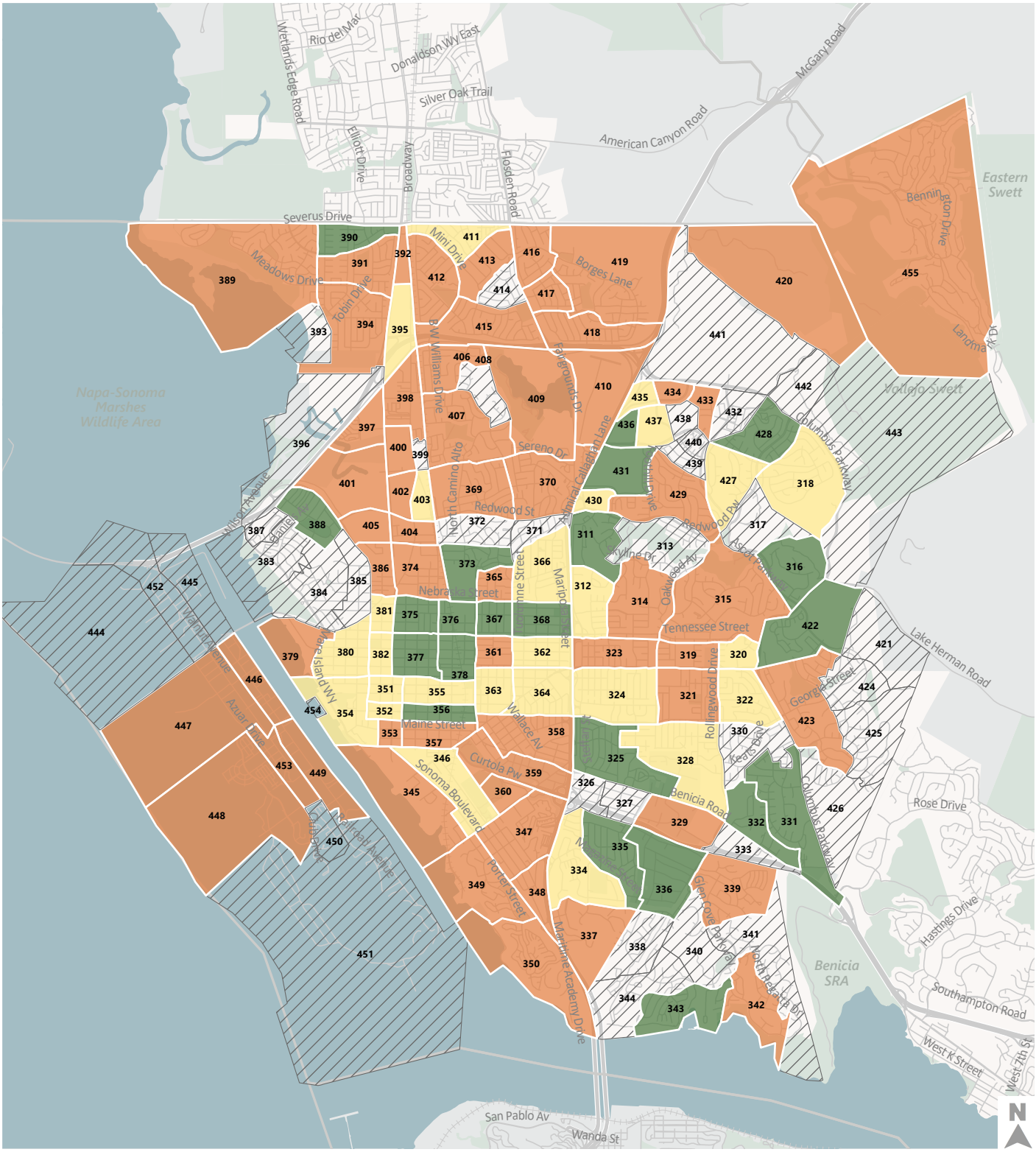
Source: Solano-Napa Activity Based Model, Solano Transportation Authority and TJKM (2024)

Vallejo City Average: 24.6

- 15% below Vallejo City average
- Between 15%-0% below Vallejo City average
- Above Vallejo City average
- TAZ with no (or very low) population
- ### TAZ ID

Figure 2

City of Vallejo
2025 Residential VMT Per Resident Compared to Citywide Average



Source: Solano-Napa Activity Based Model, Solano Transportation Authority and TJKM (2024)

Bay Area Average: 19.9

- 15% below Bay Area average
- Between 15%-0% below Bay Area average
- Above Bay Area average
- TAZ with no (or very low) employment
- ### TAZ ID

Figure 3

City of Vallejo
2025 Work Tour VMT Per Employee Compared to Bay Area Regional Average

