













DOWNTOWN Specific Plan

CITY OF VACAVILLE

Public Draft

JUNE 2021

DOWNTOWN Specific Plan

CITY OF VACAVILLE

Prepared For:



Prepared by:



In partnership with:

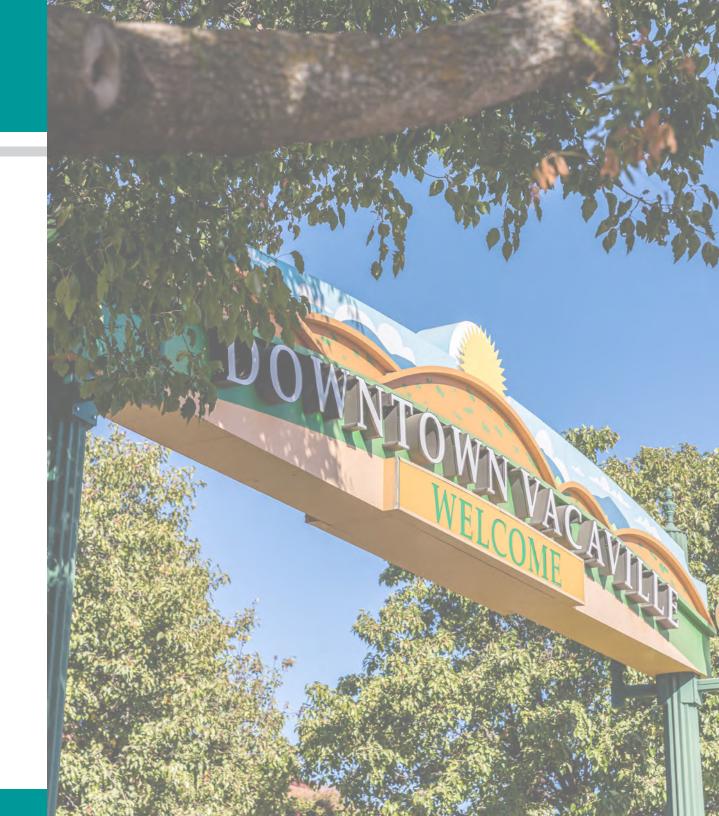














VACAVILLE DOWNTOWN SPECIFIC PLAN DRAFT TABLE OF CONTENTS

Page

PART 1

1	Introduction		
	1.1	Purpose	
	1.2	Community-Driven Planning Process	1-3
		1.2.1 Public Outreach Events and Activities	1-4
		1.2.2 Primary Outreach Groups	1-5
		1.2.3 Strategies Implemented for Equitable Engagement	1-6
		1.2.4 Common Themes	1-7
	1.3	Development and Organization of the Specific Plan	
		1.3.1 Supporting Analysis	1-8
		1.3.2 Downtown Specific Plan Organization	1-9
2	Vision, Goals, and Policies		
	2.1 An Active Downtown		2-2
	2.1 Visioning Themes		2-3
	2.2		
3	Sett	ting and Context	3-1
	3.1	Prime Location	
		3.1.1 Regional Setting	3-2

		3.1.2 Local Setting	3-2
	3.2	Plan Area	3-4
	3.3	Partnership between Landowners	3-6
	3.4	Downtown's Rich History	3-8
		3.4.1 Earliest Settlement to 1930s	
		3.4.2 Modern Vacaville (1940s-present day)	
	3.5	Subareas	
		3.5.1 Downtown Center	3-11
		3.5.2 Historic Main Street	
		3.5.3 North Monte Vista	3-12
		3.5.4 West End Residential	3-13
		3.5.5 Merchant & Mason Street Corridor	3-13
		3.5.6 South Residential	3-14
		3.5.7 Highway Entertainment & Employment	3-14
4	Dev	elopment Framework	4-1
	4.1	Overview	4-2
	4.2	Land Use	4-3
		4.2.1 DTSP Land Use Overview	4-3
	4.3	Community Identity and Placemaking	4-16
		4.3.1 Priority Pedestrian Frontages	4-17
		4.3.2 Nodes and Corridors	
		4.3.3 Streetscape	4-28
		4.3.4 Gateways, Signage, and Wayfinding	
	4.4	Housing	4-36
		4.4.1 Population	4-36
		4.4.2 Household Characteristics and Income	
		4.4.3 Current Housing Conditions	
		4.4.4 New Development Opportunities	
		4.4.5 Displacement Risk	

	4.5	Mobili	ity and Connectivity	4-42
		4.5.1	Physical Setting	4-42
		4.5.2	Roadway Circulation and Alleys	4-43
		4.5.3	Bicycle Circulation	
		4.5.4	Pedestrian Circulation	4-62
		4.5.5	Transit Circulation and Alternative Travel Modes	4-65
		4.5.6	Parking	4-68
	4.6	Comm	nunity Amenities, Facilities, and Services	4-81
		4.6.1	Parks, Open Space, and Trails	4-83
		4.6.2	Public Facilities and Amenities	4-88
		4.6.3	Fire Protection	4-90
		4.6.4	Police Protection	4-91
		4.6.5	Public Schools	4-94
	4.7	Utilitie	es	4-98
		4.7.1	Water Infrastructure	4-98
		4.7.2	Wastewater Infrastructure	4-103
		4.7.3	Storm Drainage Infrastructure	4-103
		4.7.4	Solid Waste and Recycling	4-104
		4.7.5	Dry Utilities	4-105
		4.7.6	Technology and Telecommunication	4-106
	4.8	Histor	rical Resources and Historic Preservation	4-107
		4.8.1	Benefits and Incentives for Historic Preservation	4-108
		4.8.2	Existing Regulatory Framework and Review Process	4-110
		4.8.3	Terminology and Key Preservation Concepts	4-113
		4.8.4	Historic Context	4-117
		4.8.5	Planning a Project Within the DHPD Overlay	4-129
5	Impl	lementa	ation	5-1
	5.1	Relati	onship to the General Plan, Other Plans, and Regulations	5-2
		5.1.1	Vacaville General Plan	5-2
		5.1.2	Downtown Vacaville Connectivity and Streetscape Design Plan	5-3

	5.1.3	Solano Countywide Pedestrian Transportation Plan	5-4
	5.1.4	California Transportation Plan 2040	5-5
	5.1.5	Vacaville's Land Use and Development Code	5-6
	5.1.6	Vacaville Downtown Specific Plan Addendum to the General Plan EIR	5-6
5.2	Projec	t Approvals and Incentives Overview	5-7
	5.2.1	Project Approvals	5-7
	5.2.2	Project Approvals	5-7
5.3	Financ	cing Strategy	5-10
	5.3.1	Overview	5-10
	5.3.2	Improvement Prioritization and Phasing Strategies	5-12
	5.3.3	Funding Sources	5-12
	5.3.4	Financing Strategy Implementation Actions	5-13
5.4	Impler	nenting Actions	5-23
5.5	Admin	istration and Monitoring	5-23
	5.5.1	Amendments to the Specific Plan	5-23
	5.5.2	Severability	5-23

PART 2

6	Purp	pose and Application	6-1
	6.1	Purpose	6-1
	6.2	Objectives	6-2
	6.3	Organization	6-2
	6.4	Applicability	6-3
	6.5	Relationship to Other City Documents	6-3
	6.6	City Discretion	6-3
	6.7	Administration	6-4
		6.7.1 Interpretations	6-4
		6.7.2 Variations	6-4
		6.7.3 Amendments	6-4
7	Usei	r Guide	7-1
	7.1	Purpose	7-1
	7.2	Applying the DDSG	7-1
8	Zoning Districts		
	8.1	Purpose	8-1
	8.2	Relationship to Land Use Designations and Subareas	8-1
	8.3	Downtown Zoning Districts	8-2
	8.4	Downtown Zoning Map	8-3
9	Deve	elopment Prototypes	9-1
	9.1	Purpose	9-1
	9.2	Intent	9-1
	9.3	Prototypes and Locations	
		9.3.1 Approach	
		9.3.2 Prototype Locations	

	9.	.3.3 Neighborhood Multiplex	9-4
	9.	.3.4 Townhouse/Row House	9-6
		.3.5 Apartment/Condominium	
	9.	.3.6 Mixed-Use	9-10
	9.4 A	pproval Process	9-12
	9.	.4.1 Process	9-12
	9.	.4.2 Required Findings	9-12
	_	.4.3 CEQA Exemption	
	9.	.4.4 Monitoring	9-12
	9.5 OI	bjective Design Standards Checklist	9-13
	9.	.5.1 Site Design	9-13
	9.	.5.2 Building Design	9-16
	9.	.5.3 Landscaping	9-18
		.5.4 Lighting	
	9.	.5.5 Signage	9-19
	9.6 Po	otential Incentives	9-20
10	Land Us	se Regulations	10-1
	10.1 Pu	urpose	10-1
	10.2 La	and Use Regulations	10-1
	10.3 St	upplemental Use Regulations	10-7
11	Develor	pment Regulations	11-1
		urpose	
		ntent	
		evelopment Regulations	
		•	
		1.3.1 Downtown Neighborhood Low (DNL)	
		1.3.3 Downtown Neighborhood High (DNH)	
		1.3.4 Downtown Mixed-Use (DMU)	
		1.3.5 Downtown Core (DC)	
		20	11 10

	11.3.6 Downtown General Commercial (DGC)	11-12
	11.3.7 Downtown Public Facilities (DPF)	
	11.3.8 Downtown Park and Recreation (DPR)	
	11.3.9 Downtown Open Space (DOS)	
	11.4 Supplemental Development Regulations	11-19
12	Design Regulations and Guidelines for Private Development	12-1
	12.1 Purpose	12-1
	12.2 Intent	12-1
	12.3 A Safe Environment	12-2
	12.4 Application and Organization	12-3
	12.5 Site Design	12-4
	12.5.1 Building Orientation and Siting	12-4
	12.5.2 Treatments along Streets and Alleys	12-7
	12.5.3 Treatment along Adjacent Uses	12-8
	12.5.4 On-Site Open Space	12-9
	12.5.5 Pedestrian and Bicycle Access	12-10
	12.5.6 Vehicular Access, Parking, and Loading	12-11
	12.5.7 Mechanical, Service Areas, Utilities, and Storage	
	12.5.8 Zone District-Specific Design	12-16
	12.6 Building Design	12-17
	12.6.1 Building Height, Massing, and Scale	12-17
	12.6.2 Building Materials, Finishes, Textures, and Colors	12-18
	12.6.3 Architectural Elements	12-20
	12.6.4 Roofs and Parapets	12-21
	12.6.5 Windows, Bays, and Storefronts	
	12.6.6 Doorways and Entrances	
	12.6.7 Canopies, Awnings, and Arcades	
	12.6.8 Building Additions and Renovations	
	12.6.9 Green Building Design	
	12.6.10Zone District-Specific Design	12-28