Screening Criteria 3: Proximity to Transit

Projects located within a Transit Priority Area (TPA)[4] may be presumed to have a less than significant impact, absent substantial evidence to the contrary. This includes residential, retail, office projects, or mixed-use projects proposed within one half mile of an existing major transit stop or an existing stop along a high-quality transit corridor. In Vallejo, the Downtown and Mare Island Ferry Terminals are currently considered major transit stops (July 2026). This presumption would not apply, however, if project-specific or location-specific information indicates the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than the maximum allowed by the city (if the city requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy/Plan Bay Area 2050;
4. Replaces existing deed-restricted affordable residential units with a smaller number of moderate- or high-income residential units; or
5. Has a retail component greater than 50,000 square feet.

Projects in proximity to an existing major transit stop or an existing stop along a high-quality transit corridor that do not satisfy all these criteria shall prepare a detailed VMT analysis. At the time of the preparation of these guidelines no transit lines within the city qualified as high quality transit corridors. However, transit lines and bus schedules are dynamic and change in response to demand and funding levels. Current transit service levels should be reviewed at the time of a project's application is deemed complete or a project's Notice of Preparation (NOP) to determine if this screening criteria is satisfied.

VMT Assessment for Non-Screened Development

Projects not screened through the steps above should prepare a complete VMT analysis and forecasting through SNABM to determine if they have a significant VMT impact. This analysis shall include "projected generated

[4] A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below. The city measures the half mile based on actual walking routes. Academic research has demonstrated that walking distance is an important factor that influences the choice to take transit and thereby reduce VMT. For more background on this, see the following article: http://www.reconnectingamerica.org/assets/Uploads/20111018UCB-ITS-VWP-2011-5.pdf).

Pub. Resources Code, § 21064.3 – 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.' Note that this requirement means that both intersecting routes must have the 20-minute or less frequency of service interval.

Pub. Resources Code, § 21155 – For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

VMT" and "project effect VMT" estimates for the project TAZ(s) under the following scenarios:

- **Baseline Conditions** – This data is available from the SNABM travel demand model; analysts should use caution to ensure the calculated baseline values reflect values at the time the Notice of Preparation for a project was released (consistent with guidance from LCI). The screening maps also provide the baseline VMT per capita in the City of Vallejo.
- **Baseline Plus Project** – The project land use would be added to the project TAZ, or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT changes must be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured. If this scenario results in a less-than-significant impact, then additional cumulative scenario analysis may not be required.

The results of the project's VMT analysis conducted as part of the Baseline Plus Project model evaluation should be compared against the relevant significance criteria presented above. If the conclusion is that the project would have the potential to cause a significant VMT impact per one or more of the significance thresholds defined above, then mitigation is required. Additional details on VMT mitigation are presented in the section below. CEQA requires that all feasible measures be implemented to reduce identified impacts to less-than-significant levels. Projects that are unable to mitigate their project-specific VMT impacts to less-than-significant levels require a Cumulative VMT analysis.

The flowchart on the next page details the step-by-step methodology for assessing VMT impacts, including the cumulative evaluation.

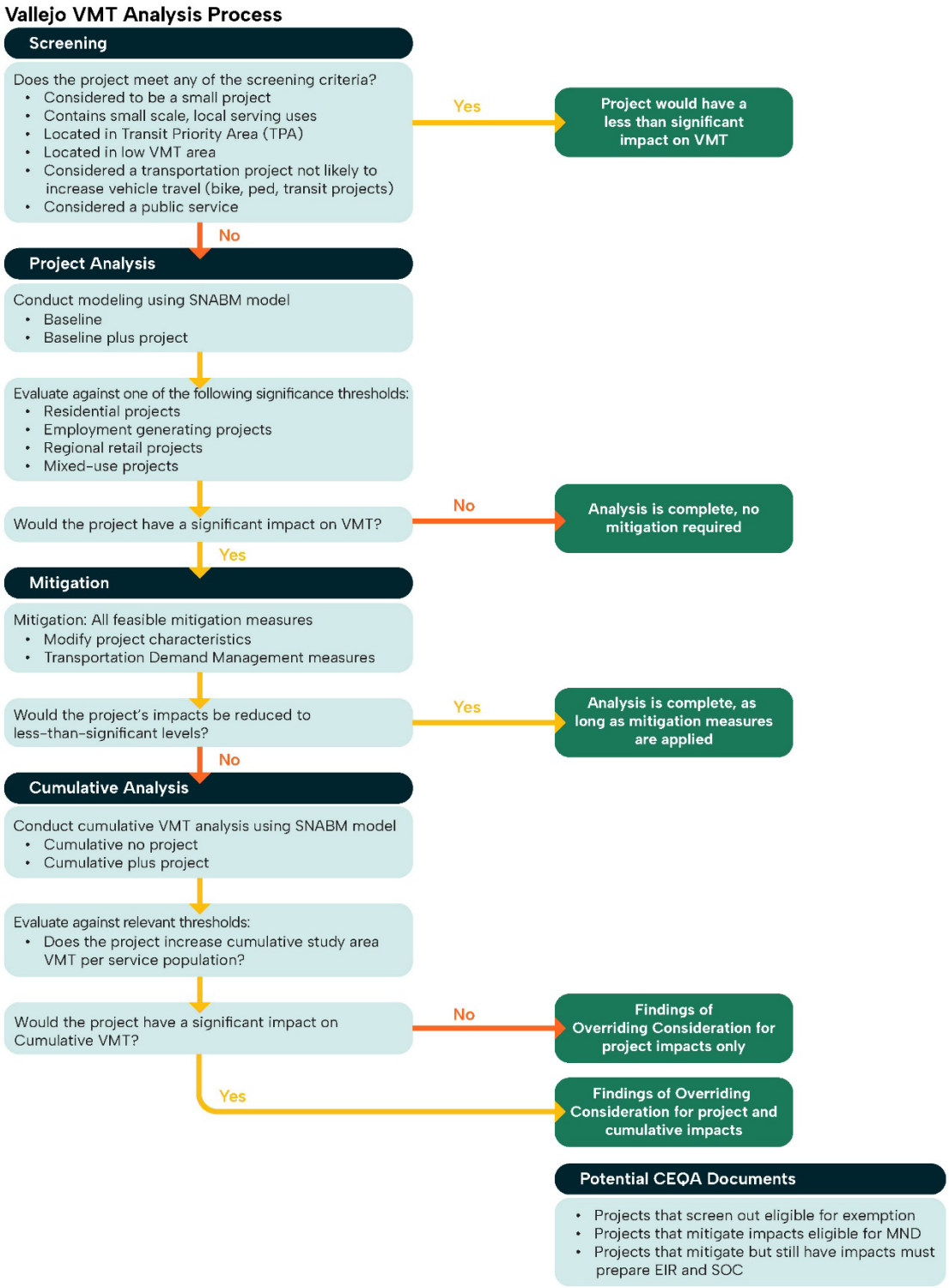
Cumulative Analysis

The cumulative analysis of a project involves understanding the project's effect on overall VMT within its study area. This analysis is needed to address circumstances where an individual project might affect travel patterns from other developments in the broader area; this might happen for a variety of reasons, such as that the project offers different housing, employment or other opportunities than would otherwise exist in the area and that causes other users to change their travel decisions, or because the drivers and transit users generated by the project take up available system capacity and cause other users to change their travel routes or modes. The cumulative analysis shall identify the project's effect on overall VMT within the study area under the following scenarios:

- **Cumulative No Project**– This data is available from the SNABM travel demand model. The recommended cumulative year is the horizon year of the current SNABM (currently 2040), but should be confirmed with City staff prior to beginning the analysis.
- **Cumulative Plus Project** – The project land use would either be added to the project TAZ, or a separate TAZ would be created to contain the project land uses. The addition of project land uses may need to be accompanied by a reallocation of a similar amount of land use from other TAZs; especially if the proposed project is significant in size such that it could change other future developments. Land use projects are often represented in the assumed growth of the cumulative year population and employment. It may be appropriate to remove land use growth that represents the project from the cumulative year model to represent the cumulative no project scenario. If project land uses are simply added to the cumulative no project scenario, then the analysis should reflect this limitation in the methodology and

acknowledge that the analysis may overestimate the project's effect on VMT.

The model output should include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment), home-based VMT per resident for residential, and home-based work VMT per worker for employment uses. Total VMT (by speed bin, which documents how total VMT occurs across various travel speeds) is a required input for air quality, greenhouse gas (GHG), and energy impact analysis while total VMT per service



population is recommended for the CEQA transportation impact assessment.