_		
)っ		
	u	ᆫ

	13.5	Historic Architectural Resources	13-15
		13.5.1 Architectural Details	13-17
		13.5.2 Materials and Finishes	13-21
		13.5.3 Windows	13-22
		13.5.4 Doors	13-23
		13.5.5 Minor Additions	13-24
	13.6	Noncontributing and New Construction	13-25
		13.6.1 Contextual Design Parameters	13-25
		13.6.2 Accessory Structures and Accessory Dwelling Units	13-27
		13.6.3 Compatible Types and Uses	13-28
		13.6.4 Compatible Forms and Details	13-29
	13.7	Resources and References	13-32
		13.7.1 National Park Service	13-32
		13.7.2 California Office of Historic Preservation	13-33
		13.7.3 National Trust for Historic Preservation	13-33
		13.7.4 Historic Tax Credit Programs	13-34
		13.7.5 California Main Street America	13-34
		13.7.6 Preservation Briefs	
		13.7.7 Secretary of the Interior's Standards for Rehabilitation	13-35
	13.8	Glossary of Terms	13-36
14	Stree	etscape and Public Spaces Guidelines	14-1
	14.1	Purpose	14-1
	14.2	Design Framework	14-1
		14.2.1 Design Context	14-1
		14.2.2 Design Principles	
		14.2.3 Design Standards	
		Streetscape	
		14.3.1 Complete Streets	14-3
		14.3.2 Roadways and Alleys	
		y y -	

		Page
	14.3.3 Bicycle Facilities	14-10
	14.3.3 Bicycle Facilities 14.3.4 Pedestrian Amenities	14-13
	14.3.5 Street Trees and Landscaping	14-15
	14.3.6 Street Furnishings	14-17
	14.3.7. Low Impact Development and Stormwater Management	1 <i>1</i> -18
	14.3.8 Accessibility	14-18
	14.3.9 Vehicular Parking	14-19
	14.3.8 Accessibility	14-19
14.4	Public Art	14-20
	14.4.1 Public Art and Murals	14-20
14.5	Exterior Lighting	14-21
	14.5.1 Downtown-wide Lighting	14-21
	14.5.2 Street and Sidewalk Lighting	14-23
	14.5.3 Storefront Lighting of Public Sidewalk	14-23

FIGURES

Regional Map	3-3
Vacaville Downtown Specific Plan Area	3-5
Land Ownership in the Plan Area	3-7
Subareas within the Vacaville Downtown Specific Plan Area	3-10
Vacaville Downtown Specific Plan Land Uses	4-7
DTSP Land Use-Residential Low Density	4-8
DTSP Land Use-Residential Medium Density	4-9
DTSP Land Use-Residential High Density	4-10
DTSP Land Use-Mixed Use	4-11
DTSP Land Use-Downtown Commercial	4-12
DTSP Land Use-Commercial General	4-13
DTSP Land Use-Public Park and Public Open Space	4-14
DTSP Land Use-Public/Institutional and School	4-15
Priority Pedestrian Frontages	4-19
Nodes and Corridors	4-23
Bird's-Eye View of the Town Square Area	4-24
Conceptual Rendering of Expanded Town Square Potential	4-25
Town Square Expansion—Initial Buildout	4-26
Town Square Expansion—Ultimate Buildout	4-27
Public Art	4-30
Gateways and Signage	4-35
Roadways in the Plan Area	4-44
DTSP Land Use-Residential Low Density	4-44
Before and After Conceptual Complete Street Renderings of Davis Street and Mason Street	4-48
Before and After Conceptual Complete Street Rendering of Dobbins Street	4-49
Proposed Street Sections: E Monte Vista Avenue, Davis Street, Mason Street, Dobbins Street	
Proposed Street Sections: McClellan Street	4-51
Davis Street – Class I Bike Path under Interstate 80	
Davis Street – Class II Bike Lane adjacent to the Movie Theater	4-53
Merchant Street & Mason Street Intersection Enhancement	4-54
Merchant Street & Mason Street Intersection Enhancement	4-55
	Vacaville Downtown Specific Plan Area Land Ownership in the Plan Area Subareas within the Vacaville Downtown Specific Plan Area Vacaville Downtown Specific Plan Land Uses DTSP Land Use—Residential Low Density DTSP Land Use—Residential Medium Density DTSP Land Use—Residential High Density DTSP Land Use—Mixed Use DTSP Land Use—Downtown Commercial DTSP Land Use—Commercial General DTSP Land Use—Public Park and Public Open Space DTSP Land Use—Public/Institutional and School Priority Pedestrian Frontages Nodes and Corridors Bird's-Eye View of the Town Square Area Conceptual Rendering of Expanded Town Square Potential Town Square Expansion—Initial Buildout Town Square Expansion—Ultimate Buildout Public Art Gateways and Signage Roadways in the Plan Area DTSP Land Use—Residential Low Density Before and After Conceptual Complete Street Renderings of Davis Street and Mason Street Proposed Street Sections: E Monte Vista Avenue, Davis Street, Mason Street, Dobbins Street Proposed Street Sections: McClellan Street Davis Street — Class I Bike Path under Intersetate 80. Davis Street — Class I Bike Lane adjacent to the Movie Theater Merchant Street & Mason Street Intersection Enhancement

		Page
Figure 4.5.2-10	Mason Street – Short Term	4-56
Figure 4.5.2-11	Mason Street - Long Term	
Figure 4.5.2-12	E. Monte Vista Avenue at Andrews Park	
Figure 4.5.2-13	E. Monte Vista Avenue near Dobbins Street	
Figure 4.5.2-14	Ulatis Creek Class I Bike / Shared-use Path	
Figure 4.5.3-1	Bicycle Facilities in the Plan Area	
Figure 4.5.4-1	Pedestrian Facilities in the Plan Area	
Figure 4.5.5-1	Transit Network in the Plan Area	
Figure 4.5.6-1	Parking Occupancy	
Figure 4.5.6-2	Parking Strategies	
Figure 4.6.3-1	Fire and Police Station and Departments near the Plan Area	
Figure 4.6.5-1	Schools in the Plan Area and Vicinity	
Figure 4.7.1-1	Water Infrastructure	
Figure 4.8.4.4-1	Known Historic Resources in the Plan Area	
Figure 7.2-1	Applying the Downtown Development Standards and Guidelines	
Figure 8.4-1	Downtown Zoning Map	8-4
Figure 9.3.2-2	Neighborhood Multiplex Prototype Locations	
Figure 9.3.2-3	Townhouse/Row House Prototype Locations	9-7
Figure 9.3.2-4	Apartment/Condominium Prototype Locations	9-9
Figure 9.3.2-5	Mixed-Use Prototype Locations	9-11
Figure 10.3-1	Priority Pedestrian Frontages	10-9
Figure 12.5.1-1	Traditional Development Pattern	12-4
Figure 12.5.1-2	Priority Pedestrian Frontages	12-6
Figure 12.5.2-1	Build to Line Examples	12-7
Figure 12.6.4-1	Illustration of Façade Rhythm	12-22
Figure 12.7.1-2	Parking Lot Shading Calculations	12-31
Figure 12.7.1-3	Tree Spacing	12-35
Figure 12.7.3-1	Typical Bioswale Cross Section	12-40
Figure 14.3.1-1	Street Zones (per NACTO Standards)	14-8
Figure 14.3.3-1	Urban Street Prototypes	14-11
Figure 14.3.4-1	Bulb-Outs and Sidewalk Scoring Pattern	14-14
Figure 14.3.5-1	Sight Visibility Triangle	14-16

TABLES

Table 4.2.2-1	Land Use Summary	4-5
Table 4.2.2-2	Land Use Statistical Summary	4-6
Table 4.5.6-1	Recommended Parking Strategies	
Table 4.6.1-1	Park and Recreation Facilities	4-84
Table 4.6.1-2	Parkland Demand in the Plan Area	4-85
Table 4.6.5-1	Projected Student Generation in the Plan Area by School Type	4-96
Table 4.6.5-2	Capacities of Schools in and near the Plan Area	
Table 5.3.1-1	Inventory of Planned Improvements and Potential Funding Sources	5-14
Table 5.3.3-1	Types of Funding Sources	5-22
Table 5.4-1	Implementing Actions for the Vacaville Downtown Specific Plan	5-24
Table 8.2-1	Downtown Zoning Districts, Land Uses, and Subareas	
Table 10.2-1	Land Use Regulations	
Table 11.3-1	Development Regulations – Downtown Neighborhood Low (DNL)	11-3
Table 11.3-2	Development Regulations – Downtown Neighborhood Medium (DNM)	
Table 11.3-3	Development Regulations – Downtown Neighborhood High (DNH)	
Table 11.3-4	Development Regulations – Downtown Mixed-Use (DMU)	
Table 11.3-5	Development Regulations – Downtown Core (DC)	
Table 11.3-6	Development Regulations – Downtown Commercial General (DGC)	
Table 11.3-7	Development Regulations – Downtown Public Facilities (DPF)	
Table 11.3-8	Development Regulations – Downtown Park and Recreation (DPR)	
Table 11.3-9	Development Regulations – Downtown Open Space (DOS)	
Table 12.5.8-1	Outdoor Storage Regulations	

Vacaville Downtown Specific Plan

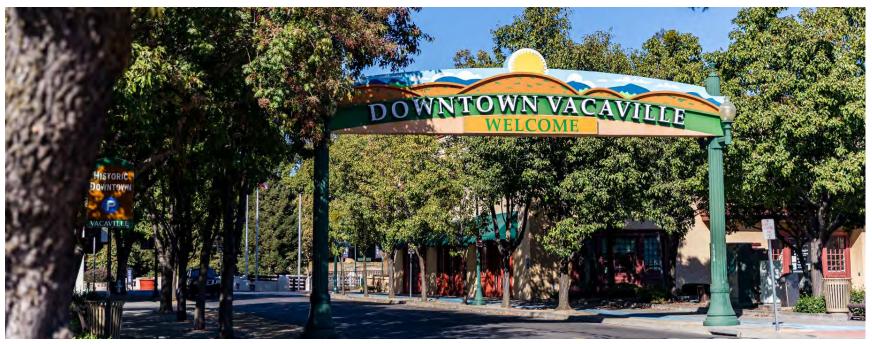
This page intentionally left blank





INTRODUCTION

The Vacaville Downtown Specific Plan serves as a guide to inspire the continued growth and evolution of Vacaville's Downtown core. It draws upon the ideas and values of the city's residents, business owners, elected officials, staff, and other stakeholders to advance a shared vision for Downtown.



Downtown Vacaville gateway sign spanning Davis Street, near Catherine Street (Source: ESA)

1.1 Purpose

The Vacaville Downtown Specific Plan (DTSP) provides structure and organization for efficient implementation of the vision for Downtown Vacaville and upholds the core community values identified during the community-driven process.

Funded, in part, by a California Department of Transportation (Caltrans) Sustainable Communities Grant and a Bay Area Metro Priority Development Area (PDA) planning grant, the DTSP will help guide future development of the Downtown Plan Area (Plan Area) to align with the vision of the City of Vacaville (City) and provide an outline for how the City can achieve the community's goals. The purpose of the DTSP is to:

- Implement the City of Vacaville General Plan (General Plan);
- Revitalize and enhance the economic, social, cultural, and recreational fabric of the city's downtown urban core;
- Clearly articulate land uses and development standards by district; and
- Create a structure and direction that will guide development in Downtown with a mix of uses including retail, office, and residential, supported by enhanced recreation, art, and mobility options.

What is a Specific Plan?

A specific plan is a detailed planning document for a defined geographic region. State law requires every city in California to have a general plan, which establishes development and conservation goals, as well as the locations and intensity of different land uses in the city and its plan area. A specific plan implements the goals and policies of the general plan for a smaller geographic area, often establishing more detailed standards that go beyond what the general plan's land use designation or underlying zoning would normally regulate.



Andrews Park bridge connecting to the Town Square Library (Source: ESA)

1.2 Community-Driven Planning Process

The DTSP planning process was initiated by the City in March 2019 and has been driven by a community-wide effort. The DTSP was developed through a robust public process that included a broad spectrum of participants to generate ideas for both immediate improvements and future changes, focusing on ways to increase activity, connectivity, livability, and vibrancy in Vacaville's Downtown. This community-driven planning program was intended to inform, educate, and gather input from the community and key stakeholders. Topics discussed during larger group outreach events were wide-ranging, while other meetings focused on specific subjects, such as connectivity and transportation, Downtown businesses, parking, and arts and culture. The input received greatly influenced the overall shape and direction of the DTSP.

During a portion of the planning process, certain in-person activities were limited because of the social-distancing policies put in place as a result of the COVID-19 pandemic in 2020 and 2021. Strategies to make community outreach as inclusive, convenient, accessible, and relatable for participants as possible were a priority throughout the DTSP effort.





Various DTSP outreach events (Source: ESA, LGC)

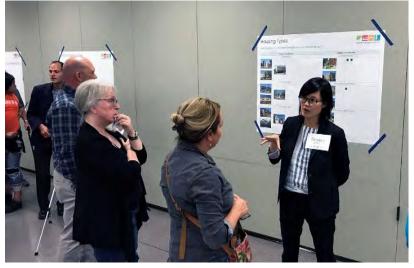
1.2.1 Public Outreach Events and Activities

Through its outreach strategy, the DTSP team strived to ensure that a variety of Downtown stakeholders would have the opportunity to engage throughout the DTSP planning process, from the project's onset during the existing conditions and visioning phases to stages of the DTSP when technical and design elements were being reviewed.

The following in-person and virtual outreach activities were conducted as part of this process:

- Citizen Advisory Committee meetings
- Technical Advisory Committee meetings
- Stakeholder interviews
- A community workshop and open house
- A walking tour
- A bus tour
- Vacaville High School student activities
- Pop-up events at the Farmers' Market, Kidfest, Annual Night Out on the Rocky Hill Trail, and events in Town Square
- Promotion of the project website, Let's Talk Vacaville
- Online community surveys and forums
- Webinars and virtual informational meetings
- Announcements on the City's social media
- Presentations to the Parks and Recreation Commission and the Vacaville Arts Committee

- Presentations to the Rotary Club of Vacaville, the Solano County Economic Development Corporation, and the Solano County Directors and Planning Group
- Numerous informational/update presentations to the Planning Commission throughout the duration of the project
- Presentation to the Airport Land Use Commission
- City Council and Planning Commission presentations



Open house event held at the Senior Center in October 2019 (Source: ESA)

1.2.2 Primary Outreach Groups

The DTSP team sought input on plan development from four primary groups:

- General Public. The planning effort and opportunities for participation were broadly publicized to engage residents, businesses, customers of local businesses and restaurants, schools, visitors to the Farmers' Market and music events, transit riders, and commuters, to gather their thoughts and impressions about Downtown and learn their needs.
- Stakeholders. Stakeholder groups, such as business representatives, developers, property owners, neighborhood associations, school and parent/teacher representatives, local service providers (e.g., community centers, clinics), and bicycling and pedestrian advocates, were targeted for inclusion in community workshops, tours, and focus group meetings. The team engaged a range of local businesses operating in the Downtown vicinity, as well as businesses that operate in neighboring shopping centers.
- High School Students. Students from Vacaville High School were engaged to address their specific interests, needs, challenges, and opportunities in the Plan Area. Their feedback helped to shape, and was integrated into, the DTSP's goals, policies, and strategies.
- Agencies and Policymakers. Vacaville Planning and other departments, the Planning Commission, the City Council, and staff members from Bay Area Metro, Caltrans District 4, and the Solano Transportation Authority were involved during principal phases of the community engagement and plan development process. This group is key for implementation purposes.







1.2.3 Strategies Implemented for Equitable Engagement

A successful public engagement process should be multilayered and ensure that the principles of social and environmental justice are followed. An equitable planning process can foster early support of the project and result in a plan that reflects the values of the community and stakeholders. For this reason, the DTSP team sought not only to include outreach early and throughout the planning process, but to implement a variety of strategies that would provide equitable opportunities for participants to become aware of, understand, and contribute to the effort. Strategies implemented included:

- Creating a logo to brand the project and increase visibility.
- Producing flyers and posters in English and Spanish to publicize events for community-wide distribution. Flyers and posters were distributed to City Coach Transit, Downtown businesses, the Chamber of Commerce, the Downtown Business Improvement District, and City facilities. Flyers were also posted in two Downtown kiosks in the Town Square branch of the Solano County Library (Town Square Library) and the McBride Senior Center.
- Engaging with schools within the Plan Area.
- Creating bus advertisement cards to enable City Coach to advertise events.
- Engaging community members to distribute flyers at local events and through other channels.

- Using the City's social media to encourage public participation through Facebook and Twitter.
- Distributing media releases to newspapers (*The Reporter* and the Fairfield *Daily Republic*) and the local radio station.
- Creating public service announcements to promote workshop information on community television.
- Posting meeting announcements and project updates on the City's website and Let's Talk Vacaville, the online forum for the project. The Let's Talk Vacaville site provided a location for asking questions and collecting surveys during key phases of the project.
- Hosting pop-up tables at various local events. These included the Downtown Farmers' Market in Andrews Park, Kidfest, Annual Night Out on the Rocky Hill Trail, and events in Town Square.

Creating equitable access in public engagement takes open and honest communication, and extensive relationship and trust building.

1.2.4 Common Themes

Several consistent themes that arose during the outreach activities are addressed in the DTSP as strategies for improvements. This input also became the genesis for the DTSP's goals and policies, described in DTSP Part I, Chapter 2, "Vision, Goals, and Policies."

The following community-driven themes do not reflect any ranking or prioritization.

- Create a cohesive vision for the Downtown.
- Create a safer and more family-friendly Downtown.
- Provide more lighting in streets and alleys.
- Maintain cleanliness within Downtown locations, parks, and creek areas.
- Increase art opportunities (e.g., art walk or trail, art installations).
- Encourage ground-floor businesses to activate street-level interaction.
- Provide additional, protected bicycle facilities that connect to other parts of the city.
- Provide multiuse trails for increased mobility options.
- Make Andrews Park a focal point and enhanced destination for users.
- Make gateway improvements to improve Downtown visibility.
- Respond to the need for fewer offices and more restaurants and retail boutiques.



Input provided during a community charrette (Source: ESA)

1.3 Development and Organization of the Specific Plan

1.3.1 Supporting Analysis

The DTSP is a reflection of the robust outreach strategy and community values shared, the strong collaboration with City staff, and the findings of the numerous technical, financial, and design-related studies and reports generated, including those below.

- PDA Profile Report/Existing Conditions Analysis. Provides an overview of the demographic and socioeconomic characteristics of the Plan Area, transit/travel patterns and use, physical aspects of the Plan Area, and any known issues for consideration during the planning process.
- Buck Avenue/Historic District Memorandum. Evaluates the Buck Avenue residential area as a potential extension of the historic district.
- Land Use Analysis. Evaluates the current General Plan designations and zoning districts in the Plan Area and identifies changes required to facilitate development envisioned in the Downtown Specific Plan.
- Downtown Retail Strategy. Provides a high-level framework that identifies effective solutions to facilitate economic revitalization to position the Downtown as a unique mixed-use commercial area within the city for residents and visitors.
- Downtown Connectivity and Streetscape Design Plan. Identifies and prioritizes strategic improvements to streetscape and roadway elements to better connect Downtown Vacaville with

- surrounding neighborhoods, and to support a vibrant Downtown business environment. This plan was adopted in February 2020.
- Financial Feasibility for Prototype Development. Evaluates the financial feasibility of the four Downtown development prototypes and identifies alternative development scenarios that illustrate some ways that developers may go about achieving feasibility.
- Affordable Housing and Anti-Displacement Strategy. Addresses demographic characteristics of the existing population in the Plan Area, and specifically looks at those factors affecting individuals at risk of displacement.
- Downtown Parking Strategy. Provides a detailed analysis of existing Plan Area parking conditions, and identifies recommendations for improvements.
- Utilities Technical Memoranda. Provides an overview of the future public services and other utilities needed to serve buildout of the Downtown, including water, wastewater, and storm drainage infrastructure.
- Farmers' Market Analysis. Provides a summary of a rough cost estimate to construct a permanent Farmers' Market pavilion structure in Downtown and identifies potential funding sources to support this project.
- Financing Strategy. Identifies a range of potential funding sources for public improvements identified in the DTSP.

1.3.2 Downtown Specific Plan Organization

The structure of this DTSP has been organized into two parts:

- Part I presents a comprehensive land use and policy document that governs future development in the Plan Area. Part I also provides a summary narrative of the recommended projects that support the development framework of the DTSP. Part I includes Chapters 1 through 5 of this DTSP.
- Part II includes the Downtown Development Standards and Guidelines (DDSG) that are intended to provide direction for development projects and public improvements within the Plan Area. The primary purpose of the DDSG is to implement the vision of the DTSP. In addition, the formatting of the information contained in Part II mirrors how information is presented within the City's Land Use and Development Code to provide continuity and ease in reviewing City regulations. Further, Part II outlines the City's approach to streamlining and incentivizing development using a prototype approach to identify specific types of development desired in defined areas of Downtown. Part II includes Chapters 6 through 14 of this DTSP.

DTSP Part I is organized into the following five chapters:

- **1. Introduction**. Provides an overview of the purpose and organization of the DTSP.
- 2. Vision, Goals, and Policies. Conveys the overarching intent and vision for Downtown Vacaville's continued growth and evolution. The goals and policies guide the priorities for implementing that vision for an active Downtown.
- **3. Setting and Context**. Describes the setting of the Plan Area and introduces its subareas.
- 4. Development Framework. Establishes the development framework for land use; community identity; housing; mobility and connectivity; community amenities, facilities, and services; and utilities.
- **5. Implementation**. Describes the strategies and actions for implementing the DTSP including infrastructure financing and phasing, process streamlining, incentives, and monitoring.

DTSP Part II is organized into the following nine chapters:

- **6. Purpose and Application.** Summarizes the purpose, applicability, and administration of the DDSG.
- 7. **User Guide**. Presents a brief overview explaining how to apply the DDSG.
- **8. Zoning Districts.** Establishes the Downtown zoning districts and presents the zoning map.
- Development Prototypes. Identifies the specific types of development desired and incentivized in defined areas of Downtown.
- **10.** Land Use Regulations. Defines permitted and conditionally permitted uses.
- **11. Development Regulations.** Specifies density, floor area ratio, setback, height, and other development standards.
- **12. Design Regulations and Guidelines for Private Development.** Details site, building, landscaping, lighting, and other design regulations and guidelines for development projects.
- **13. Historic District Standards and Guidelines.** Presents design standards for the preservation and restoration of buildings within the Downtown Historic Preservation District.
- 14. Streetscape and Public Spaces Guidelines. Provides landscaping, furnishing, wayfinding, public art, and other guidelines for the design of streetscapes and public spaces.



Statue by the Vacaville Town Square Library (Source: ESA)





VISION, GOALS, AND POLICIES

The vision, goals, and policies for Downtown Vacaville draw upon the ideas, aspirations, and values of the city's residents, business owners, staff members, elected and appointed officials, and other community stakeholders. The vision conveys the overarching intent for Downtown's continued growth and evolution. The accompanying goals and policies guide the priorities for implementing that vision. The aim is to unlock Downtown's full potential as a vibrant and walkable mixed-use destination where people live, work, shop, and play—a Downtown with a great history and a great future.