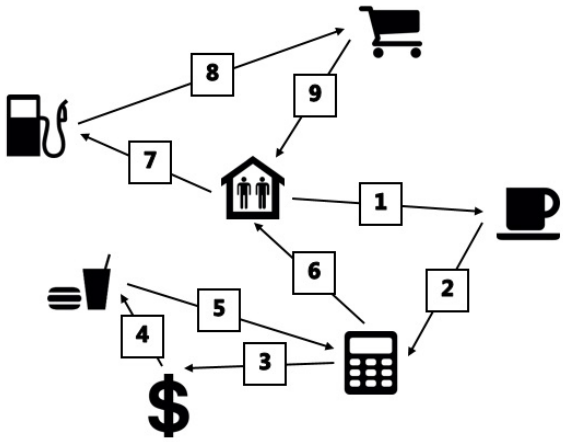
The project's effect on VMT should be measured by defining a VMT study area and calculating the total VMT occurring on all network links inside that study area, in both the cumulative no project and cumulative plus project scenarios. To allow for a reasonable comparison between those two scenarios, the total study area VMT should be normalized in some fashion to reflect that there are different numbers of people within the study area (i.e., because the project has added people to the study area as compared to the no project scenario). If the project adds residents to the study area, then it would be reasonable to present the VMT results as total study area VMT divided by number of study area residents. If the project adds employees to the study area, then it would be reasonable to use total study area VMT divided by number of study area employees. The exact method for normalizing the VMT number is not critical; what is essential is that the same method be used for both the cumulative no project and the cumulative plus project scenarios, to allow for an apples-to-apples comparison between the two scenarios.

- **Cumulative Significance Threshold –** Cumulative VMT impacts should be considered significant if there is a net increase in the total study area VMT normalized to the number of people within the study area, when comparing cumulative no project to cumulative plus project conditions.

Detailed VMT Forecasting Information (SNABM)

Travel demand models generate daily person trip-ends for each TAZ across various trip purposes (Home-Based-Work, Home-Based-Other, and Non-Home-Based, for example) based on population, household, and employment variables. Travel demand models are simplifications of reality and as such, TAZs often contain a large amount of population, households, and employment. Travel models do not tie trip generation to individual land uses but instead aggregate them all up to the TAZ level. This can create challenges for complying with the SB 743 guidance because the thresholds are tied to specific land use categories and their behavior. The following methodology addresses this particular challenge.

To better understand the trips used in each metric, consider the following daily vehicle trip tour for an individual residential worker in a given TAZ. Note that each TAZ would have many individual residential workers and thus the calculations would be a sum of these individual calculations:



These nine daily vehicle trips include a variety of trip purposes: home-based work (HBW), home-based other (HBO), work-based other (WBO), and other-based other (OBO). WBO and OBO trips are often grouped into a non-home based (NHB) category. The table below categorizes the nine daily trips into trip purposes.

Trip	Tour	Origin	Destination	Purpose	Distance
1	Work	Residence	Coffee Shop	HBO	2 miles
2	Work	Coffee Shop	Work	WBO (NHB)	10 miles
3	Work	Work	ATM	WBO (NHB)	1 mile
4	Work	ATM	Sandwich Shop	OBO (NHB)	1 mile
5	Work	Sandwich Shop	Work	WBO (NHB)	1 mile
6	Work	Work	Residence	HBW	11 miles
7	Home	Residence	Gas Station	HBO	3 miles
8	Home	Gas Station	Grocery Store	OBO (NHB)	1 mile
9	Home	Grocery Store	Residence	HBO	2 miles

SNABM is an activity-based model that links an individual's trips into "tours." Therefore, it is straightforward to calculated VMT associated with residential or work locations based on the type of "tour." The table below describes the calculation for the partial VMT metrics.

Description	Trips	VMT	Comments
Residential Tour	1-9	32 miles	Includes all trips by a resident
Home-Work Tour	1, 2, 6	23 miles	Includes all trips part of a home-work tour

The Total VMT calculation (all trip purposes for both resident and worker) is more easily calculated using the final origin-destination vehicle matrices and summing all origin and destination trip ends for each TAZ. The Total VMT calculation includes all trips, all trip purposes, for any interaction with the TAZ regardless of whether they are a resident or worker of the TAZ.

Each of these metrics needs to be adjusted to account for the length of trips that get truncated at the travel model boundary.

Adjusting the length of trips leaving a model boundary requires appending extra distance at the model gateway zone (or external centroid) connector based on calculations from a parent travel demand model, such as the California Statewide Travel Demand Model (CSTDM). This process results in new gateway distances that are weighted based on the amount and location of external travel origins and destinations. The calculations would need to address the distance of trips outside the travel model boundary; in the case of SNABM, this is the nine-county Bay Area.

Detailed VMT Calculation Instructions

The following outlines the process used to estimate City of Vallejo VMT Metrics via SNABM.