Downtown during an event on Main Street (Source: City of Vacaville)

2.1 An Active Downtown

It is the community's intent to reestablish Downtown as the heart of the city, a lively place that offers residents and visitors an urban experience that is authentically Vacaville. This experience will build upon those elements that differentiate Downtown from other areas of the city, including its historic charm, human-scaled Main Street environment, number of locally owned businesses, and quaint residential neighborhoods. Strategic improvements to streetscapes, pedestrian and bicycle connectivity, public gathering spaces, lighting, directional signage for wayfinding, and other elements to create a sense of place will enhance the area's character and help to attract an economically vibrant mix of uses that promote street-level activity and invite people to rediscover Downtown.

Initial efforts will focus on strengthening the Downtown core as an active hub of retail, entertainment, cultural, civic, dining, and office uses, thus generating momentum to catalyze the remainder of the Downtown Plan Area as well to enhance its vibrancy. The Downtown core will be centered on an expanded Town Square, an extended CreekWalk, and a transformed gateway corridor along Davis Street, and will include upgraded street furnishings, public art, and other improvements. New residential and mixed-use development will be integrated to expand the local resident base, support businesses, reactivate upper floors, and extend the hours of activity.

Downtown Vision

Establish Downtown as Vacaville's premier experiential destination by leveraging its unique setting and brand to attract a greater mix of people, uses, activities, and investments.

The subareas outside of the Downtown core, illustrated in Figure 3.5-1 in DTSP Part I, Chapter 3, "Setting and Context," vary from historic residential to contemporary commercial. The individual character of these subareas will be enhanced with a focus on improving connectivity, integrating with the Downtown core, and contributing to the success of the greater Plan Area. Refer to Section 3.5 in DTSP Part I, Chapter 3, for descriptions of the Downtown subareas.

The topics presented in the goals and policies of this document are articulated in more detail throughout DTSP Part I, Chapter 4, "Development Framework." Additional supporting information can be found in DTSP Part II, Chapters 9–14.

2.1 Visioning Themes

The goals and policies of the DTSP provide guidance for implementing the vision for Downtown. They build upon the following themes, which advocate for a Downtown that is:

Vibrant. A pedestrian-oriented housing, retail, entertainment, and cultural destination that attracts people and fosters street-level engagement.

Connected. An accessible mobility network that allows for the safe and convenient movement of pedestrians, bicyclists, transit users, and automobiles in addition to barrier-free access based on existing federal code requirements for Americans with Disabilities Act (ADA) access in all public spaces.

Attractive. A well-designed blend of buildings, landscaping, streetscapes, and public spaces that carefully integrate with Downtown's historic character.

Sustainable. A future built upon a healthy environment, a strong economy, and the well-being of residents and businesses.

Resilient. A community able to adapt and grow in response to changing environmental, economic, and societal conditions.

Equitable. A diverse place where all residents equitably participate in its planning, growth, quality of life, and prosperity.

Safe. A secure environment with well-lit and defensible spaces that add to the comfort and safety of residents, businesses, and visitors.

2.2 Goals and Policies

Goal 1 Attract active retail and related uses unique to Downtown.

- 1.A **Intensification**. Encourage intensification of Downtown with an economically varied mix of retail, housing, recreational, and cultural uses.
- 1.B Active Uses. Target retail and other "active" uses that promote street-level engagement, increase foot traffic, and draw people to Downtown.
- 1.C Resident Oriented. Support uses that provide goods and services that meet the daily needs of local residents, while also appealing to visitors.
- 1.D **Local Tenant Mix.** Cultivate a diverse tenant mix that emphasizes unique, locally owned businesses.



Special event on Main Street in Downtown Vacaville (Source: City of Vacaville)

- 1.E **Retail Activity**. Cluster new retail activity, design of public spaces, and connectivity improvements along highly visible pedestrian frontages to create critical masses of activity that will influence and generate further interest for those frontages, and entice others to patronize local businesses.
- 1.F Ground-Floor Interaction. Provide for continuous and concentrated ground-floor activity along pedestrian frontages to support safe interactions and flow while also promoting window shopping and engagement between pedestrians and businesses.
- 1.G Public Realm Activity. Promote the use of sidewalks, streets, alleys, and plazas for retail and ancillary activities, such as the operation of sidewalk cafes, merchandise displays, and outdoor sales.
- 1.H **Pop-Up Uses.** Allow temporary gallery, retail, and other popup uses in vacant building and plaza spaces.



Special event in Downtown Vacaville (Source: City of Vacaville)

Goal 2 Reinforce Downtown as a lively entertainment, cultural, civic, and dining destination.

- 2.A **Entertainment Uses.** Target a wider variety of Downtown entertainment, dining, cultural, and related uses that serve all ages and offer almost around-the-clock activity or "18-hour" activity to help the Downtown flourish outside of a typical 9 a.m. to 5 p.m. workday.
- 2.B **Improved Public Spaces.** Invest in the creation of new and improved public spaces that can be used for daily activities and to host special events and gatherings.
- 2.C Expanded Town Square. Expand the Town Square and improve its connection to the adjacent Town Square Library, McBride Senior Center, and Andrews Park to enhance the area's visibility and usability as the center of Downtown.
- 2.D Andrews Park. Integrate new community events and facilities in or near Andrews Park to serve residents and visitors of all ages and abilities.
- 2.E Art-Related Activities. Support recurring activities that increase Downtown's reputation as an arts and cultural venue, such as a Main Street Art Walk and Downtown Murals Program.
- 2.F **Theaters and Hotels**. Enhance pedestrian interaction and visual connectivity between the Downtown core and the nearby movie theaters, hotels, and related uses along Davis and Mason Streets.

Goal 3 Provide a broad range of quality housing choices in Downtown.

Policies

- 3.A Additional Housing. Facilitate additional Downtown housing to support local businesses, expand activity, and allow more people to access services and workplaces by walking and biking.
- 3.B **Diverse Housing Types**. Provide for a variety of quality purchase and rental housing types and sizes to support a mixed-income population base.
- 3.C **Higher Density Housing.** Incentivize high-density, mixed-use, and "missing middle" housing, including the use of publicly owned land for such housing. "Missing middle" housing refers to smaller scale housing types, with multiple units, that may be lacking in the Downtown.
- 3.D **Second-Floor Reinvestment.** Support reinvestment in the second floors of existing buildings for renewed residential use.
- 3.E **Established Neighborhoods.** Maintain the identity and livability of established neighborhoods while allowing for a greater array of housing types and increased densities.
- 3.F Funding. Target available incentive and grant programs for the preservation, rehabilitation, and creation of attainable housing.
- 3.G Displacement Strategy. Implement the recommendations of the Downtown Affordable Housing Assessment and Anti-Displacement Strategy.

Goal 4 Expand Downtown employment opportunities.

- 4.A **New Office Development.** Target new office uses to expand the assortment of higher wage employment opportunities and businesses that can benefit from a central urban location.
- 4.B **Strategic Locations.** Integrate office and other "non-active" uses on second floors and other strategic locations that do not interrupt "active" pedestrian frontages.
- 4.C **Maker Use and Sales.** Allow makers, artisans, and custom manufacturing uses to make and sell products in the same space.
- 4.D **Emerging Businesses**. Encourage the provision of space for small, new, emerging, and innovative businesses.



Retail business in Downtown Vacaville (Source: City of Vacaville)

Goal 5 Improve connectivity in and around
Downtown to offer desirable choices for all
travel modes.

- 5.A **Pedestrian Preference.** Incorporate design standards and public improvements that give priority to the pedestrian and bicycle over the automobile and promote public health.
- 5.B **Gap Improvements.** Fill gaps in the existing pedestrian and bicycle network, both within and connecting to Downtown, including completion of the Class I path along Ulatis Creek or within Andrews Park.
- 5.C **Complete Streets.** Apply Complete Streets principles in the planning, design, operation, and maintenance of roadways to enable safe and comfortable access for all users.
- 5.D **CreekWalk.** Extend the CreekWalk to enhance its connectivity, and integrate additional amenities and lighting to make it a more desirable and safe location to walk, jog, and cycle.
- 5.E Intersection Improvements. Improve traffic flows and pedestrian/bicycle accessibility at key intersections, particularly along Mason Street and East Monte Vista Avenue.
- 5.F **Linkages.** Improve the design, function, and flow of key vehicular and pedestrian linkages that function as important feeders into Downtown such as Davis Street, Merchant Street, Mason Street, and East Monte Vista Avenue.
- 5.G Transit Use. Expand transit use and connectivity to the Downtown Transit Plaza to enhance accessibility for residents of all ages and abilities.

- 5.H Emerging Mobility Options. Provide for emerging mobility options such as rides-for-hire services, bike and scooter share, e-mobility hubs, zero-emissions vehicles, and autonomous vehicles.
- 5.1 **Connectivity Plan.** Implement the recommendations of the Downtown Connectivity and Streetscape Design Plan (adopted in February 2020).



Sidewalk off Main Street in Downtown Vacaville (Source: ESA)

Goal 6 Manage parking resources in Downtown to promote a "park-once-and-walk" environment.

Policies

- 6.A **Park Once.** Encourage a setting where employees and customers can park in one location and visit multiple Downtown destinations via high-quality and well-lit pedestrian connections.
- 6.B **Parking Management.** Actively manage the supply of on-street and off-street parking to increase parking availability and improve customer awareness.
- 6.C **Parking Distribution.** Distribute adequate, convenient, and accessible public parking lots at strategic locations throughout Downtown based on quantified need.
- 6.D **Curbside Management.** Balance on-street parking with other curbside mobility and business service needs.
- 6.E **Directional Signage**. Provide comprehensive directional signage for public and private parking facilities in Downtown.
- 6.F **Bicycle Parking**. Require ample bicycle parking facilities.
- 6.G **Parking Strategy**. Implement the recommendations of the Downtown Specific Plan Parking Analysis and Strategy.

Goal 7 Create an attractive built environment to enhance Downtown's brand.

- 7.A **Public Realm.** Install new and improved amenities such as benches, street trees, greenery, lighting, and parklets to enhance Downtown's walkable character and aesthetics.
- 7.B **Wayfinding.** Prioritize wayfinding to and within Downtown to improve visibility, consumer awareness, and sense of arrival.
- 7.C Active Façades. Ensure that buildings have active groundfloor façades (portions of buildings facing the street/ sidewalk) that incorporate high levels of transparency, entries, and pedestrian amenities that entice patrons and increase activity within the Downtown.
- 7.D **Historic Preservation.** Preserve, enhance, and adapt architecturally, historically, and culturally significant buildings and resources as connections to Vacaville's identity.
- 7.E **Public Art.** Promote public art at prominent locations that contribute to Downtown's brand such as gateways, plazas, the Town Square, and the CreekWalk.
- 7.F **Ulatis Creek.** Better leverage Ulatis Creek as a scenic amenity to further activate adjacent uses and outdoor spaces.
- 7.G **Davis Street Entry.** Activate the Davis Street corridor as a "grand" entry to the Downtown core.
- 7.H **Renovation.** Encourage the renovation of existing suburban commercial centers along Davis Street, Mason Street, and East Monte Vista Avenue to reduce the visual prominence of parking lots and make the centers more pedestrian friendly.



Building along Main Street in Downtown Vacaville (Source: ESA)

Goal 8 Support a sustainable, resilient, and equitable Downtown.

- 8.A **Sustainable Design.** Promote sustainability in building and landscaping design, construction, and renovation such as greywater recycling, green roofs, alternative paving, sustainable building materials, and net-zero energy.
- 8.B **Green Infrastructure**. Integrate green infrastructure, enhanced tree canopies, and urban greenery into public improvement designs and retrofit projects.
- 8.C Climate Change Resilience. Consider climate readiness and resilience in new development and renovations by encouraging design features that buffer storms, mitigate urban heat islands, and conserve water.
- 8.D **Universal Design**. Incorporate universal design principles into private development and public improvements to encourage use by people of all ages and abilities.
- B.E **Healthy Foods**. Increase access to healthy foods by supporting neighborhood-oriented, specific sources such as farmers' markets, local outlets, and community gardens.
- 8.F **Environmental Justice**. Consider environmental justice issues for a diverse array of stakeholders and any potential health impacts on land use and development approval decisions, as they relate to such stakeholders and community members who may disproportionately experience the impacts of limited resources, accessibility, or environmental burdens.



Special event in Downtown Vacaville (Source: City of Vacaville)

- 8.G **Vulnerable Populations**. Prioritize investments and projects that significantly address the social and economic needs of economically vulnerable populations.
- 8.H **Diverse Engagement**. Provide for the engagement of diverse stakeholders, such as business owners, neighborhood associations, students, and local service providers, in the planning and development decision-making process.

Goal 9 Increase the perception of personal safety in Downtown to support activity and investment.

- 9.A **Upgraded Lighting.** Provide higher levels of uniform lighting and natural surveillance throughout Downtown to increase safety and nighttime activity.
- 9.B **Crime Prevention through Environmental Design.** Integrate Crime Prevention through Environmental Design (CPTED) strategies and applications to enhance crime prevention.
- Homelessness. Continue to work with the City's Community Response Unit and Solano County Health and Human Services Department to proactively address homelessness and illegal camping.
- 9.D Code Enforcement and Maintenance. Deliver consistent code enforcement and regular maintenance of public spaces to align with current code enforcement practices or any known safety issues.



Encourage a family friendly and safe Downtown environment for visitors and residents (Source: City of Vacaville)

Goal 10 Prioritize planning, improvements, and actions that advance the vitality of Downtown.

- 10.A **Downtown Core.** Concentrate initial planning efforts, improvements, and investments on the Downtown core as a catalyst for the remainder of Downtown.
- 10.B **Capital Improvements.** Prioritize capital improvements that provide for "quick wins" and the greatest return on investment toward achieving an active Downtown.
- 10.C **Streamlining.** Remove barriers and streamline the approval of development prototypes and other projects that are consistent with and implement this specific plan.

- 10.D **Utilities**. Ensure that adequate public utilities and infrastructure are programmed in accordance with the DTSP's water, sewer, and drainage impact evaluations.
- 10.E **Funding**. Secure adequate funding sources to implement Downtown improvements, programs, and maintenance in accordance with the DTSP's financing strategy.
- 10.F **Downtown Brand.** Collaborate with local businesses, property owners, the Downtown Vacaville Business Improvement District, and other champions to comprehensively promote the Downtown Vacaville brand.



Chili Cookoff in Downtown Vacaville (Source: City of Vacaville)





SETTING AND CONTEXT

Downtown is desirably located and deeply woven into the fabric of Vacaville. Building upon and celebrating Downtown's rich historic context, the Vacaville Downtown Specific Plan Area captures the essence of its unique subareas, maximizing the potential within its neighborhoods and commercial corridor.



View of Merchant Street from Downtown Vacaville, facing west (Source: ESA)

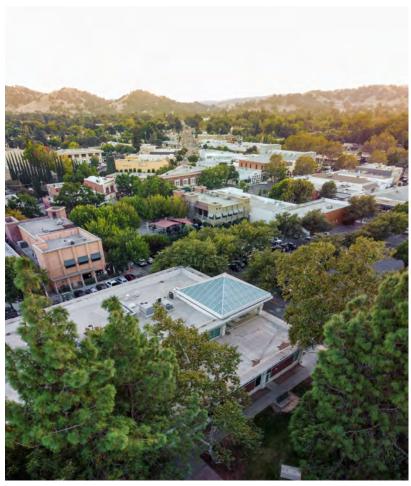
3.1 Prime Location

3.1.1 Regional Setting

With a population of roughly 100,000, the city of Vacaville is located in Solano County, California, at the foot of the Coast Ranges, which divide the Central Valley from the San Francisco Bay Area. Vacaville is approximately 27 miles southwest of Sacramento and 46 miles northeast of San Francisco. Interstate 80 (I-80) bisects the city, connecting Vacaville with the Bay Area and the Sacramento region. Interstate 505 branches off I-80 northwest of the Plan Area and connects to Interstate 5 to the north. The Plan Area is north of I-80 in the city's northwest quadrant (**Figure 3.1.1-1**). Three miles to the northeast is the Solano County—owned Nut Tree Airport, which accommodates aircraft ranging from light aircraft to corporate jets. The nearest commercial airport is Sacramento International Airport, approximately 40 miles northeast of Vacaville.

3.1.2 Local Setting

Located in the heart of Vacaville, Downtown covers an approximately 10-block by 10-block area. City Hall and many other public facilities are one-half mile to the southwest, and the Nut Tree commercial development is 2 miles to the northeast, along I-80. Surrounding land uses include residential and public facilities to the west; residential and commercial uses and swaths of open space to the north; residential and commercial uses to the east; and I-80 and highway commercial uses to the south.



Aerial view of the Downtown Center subarea, facing west (Source: ESA).

City of Vacaville City Limits

Legend

DTSP Boundary

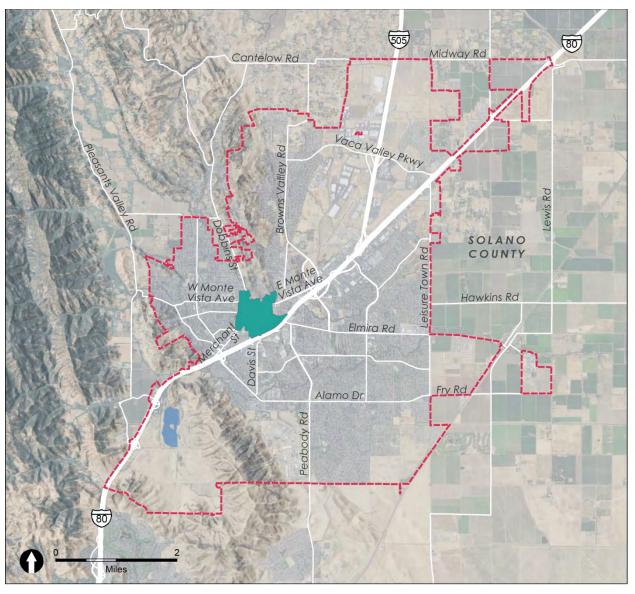


Figure 3.1.1-1: Regional Map

3.2 Plan Area

As shown in **Figure 3.2-1**, the 237-acre Plan Area is generally bounded by West Street on the west, East Monte Vista Avenue on the north, Depot Street on the east, and I-80 on the south. The Plan Area includes the Downtown Transit Plaza at East Monte Vista Avenue and Cernon Street, which serves three local bus routes and connects to the Vacaville Transportation Center (also known as the Vacaville Intermodal Station) at the northeasterly corner of Allison and Ulatis Drives.

The Plan Area also includes a number of existing shopping and dining options, a branch of the Solano County Library, the McBride Senior Center, a U.S. Post Office branch, a multiscreen movie theater complex, an indoor sports facility, and Andrews Park, a community park and plaza that routinely hosts live entertainment and major community events. Ulatis Creek runs along the northeastern quadrant of the Plan Area. Vacaville High School is located immediately west of Downtown, outside of the Plan Area. The newly relocated Buckingham Collegiate Charter Academy (Buckingham Academy), which replaced the Muzzetta Thrower Education Center and Country High, is situated within the eastern portion of the Plan Area at the corner of East Monte Vista Avenue and McClellan Street. The Plan Area encompasses the Downtown Vacaville Priority Development Area (PDA), which Bay Area Metro designated as one of Solano County's PDAs in Plan Bay Area 2040. PDAs are areas of existing communities that have been identified and approved by local city or county governments as future compact growth areas.

Plan Bay Area 2040

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation and land use plan. As required by Senate Bill (SB) 375, all metropolitan regions in California must complete a sustainable communities strategy (SCS) as part of a regional transportation plan. In the Bay Area, the Metropolitan Transportation Commission and Association of Bay Area Governments are jointly responsible for developing and adopting an SCS that integrates land use, housing, and transportation to meet greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board.

The region adopted its previous plan, Plan Bay Area, in July 2013. As the Bay Area's first regional transportation plan to include an SCS, the original Plan Bay Area charted a course for reducing per-capita GHG emissions through the promotion of more compact, mixed-use residential and commercial neighborhoods near transit. Plan Bay Area supported PDAs with planning grants, technical assistance, and prioritization for regional and state transportation and affordable housing funds.

Legend

DTSP Boundary

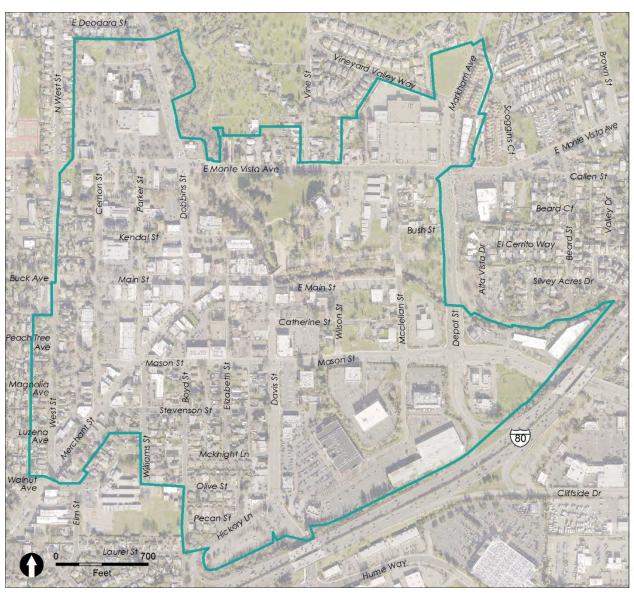


Figure 3.2-1: Vacaville Downtown Specific Plan Area

PUBLIC DRAFT (JUNE 2021)

3.3 Partnership between Landowners

The geographic range of the Plan Area includes the core Downtown, along with neighborhoods and development areas that extend two to four blocks beyond Downtown, depending on the direction. For this reason, parcels in the Plan Area vary in size, from smaller lots within the traditional Downtown core and residential neighborhoods to larger parcels north of East Monte Vista Avenue and to the southeast along I-80, where the theater complex is located. As shown in Figure 3.3-1, more than 480 parcels make up the Plan Area, with approximately 17 percent of the parcels publicly held and 83 percent privately owned. There is a larger concentration of publicly owned land in the area generally bounded by East Monte Vista Avenue to the north, McClellan Street to the east, Main Street to the south, and Dobbins Street to the west. The success of the DTSP will rely on a collaborative and innovative public-private partnership between the City, landowners, and merchants, working hand in hand to create a Downtown that will be a source of pride and enjoyment for generations to come.