1. Adapted MTC's "Core Summaries" R script that was used for MTC Travel Model 1 to work for SNABM (script available upon request). The script takes approximately 5-15 minutes to run after a complete SNABM model run and summarizes the large trip and tour list files used in SNABM for use in further VMT summaries

2. Output of script is collection of files in new "core_summaries" and "updated_output" folders within model scenario folder (see below)

3. The files needed to calculate Residential and Office/Employment VMT metrics are the following:

    a. AutoTripsVMT_personHome.csv – summarizes population for each TAZ as output from the population synthesizer

    b. AutoTripsVMT_perHome.csv – summarizes all VMT made by resident tied back to residence TAZ, sorted by tour purpose and trip purpose

    c. AutoTripsVMT_personsWork.csv – summarizes workers/employees for each TAZ as output from the population synthesizer

    d. AutoTripsVMT_perwork.csv – summarizes all VMT made by workers tied back to workplace TAZ, sorted by tour purpose and trip purpose. Note that WorkLocation = 0 means VMT made by non-workers

4. Summarizing Residential VMT Metric

    a. Defined as all trips/VMT by resident traced back to the residence location

    b. To summarize by TAZ: sum of all VMT records on 'AutoTripsVMT_perHome.csv' by TAZ divided by sum of all population records on 'AutoTripsVMT_personsHome.csv' by TAZ

    c. To summarize by jurisdiction (place/county/etc.): sum of all VMT records on 'AutoTripsVMT_perHome.csv' by TAZs corresponding to jurisdiction divided by sum of all population records on 'AutoTripsVMT_personHome.csv' by TAZs corresponding to jurisdiction

    d. To summarize by region: same process described above for jurisdiction, but including all TAZs in Bay Area counties

5. Summarizing Office/Employment VMT Metric

    a. Defined as all trips part of home-work tour traced back to the workplace location

    b. To summarize by TAZ: sum of VMT records with home-work tour purposes (see below) on 'AutoTripsVMT_perWork.csv' by TAZ divided by sum of all worker records on 'AutoTrips_VMT_personsWork.csv' by TAZ

    c. Home-work tour purposes defined as 'work_low,' 'work_med,' 'work high,' and 'work_very_high'

    d. To summarize by jurisdiction (place/county/etc.): sum of VMT records with home-work tour purposes (see below) on 'AutoTripsVMT_perWork.csv' by TAZs corresponding to jurisdiction divided by sum of all worker records on 'AutoTrips_VMT_personsWork.csv' by TAZs corresponding to jurisdiction

    e. To summarize by region: same process described above for jurisdiction, but including all TAZs in Bay Area counties

6. Adjust VMT metrics to account for length of trips that get truncated at travel model boundary

    a. Run the California Statewide Travel Demand Model (CSTDM) to estimate amount of extra distance to append to trips leaving the SNABM model area

    b. Select zone of SNABM model area zones within CSTDM and calculation of trip lengths outside of SNABM model area for internal-external (IX)/ external-internal (XI) trips by gateway.

    c. Apply this average extra distance by gateway to SNABM model estimate of IX/XI trips and summarize "extra" VMT per TAZ (on top of the VMT already summarized within the model boundaries)

        i. Thus, TAZs with more IX/XI trips (e.g., near a model boundary) would

take on more extra distance than a TAZ with fewer IX/XI trips (e.g., within the core Bay Area)

d. End product is "extra" VMT to add to the VMT metrics calculated in previous steps

VMT Mitigation Measures

To mitigate VMT impacts, the following general choices are available to development projects:

- Modify the project's design features and/or land uses to reduce project trips or reduce trip length.
- Moving the proposed development to a more travel-efficient area (i.e., area with access to high-quality transit, or other transportation solutions that reduce the length/number of trips).
- Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.

Of the strategies included within these general categories, only a subset of the strategies is likely to be effective in a suburban setting such as Vallejo. Proposed projects shall utilize the latest version of the California Air Pollution Control Officers Association ("CAPCOA") Quantifying Greenhouse Gas Mitigation Measures document to estimate the maximum feasible VMT mitigation. However, it should be noted that most of the data used to develop the CAPCOA mitigation strategies are based on projects from urban or relatively dense suburban areas. The effectiveness of VMT mitigations will vary from project to project based on the surrounding land use context, the combination of its uses, and the availability of alternative transportation modes. The proposed project's transportation impact analysis must quantifiably demonstrate, through the use of reliable calculation tools, that proposed VMT mitigations will result in the estimated reductions when applied to the project. In the event a proposed project's characteristics render most or all the aforementioned mitigation strategies infeasible or ineffective, city staff will consider other mitigation options.

The following VMT mitigation strategies may be considered by projects for the mitigation of VMT impacts within the city. The numbering and titling of the mitigation measures, along with the maximum effectiveness, are taken from the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Final Draft*, October 2024.

Land Use

T-1: Increase Residential Density – This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units (du) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified when applied to larger developments and developments where the density is somewhat similar to the surrounding area due to the underlying research being founded in data from the neighborhood level.

T-2: Increase Job Density – This measure accounts for the VMT reduction achieved by a project designed with a higher density of jobs compared to the average job density in the U.S. Increased job densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.

T-3: Provide Transit-Oriented Development – This measure would reduce project VMT in the

study area relative to the same project sited in a non-transit-oriented development (TOD) location. TOD refers to projects built in compact, walkable areas with easy access to public transit, ideally in a location containing a mix of uses including housing, retail offices, and community facilities. Project site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated GHG emissions.

T-4: Integrate Affordable and Below Market Rate Housing – This measure requires below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit. It is also an important strategy to address the limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes. Incorporating affordability by design, such as the provision of ADUs could also qualify for this reduction. The quantification method for this measure accounts for VMT reductions achieved for multifamily residential projects that are deed restricted or otherwise permanently dedicated as affordable housing.

T-17: Improve Street Connectivity – This measure accounts for the VMT reduction achieved by a project designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, facilitating a greater number of shorter trips and thus a reduction in GHG emissions.

T:55: Infill Development – This measure accounts for the VMT reduction achieved by infill housing development programs that allow residents to live closer to downtown areas where there is greater access to jobs and activities. Residents living at infill development projects typically do not need to travel as far to access essential destinations. This leads to lower VMT and associated GHG emissions compared to similar projects located farther from a downtown area. An example implementation of this measure is Sacramento Area Council of Government's Green Means Go program (SACOG 2021a, 2021b).

Trip Reduction Programs

T-5: Implement Commute Trip Reduction Program (Voluntary) – This measure will implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, riding transit, walking, and biking, thereby reducing VMT and GHG emissions. Voluntary implementation elements are described in this measure.

T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) – This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, riding transit, walking, and biking, thereby reducing VMT and GHG emissions.

T-7: Implement Commute Trip Reduction Marketing – This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, riding transit, walking, and biking, thereby reducing VMT and GHG emissions.

T-8: Provide Ridesharing Program – This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. This strategy includes measures such as designating a proportion of parking spaces exclusive to ride sharing vehicles, providing adequate loading and unloading areas for passengers of ride-

sharing vehicles and generating a web site or message board for ride coordination. The focus of this strategy is to increase vehicle occupancy by ridesharing between people driving similar trips, which will result in fewer cars, and thus a decrease in VMT.

T-9: Implement Subsidized or Discounted Transit Program – This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.

T-10: Provide End-of-Trip Bicycle or Scooter Facilities – This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. Charging stations for e-bikes and/or scooters can also qualify for this reduction. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

T-11: Provide Employer-Sponsored Vanpool – This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. This strategy is appropriate for office, industrial, and mixed-use projects. In some cases this can be a community strategy, with employers within a particular area pooling resources to provide shuttles to transit. The mode shift from long-distance, single-occupancy vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

T-12: Price Workplace Parking – This measure will price on-site parking at workplaces. Because free employee parking is a common benefit, charging employees to park on-site increases the cost of choosing to drive to work, so employees consider alternative modes. It may include explicitly charging a parking fee for its employees, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking while offering transportation allowances, and educating employees about available alternatives. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.

T-13: Implement Employee Parking Cash-Out – This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single-occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.

T-23: Community-Based Travel Planning – This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single-occupancy vehicles, thereby reducing VMT and associated GHG emissions.

Parking or Road Pricing/Management

T-14: Provide Electric Vehicle Charging Infrastructure – Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily). This will enable drivers of PHEVs to drive a larger share

of miles in electric mode (eVMT), as opposed to gasoline-powered mode, thereby displacing GHG emissions from gasoline consumption with a lesser amount of indirect emissions from electricity. Most PHEVs owners charge their vehicles at home overnight. When making trips during the day, the vehicle will switch to gasoline mode if/when it reaches its maximum all-electric range.

T-15: Limit Residential Parking Supply – This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.

T-16: Unbundle Residential Parking Costs from Property Cost – This strategy separates parking costs from property costs, removing the burden from those who do not utilize parking spaces and requiring those who wish to do so to purchase parking spaces at an additional cost. On the assumption that parking costs are passed onto the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions.

T-24: Implement Market Price Public Parking (On-Street) – This measure will price all on-street parking in a given community, with a focus on parking near central business districts, employment centers, and retail centers. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas. This VMT reduction results in a corresponding reduction in GHG emissions.