Statue by the Vacaville Town Square Library (Source: ESA)

Privately Owned **Publicly Owned**

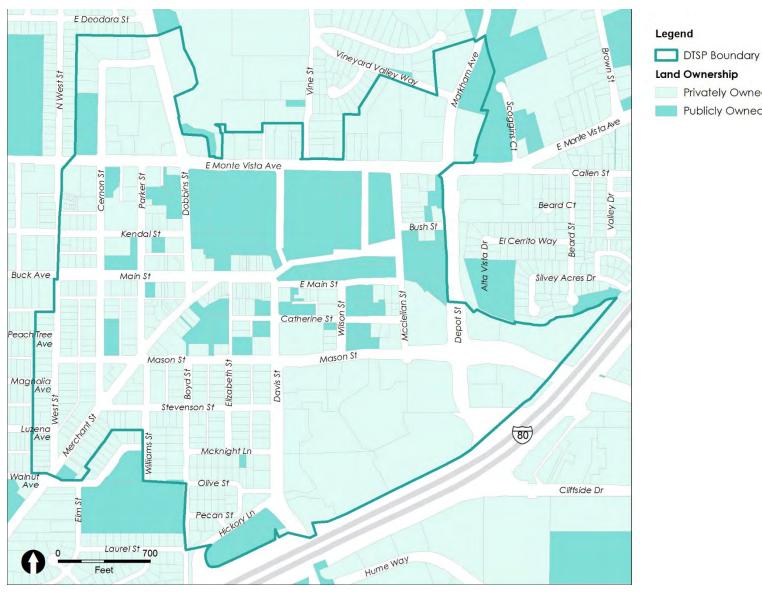


Figure 3.3-1: Land Ownership in the Plan Area

3.4 Downtown's Rich History

3.4.1 Earliest Settlement to 1930s

Prehistoric settlement in the Vacaville area began with the Pentianspeaking Hill-Patwin, who were part of the larger Patwin group.
Their territory extended from the southern portion of the
Sacramento Valley to west of the Sacramento River and from the
town of Princeton south to Suisun Bay. With the arrival of the
Spanish, the lives of the Patwin and their neighbors were indelibly
changed. By 1800, missionaries had begun removing Patwin people
to Mission Dolores, Mission San José, and Mission Sonoma. During
the mission period, Native American land was largely overtaken by
Mexicans and Americans.¹

Historic-era settlement is traced back to 1842, when the Mexican government awarded the Los Putos land grant to Manuel Vaca and Juan Felipe Peña. It was at this time that Peña built his adobe home just west of present-day Downtown Vacaville. Shortly thereafter, three major events happened to set the stage for the modern city of Vacaville: war with Mexico was declared in 1846, leading to California's statehood in 1848; gold was discovered at Sutter's Mill, also in 1848; and Vaca sold a portion of his ranch to William McDaniel with the condition that a town called Vacaville be established. McDaniel and Vaca had disputes over the sale of land for years after the 1850 sale, but McDaniel made good on the agreement to found a town. In 1851, the Town of Vacaville was officially platted.²

At the time Vacaville was established, livestock and wheat were the principal economic products in Solano County. The completion of nearby railroad lines in the late 1860s provided a way for ranchers to send their crops to market, but the higher cost of rail transport coupled with increased competition led to the decline of the area's wheat industry during the 1880s. Orchards were planted in place of wheat, and Vacaville was formally incorporated in 1892.³

Growth was slow but steady in spite of major fires that broke out in 1877, 1888, and 1890, destroying whole blocks of the town, and a major earthquake that occurred in 1892. Fruit production continued through this period, bringing a modest amount of prosperity to the region. However, after peaking in the mid-1910s, fruit production in the Vacaville area declined as a result of drought and soil depletion, overproduction for the World War I war effort, and competition during the Great Depression.

In the lean years of the Depression, Vacaville served as a hub for relief programs in the region, housing a 300-person Civilian Conservation Corps camp. The Vacaville Camp largely focused on tasks related to preventing soil erosion, including building dams, planting trees, installing drain pipes, and clearing creeks.

¹ Dudek, *Cultural Resources Evaluation Report for the Eldredge Property (Homestead) Project*, prepared for the City of Vacaville, April 2018.

² Ibid.

 $^{^3}$ City of Vacaville, Vacaville General Plan and ECAS EIR, prepared by The Planning Center, June 2014.

3.4.2 Modern Vacaville (1940s-present day)

In the mid-20th century, new employers arrived in the area, resulting in explosive growth in Vacaville. The now-defunct Basic Vegetable Products company located a 1,000-worker onion dehydrating facility in Vacaville, and in 1942, Suisun Air Base (now Travis Air Force Base) was established just south of Vacaville.

Between 1941 and 1960 Vacaville experienced a massive population boom, growing to a population of 12,000 people. The growth and development of Vacaville continued, and by 1978, there was a population of approximately 38,000 people, representing an increase of 35,000 in three decades. By 2019, Vacaville's population had grown to more than 100,000 people. The area's steady population increases can be attributed to the construction of new freeways, which encouraged the construction of new business parks, schools, and residential subdivisions. The end of this period of rapid growth and development saw renewed interest in protecting the historical resources of the original center of Vacaville.

Refer to DTSP Part I, Chapter 4, "Development Framework," and DTSP Part II, Chapter 13, "Historic District Standards and Guidelines," for more information regarding the historic context of Vacaville. These chapters also present the requirements and guidelines for the Downtown Historic Preservation District Overlay; a list of known historic resources and an explanation of how to manage historic resources within the Plan Area; and supporting resources and references.

3.5 Subareas

The traditional, grid-like street network is the common thread connecting the subareas within the Plan Area that make up the Downtown fabric. The subareas vary in size, land use characteristics, and development and mobility patterns, among other attributes. The seven subareas are outlined below, followed by individual descriptions. **Figure 3.5-1** provides a conceptual illustration of the subareas.

- Downtown Center
- Historic Main Street
- North Monte Vista
- West End Residential
- 5. Merchant & Mason Street Corridor
- 6. South Residential
- 7. Highway Entertainment & Employment

⁴ City-Data.com, *Vacaville, California*, available at www.city-data.com/city/Vacaville-California.html.



Figure 3.5-1: Subareas within the Vacaville Downtown Specific Plan Area

Legend

Subareas

DTSP Boundary

Downtown Center Historic Main Street North Monte Vista West End Residential

South Residential

Highway Entertainment & Employment

Merchant & Mason Street Corridor

3.5.1 Downtown Center

Vision: A vibrant, mixed-use Downtown core with bustling pedestrian-level activity and a broad range of housing opportunities

The Downtown Center not only is the largest subarea, but is also considered the heart of the Plan Area. This subarea is generally bounded by East Monte Vista Avenue to the north, Depot Street to the east, Mason Street to the south, and Cernon Street to the west. Davis Street serves as a significant gateway entry into this subarea from neighborhoods south of the Plan Area and I-80.

Made up of a series of contiguous, larger parcels, the former CVS site north of East Monte Vista Avenue between Cernon Street and Dobbins Street is also considered a part of this subarea, given its potential to yield a greater number of residential units than other Downtown parcels.

The Downtown Center consists of a mixture of land uses, including commercial, office, residential, and public uses, which are woven into the intimate, small-block Downtown grid. The Downtown Transit Plaza, McBride Senior Center, Town Square Library, Andrews Park, Ulatis Creek, and Buckingham Academy are some of the notable facilities and features located within the Downtown Center, a subarea well-suited for mixed-use development.



Streetscape along Main Street in Downtown Vacaville (Source: ESA)

3.5.2 Historic Main Street

Vision: A robust corridor that maximizes the advantages of its central location

Historic Main Street, a subarea within the Downtown Center subarea, generally runs along Main Street and the northern tail of Merchant Street that extends diagonally from Mason Street to Main Street. This pedestrian-oriented area is the main destination for much activity in the Plan Area and boasts the most concentrated area of commercial uses. It represents the historic core of Vacaville's Downtown and contains many structures from the town's early history, providing a valuable cultural and aesthetic amenity. The former Theatre DeVille, the former Carnegie Library (which is now being used as a brewpub), Vacaville Town Square Plaza, Vacaville Heritage Council, and many dining and retail destinations are found within the Historic Main Street subarea. This subarea provides the entry to the CreekWalk trail in Andrews Park from the historic School Street Bridge at Main and Davis Streets.



Main Street sign in front of the mural on the Heritage House Café building in Downtown Vacaville (Source: ESA)

3.5.3 North Monte Vista

Vision: An enhanced mix of supporting residential and commercial development that complements the Downtown Center

Located at the northern portion of the Plan Area is the North Monte Vista subarea. East Monte Vista Avenue, a primary arterial that connects the Plan Area to neighborhoods to the east and west, serves as the southern boundary of this subarea. North Monte Vista is characterized by a mixture of commercial buildings, including the Vista Crossings shopping center off East Monte Vista Avenue and Markham Avenue to the east, financial institutions, governmental facilities such as the U.S. Post Office, and residential neighborhoods. This subarea provides access to both Andrews Park to the south and the Rocky Hill trailhead to the northeast.

3.5.4 West End Residential

Vision: An enhanced residential neighborhood seamlessly combining a variety of detached and attached homes

The West End Residential subarea is north-south oriented along the western boundary of the Plan Area and generally includes the midblock south of East Monte Vista Avenue to the north and Luzena Avenue to the south. A small church on the southeast corner of Main Street and West Street is located in this subarea, although residential is the primary use. Larger single-family homes from the early 1900s can be found closer to Buck Avenue in the north, while smaller residences, including multiplex units and apartments with alley access, are farther south on West Street. Residents in this neighborhood have convenient access to the Downtown Transit Plaza to the northeast, within the Downtown Center subarea.



Triplex residential unit on West Street in Downtown Vacaville (Source: ESA)

3.5.5 Merchant & Mason Street Corridor

Vision: An activated gateway area for retail, commerce, and housing opportunities

Located in the southwestern portion of the Plan Area and south of the West End Residential subarea is the Merchant & Mason Street Corridor subarea. This subarea includes a mixture of commercial uses, offices converted from older homes, personal service businesses, and residential uses. For visitors and residents traveling eastbound on I-80, Merchant Street in this neighborhood serves as one of the primary western gateways into the Plan Area, which makes this corridor a targeted zone for mixed-use development, given its prime visibility and accessibility.

3.5.6 South Residential

Vision: A traditional neighborhood with increased mobility options to access Downtown goods and amenities

Southeast of the Merchant & Mason Street Corridor is the South Residential subarea. This subarea is generally bounded by Stevenson Street to the north, Davis Street to the east, Hickory Lane to the south, and William Street to the west. Unlike many other neighborhoods in the Plan Area, the South Residential subarea is almost entirely residential, with some religious institutions scattered through the neighborhood. Increased development of multiplex units will better maximize the use of nearby services and amenities, including the Kairos Public School Vacaville Academy immediately to the southwest (and outside of the Plan Area) and the Vacaville Transportation Center south of Hickory Lane, a parkand-ride bus station that provides mobility to other local and regional destinations.

3.5.7 Highway Entertainment & Employment

Vision: A signature commercial area that draws increased foot traffic to the Downtown Center

Appropriately named as Highway Entertainment & Employment, this subarea boasts approximately one-half mile of highway frontage, with I-80 serving as the neighborhood's southern boundary. I-80 is joined by Davis Street to the west and Mason Street to the north to form this triangle-shaped subarea. Given its prime highway visibility and accessibility, development in this subarea is conducive to larger scale commercial and potential mixed-use development in targeted locations. The Vacaville Regional Transportation Center park-and-ride lot, the Brenden Theatre, the Vacaville Ice Sports ice skating rink, a hotel, Sutter Health, and other supporting commercial uses are located in this subarea.