Neighborhood Design

T-18: Provide Pedestrian Network Improvements – This strategy focuses on creating a pedestrian network and connecting projects to nearby destinations via pedestrian pathways. Projects in the City of Vallejo range in size, so the emphasis of this strategy for smaller projects would likely be the construction of network improvements that connect the project sites directly to nearby destinations. For larger projects, this strategy could focus on the development of a robust pedestrian network within the project itself or closing gaps that could connect the project to other areas. This strategy could also include improvements that improve safety outcomes for people walking, especially walking to/from transit stops. Alternatively, implementation could occur through an impact fee program or benefit/ assessment district based on local or regional plans. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions.

T-19-A: Construct or Improve Bike Facility – This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure improves biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving bicycle facilities, the best practice is to consider local or state bike lane width standards. A variation of this measure is provided as T-19-B, Construct or Improve Bike Boulevard.

T-19-B: Construct or Improve Bike Boulevard – This measure will construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class III

Bikeway that create safe, low-stress connections for people biking and walking on streets. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. A variation of this measure is provided as T-19-A, Construct or Improve Bike Facility, which is for Class I, II, or IV bicycle infrastructure.

T-20: Expand Bikeway Network – This measure will increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, the best practice is to consider bike lane width standards from local agencies, state agencies, or the National Association of City Transportation Officials' Urban Bikeway Design Guide.

T-21-A: Implement Conventional Carshare Program – This measure will increase carshare access in the user's community by deploying conventional carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. A variation of this measure, electric carsharing, is described in Measure T-20-B, Implement Electric Carshare Program.

T-21-B: Implement Electric Carshare Program – This measure will increase carshare access in the user's community by deploying electric carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. This also encourages a mode shift from internal combustion engine vehicles to electric vehicles, displacing the emissions-intensive fossil fuel energy with less emissions-intensive electricity. Electric carshare vehicles require more staffing support compared to conventional carshare programs for shuttling electric vehicles to and from charging points. A variation of this measure, conventional carsharing, is described in Measure T-21-A, Implement Conventional Carshare Program.

T-22-A: Implement Pedal (Non-Electric) Bikeshare Program – This measure will establish a bikeshare program. Bikeshare programs provide users with on-demand access to bikes for short-term rentals. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. Variations of this measure are described in Measure T-22-B, Implement Electric Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.

T-22-B: Implement Electric Bikeshare Programs – This measure will establish an electric bikeshare program. Electric bikeshare programs provide users with on-demand access to electric pedal assist bikes for short-term rentals. This encourages a mode shift from vehicles to electric bicycles, displacing VMT and reducing GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.

T-22-C: Implement Scootershare Program – This measure will establish a scootershare program. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMT and thus reducing

GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-B, Implement Electric Bikeshare Program.

Transit

T-25: Extend Transit Network Coverage or Hours – This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate commute hours of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.

T-26: Increase Transit Service Frequency – This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single-occupancy vehicles to transit, which reduces VMT and associated GHG emissions.

T-27: Implement Transit-Supportive Roadway Treatments – This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single-occupancy vehicles to transit, which reduces VMT and associated GHG emissions.

T-28: Provide Bus Rapid Transit – This measure will convert an existing bus route to a bus rapid transit (BRT) system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited-stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare-payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMT and the associated GHG emissions.

T-29: Reduce Transit Fares – This measure will reduce transit fares on the transit lines serving the plan/community. A reduction in transit fares creates incentives to shift travel to transit from single-occupancy vehicles and other traveling modes, which reduces VMT and associated GHG emissions. This measure differs from Measure T-9, Implement Subsidized or Discounted Transit Program, which can be offered through employer-based benefits programs in which the employer fully or partially pays the employee's cost of transit.

T-46: Provide Transit Shelters – For this measure, a local government or transit agency provides amenities that make it safer and more comfortable to wait for the bus. The two interventions that have proven to lead to changes in rider perceptions are adding bus shelters and adding real-time arrival information. Research into transit ridership shows that adding these amenities decreases both the real and the perceived wait time for riders, which impacts riders' willingness to ride.

Clean Vehicles and Fuels

T-30: Use Cleaner-Fuel Vehicles – This measure requires use of cleaner-fuel vehicles (electric vehicles, natural gas and propane vehicles, and vehicles powered by biofuels) in

lieu of similar vehicles powered by gasoline or diesel fuel.

The above list should not be considered exhaustive, and projects can propose other TDM measures if appropriate and desired.

VMT Mitigation Measure Effectiveness

An important consideration when combining TDM measures is whether a maximum VMT reduction should be applied based on land use context. The CAPCOA methodology identifies VMT reduction maximums based on community types tied to land use context. The caps are applied at each step of the VMT reduction calculation (i.e., at the strategy scale, the combined strategy scale, and the global scale). However, these caps are not based on research related to the effectiveness of VMT reduction strategies in different land use contexts. The cap differences are largely based on VMT generation differences within different land use contexts and serve as a proxy for potential limits on VMT reduction strategy effectiveness. For suburban jurisdictions such as Vallejo, CAPCOA identifies a global VMT reduction maximum of 15 percent. **Table 3** presents a summary of the maximum allowable reductions recommended for individual VMT mitigation measures based on the available research and the city's local context.