Two primary gateways into the Plan Area lie within this subarea: Mason Street, for visitors and residents traveling westbound on I-80; and Davis Street, which connects the Plan Area to existing neighborhoods and development farther to the south.





DEVELOPMENT FRAMEWORK

A strategy of incremental growth and framework for coordinated improvements help establish a Downtown Vacaville that reflects the community's vision while providing for economic growth and development opportunities.



Main Street in Downtown Vacaville (Source: ESA)

4.1 Overview

The DTSP development framework is intended to create well-balanced neighborhoods with easily accessible amenities and services. This chapter contains the sections listed below. Each section generally describes opportunities and summarizes recommended projects and programs. For a comprehensive list of recommended projects and programs, refer to DTSP Part I, Chapter 5, "Implementation," which also includes the implementing actions associated with select topics below.

Land Use. Describes the land uses and growth assumptions that will guide the development of Downtown Vacaville.

Community Identity and Placemaking. Identifies strategies to reinforce a pedestrian-friendly atmosphere that creates a unique Downtown identity.

Housing. Describes the need to expand opportunities for increased housing options in Downtown while preventing the displacement of existing residents.

Mobility and Connectivity. Provides an overview of the circulation systems that serve the Plan Area, including roadways, bicycle and pedestrian facilities, transit, and parking.

Community Amenities, Facilities, and Services. Ensures that the community facilities, services, and open space provided, including public safety, are sufficient to serve Downtown residents and visitors.

Utilities. Addresses the approach to providing adequate and upgraded infrastructure and facilities needed to serve growth in the Plan Area.

Historical Resources and Historic Preservation. Describes historical resources in the Plan Area, existing policies and regulations that govern their preservation, benefits and incentives for development that incorporate historic preservation concepts, and methods of planning for projects within the Downtown Historic Preservation District.



Town Square aerial view in Downtown Vacaville along Main Street (Source: ESA)

4.2 Land Use

Land use planning plays a critical role in creating successful, memorable places where people can live, work, shop, and recreate. Thoughtful land use planning creates a development framework for future growth and revitalization that is both sustainable and adaptive to market conditions.

4.2.1 DTSP Land Use Overview

Development of the DTSP land use framework was an iterative process informed by conversations and work sessions with City staff members and the community. The public process included meetings with advisory committees, focus groups, and students, which provided critical feedback in shaping the plan.

Various land use options for select Plan Area parcels were explored. Ultimately a hybrid concept was developed, one that carries forward the best and most achievable ideas to form the basis of the DTSP land use framework (**Figure 4.2.1-1**). These diverse and complementary land uses provide for a range of residential, employment, and entertainment opportunities that allow the Plan Area to flourish.

These land uses are implemented by the DTSP zoning districts. Refer to DTSP Part II, Chapter 8, "Zoning Districts," for more details. **Table 4.2.1-1** summarizes the DTSP land uses and presents the relationship between the Downtown land uses, zoning districts, and subareas. **Table 4.2.1-2** shows the estimated development potential for the Plan Area based on General Plan buildout projections.



Town Square clocktower along Main Street in Downtown Vacaville (Source: ESA)



Restaurant in Town Square off Main Street in Downtown Vacaville (Source: ESA)

The Plan Area includes the following land use designations. **Figures 4.2.1-2** through **4.2.-9** provide more details on each land use type.

- 1. Residential Low Density (RL)
- 2. Residential Medium Density (RM)
- 3. Residential High Density (RH)
- 4. Mixed Use (MU)
- 5. Downtown Commercial (CD)
- 6. Commercial General (CG)
- 7. Public Park (PK)
- 8. Public Open Space (OS)
- 9. Public/Institutional (P)
- 10. School (E, JH, HS)

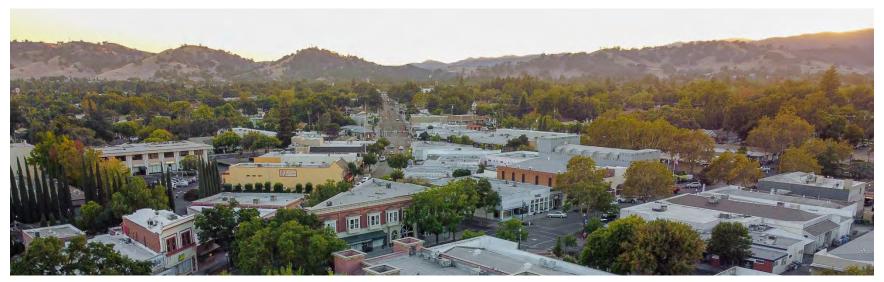
To achieve the vision for land use and urban form outlined in this DTSP, development projects will need to be consistent with the City's General Plan, DTSP goals and policies, and DTSP regulations presented in Part II of the DTSP. Part II provides the elements of the Downtown Development Standards and Guidelines that modify the permitted uses, development and design standards, and various other regulations found in the City's Land Use and Development Code. The regulations in the Downtown Development Standards and Guidelines shall supersede the Land Use and Development Code. Where the DTSP is silent, the City's Land Use and Development Code shall govern.

Table 4.2.2-1: Land Use Summary					
DTSP Land Use	Implementing DTSP Zoning Districts	Subareas Where Generally Applied	Land Use Type		
Residential Low Density (RL)	Downtown Neighborhood Low (DNL)	West End Residential, South Residential	Residential		
Residential Medium Density (RM)	Downtown Neighborhood Medium (DNM)	West End Residential	Residential		
Residential High Density (RH)	Downtown Neighborhood High (DNH)	West End Residential, South Residential, North Monte Vista, Merchant & Mason Street Corridor	Residential		
Mixed Use (MU)	Downtown Mixed Use (DMU)	Downtown Center	Residential/Commercial		
Downtown Commercial (DC)	Downtown Core (DC)	Downtown Center, Historic Main Street, North Monte Vista, Merchant & Mason Street Corridor	Residential/Commercial		
Commercial General (CG)	Downtown General Commercial (DGC)	North Monte Vista, Highway Entertainment & Employment	Commercial		
Public Park (PK)	Downtown Park and Recreation (DPR)	Downtown Center	Other Non-residential		
Public Open Space (OS)	Downtown Open Space (DOS)	Downtown Center	Other Non-residential		
Public/Institutional (P)	Downtown Public Facilities (DPF)	Downtown Center	Other Non-residential		
School (HS)	Downtown Public Facilities (DPF)	Downtown Center	Other Non-residential		

Table 4.2.2-2: Land Use Statistical Summary					
Land Use Type	Total Acreage in DTSP at Buildout	Total Units at Buildout	Total Building Area at Buildout (square feet)		
Residential ¹	25.2	677	_		
Residential/Commercial ²	78.2	372	768,510		
Commercial ³	54.2	-	1,667,500		
Other Non-residential ⁴	18.9	-	1,096,717		
Right-of-Way	60.4	_	-		
Grand Total	236.8	1,049	3,532,727		

^{1.} Includes information for the following DTSP land uses: RL, RM, and RH.

Note: Land use statistical summary may be subject to change as part of this public draft.



Aerial view of Downtown Vacaville, facing west (Source: ESA)

^{2.} Includes information for the following DTSP land uses: MU and DC.

^{3.} Includes information for the following DTSP land use: CG.

^{4.} Includes information for the following DTSP land uses: PK, OS, P, and School (HS).

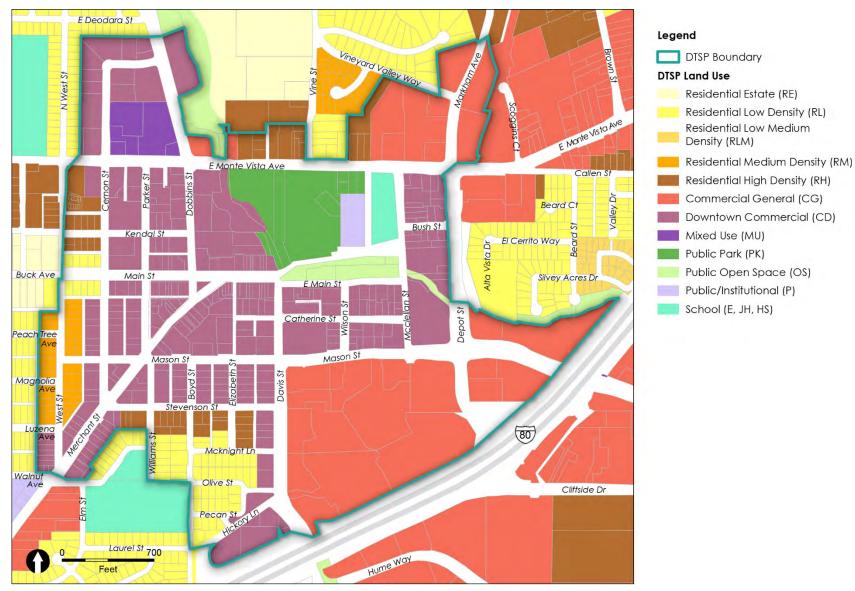
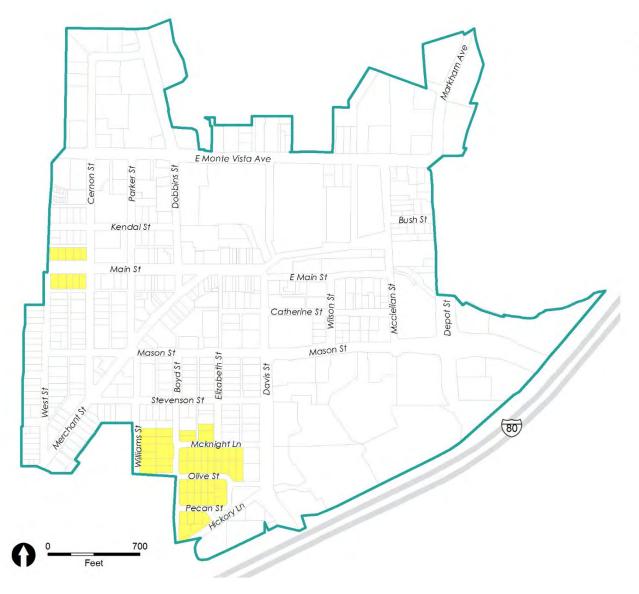


Figure 4.2.1-1: Vacaville Downtown Specific Plan Land Uses



Legend

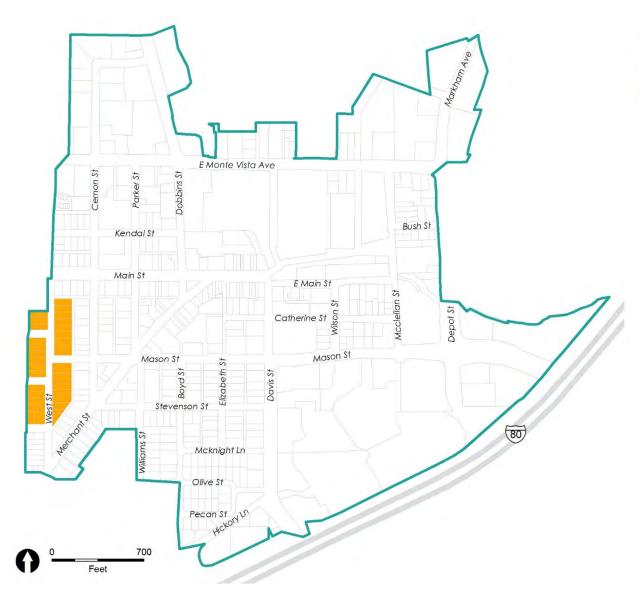
DTSP Boundary

DTSP Land Use

Residential Low Density (RL)

Figure 4.2.1-2: DTSP Land Use— Residential Low Density

Residential Low Density (RL) provides opportunities for single-family residential uses as well as multifamily products, provided that they are consistent with the DTSP development standards.
Refer to DTSP Part II, Chapter 11, "Development Regulations." RL is located east of where Main Street turns into Buck Avenue, but is found primarily in the South Residential subarea.