If new or unusual VMT mitigation measures are proposed and/or the study proposes using a reduction near the higher end of the observed range, the City may hire a consultant (at the applicant's expense) to peer review the VMT study and recommendations. The cost of the peer review will be borne by the applicant/developer.

Each of the TDM measures described above can be combined with others to increase the effectiveness of VMT mitigation; however, the interaction between the various TDM measures is complex and sometimes counterintuitive. Generally, with each additional measure implemented, a VMT reduction is achieved, but the incremental benefit of VMT reduction may diminish. To quantify the VMT reduction that results from combining TDM measures, the analyst must consider multiplicative dampening as outlined in the CAPCOA documentation.

Table 3. VMT Mitigation Measure Reduction Caps

Mitigation Measure	Maximum Potential Reduction[1]
Land Use	
T-1: Increase Residential Density	30.0%
T-2: Increase Job Density	30.0%
T-3: Provide Transit-Oriented Development	31.0%
T-4: Integrate Affordable and Below Market Rate Housing	28.6%
T-17: Improve Street Connectivity	30.0%
T-55: Infill Development	30.0%
Trip Reduction Programs	
T-5: Implement Commute Trip Reduction Program (Voluntary)	4.0%
T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26.0%
T-7: Implement Commute Trip Reduction Marketing	4.0%
T-8: Provide Ridesharing Program	8.0%
T-9: Implement Subsidized or Discounted Transit Program	5.5%
T-10: Provide End-of-Trip Bicycle Facilities	4.4%
T-11: Provide Employer-Sponsored Van pool	8.1%
T-12: Price Workplace Parking	20.0%
T-13: Implement Employee Parking Cash-Out	12.0%
T-23: Community-Based Travel Planning	2.3%
Parking and Road Pricing/Management	
T-14: Provide Electric Vehicle Charging Infrastructure	11.9%
T-15: Limit Residential Parking Supply	13.7%
T-16: Unbundle Residential Parking Costs from Property Cost	15.7%
T-24: Implement Market Price Public Parking (On-Street)	30.0%
Neighborhood Design	
T-18: Provide Pedestrian Network Improvements	6.4%
T-19-A: Construct or Improve Bike Facility	0.8%
T-19-B: Construct or Improve Bike Boulevard	0.2%
T-20: Expand Bikeway Network	0.5%
T-21-A: Implement Conventional Carshare Program	0.15%
T-21-B: Implement Electric Carshare Program	0.18%
T-22-A: Implement Pedal (Non-Electric) Bikeshare Program	0.02%
T-22-B: Implement Electric Bikeshare Programs	0.06%

Mitigation Measure	Maximum Potential Reduction[1]
T-22-C: Implement Scootershare Program	0.07%
Transit	
T-25: Extend Transit Network Coverage or Hours	4.6%
T-26: Increase Transit Service Frequency	11.3%
T-27: Implement Transit-Supportive Roadway Treatments	0.6%
T-28: Provide Bus Rapid Transit	13.8%
T-29: Reduce Transit Fares	1.2%
T-46: Provide Transit Shelters	0.32%

[1] These figures are the maximum potential reduction identified in the CAPCOA research. In general, lower reductions should be anticipated for land-use developments within Vallejo. For TDM reductions for projects within the city, supporting evidence and calculations should be provided.
Source: California Air Pollution Control Officers Association, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Final Draft*, October 2024.

Other Environmental Considerations

As noted in the Introduction, the updated CEQA Guidelines Appendix G Checklist contains three additional criteria beyond the VMT evaluation criteria discussed in the preceding section. They are listed below.

Would the project:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

4. Result in inadequate emergency access?

The CEQA Transportation section should address these three questions, considering the unique characteristics of the project, including its location, size, design, use mix, transportation and urban form context, and other relevant details. In the assessment of transit, bicycle, and pedestrian networks, the following standards of significance shall be used.

Transit System – The project would create a significant impact related to transit service if the following criteria is met:

1. The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

Bicycle System – The project would create a significant impact related to the bicycle system if any of the following criteria are met:

1. The project disrupts existing bicycle facilities; or
2. Interferes with planned bicycle facilities; or
3. Creates inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian System – The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

1. The project disrupts existing pedestrian facilities; or

2. Interferes with planned pedestrian facilities; or
3. Creates inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.