Legend

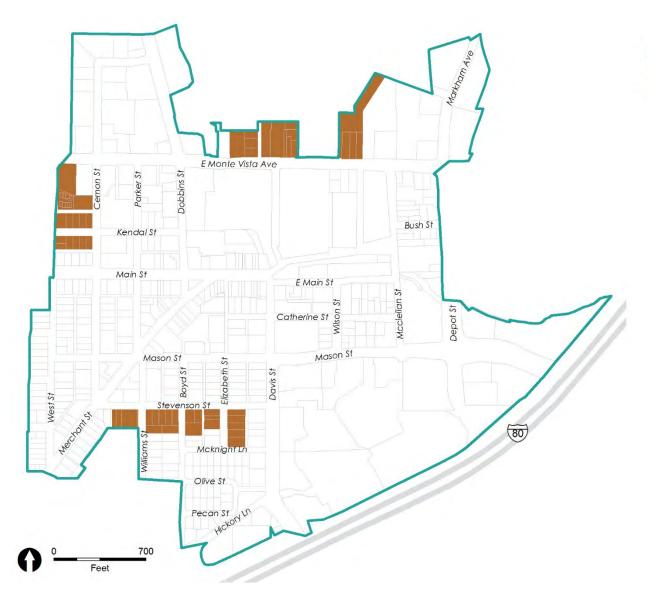
DTSP Boundary

DTSP Land Use

Residential Medium Density (RM)

Figure 4.2.1-3: DTSP Land Use— Residential Medium Density

Residential Medium Density (RM) provides opportunities for a mix of housing types, including duplex and clustered housing. Lot sizes are typically smaller than those found in Residential Low Density areas. RM is located exclusively on the western edge of the Plan Area along West Street, generally between Main Street and Luzena Avenue. This strip of RM serves as a buffer between the higher density housing to the east in the Plan Area and the Residential Low Density housing to the west, in the neighborhood immediately outside of the Plan Area.



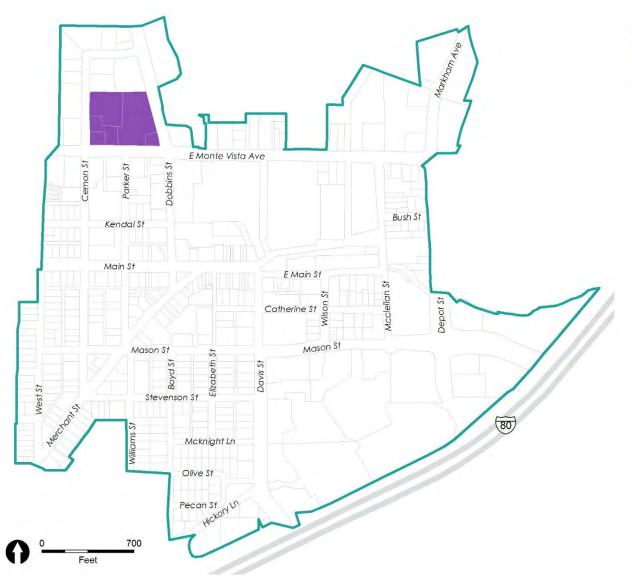
Legend DTSP Boundary

DTSP Land Use

Residential High Density (RH)

Figure 4.2.1-4: DTSP Land Use— Residential High Density

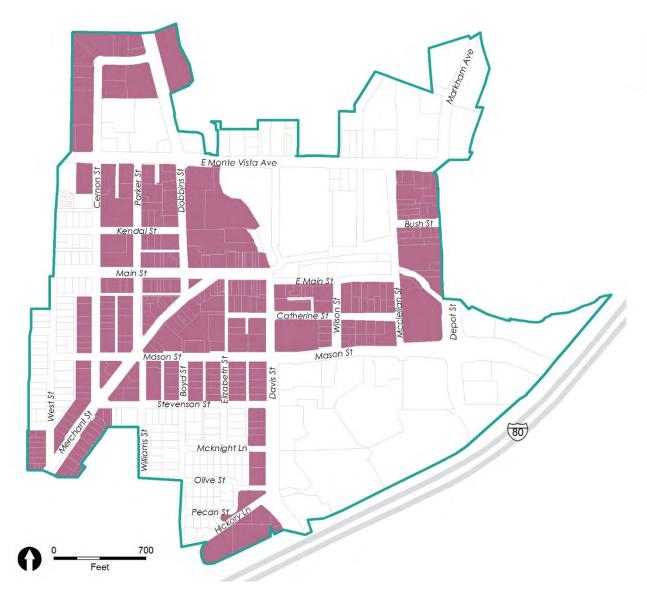
Residential High Density (RH) allows for high-density residential uses such as attached townhouses, condominiums, and apartments. RH is found generally in three DTSP subareas: North Monte Vista, West End Residential, and South Residential. In particular, the RH located at the southwest corner of East Monte Vista Avenue and Cernon Street can take advantage of the nearby Downtown Transit Plaza.



DTSP Boundary
DTSP Land Use
Mixed Use (MU)

Figure 4.2.1-5: DTSP Land Use— Mixed Use

Mixed Use (MU) allows a combination of residential with commercial, public, entertainment, and/or office uses. Ground-floor retail with housing above is encouraged, which is what is envisioned for the designated MU site in the Plan Area at the northwest corner of East Monte Vista Avenue and Dobbins Street. This particular site is a prime location to support a higher number of housing units because the parcel sizes are larger than most within the Downtown core.



Legend

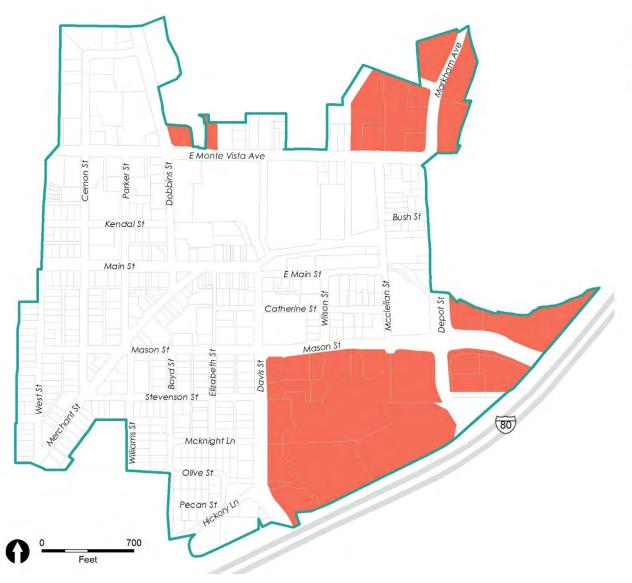
DTSP Boundary

DTSP Land Use

Downtown Commercial (CD)

Figure 4.2.1-6: DTSP Land Use— Downtown Commercial

Downtown Commercial (CD) is a newly created land use designation unique to the DTSP, not found in other areas of Vacaville. The CD land use will allow the uses provided by the General Plan's Commercial General land use designation, but will also permit (and not require) high-density residential and medium-density residential, by right, and will encourage (rather than requiring) mixed-use development. The CD land use occupies a majority of the Plan Area to allow for and encourage housing development.



Legend

DTSP Boundary

DTSP Land Use

Commercial General (CG)

Figure 4.2.1-7: DTSP Land Use— Commercial General

Commercial General provides for a range of commercial uses, including retail, food and drug stores, auto sales, and a variety of different businesses.

Entertainment and eating and drinking establishments are also permitted. CG is located primarily in two sections within the Plan Area: the Plan Area's southeast quadrant by the Highway Entertainment & Employment subarea, and north of East Monte Vista Avenue.

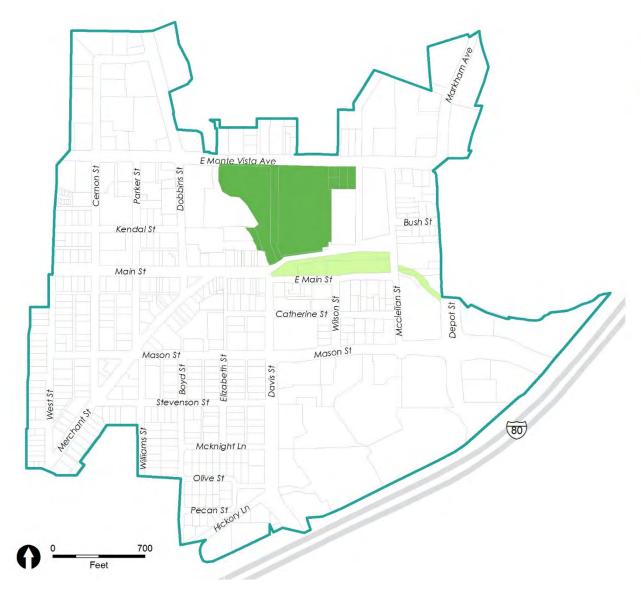
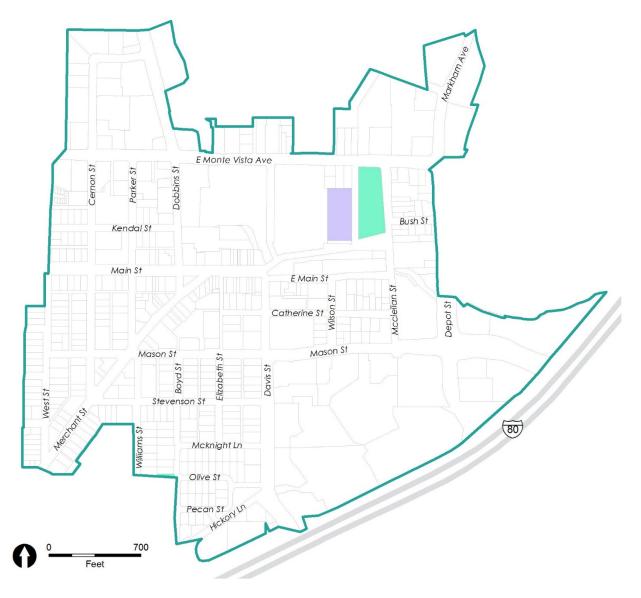




Figure 4.2.1-8: DTSP Land Use— Public Park and Public Open Space

These two land use designations (PK and OS, respectively) include park sites and land that is owned or controlled by either the City, a public entity, or a nonprofit organization. These two uses are contiguous in the Plan Area, consisting of Andrews Park and a greenway corridor immediately to the south that runs east-west to support Ulatis Creek, which flows through the Plan Area.



Legend DTSP Boundary DTSP Land Use

Public/Institutional (P)
School (E, JH, HS)

Figure 4.2.1-9: DTSP Land Use— Public/Institutional and School

Two land uses are shown here: Public/Institutional and School. Public/Institutional (P) is designated for a variety of public facilities. The P use in the Plan Area is adjacent to the School use (HS), which is occupied by Buckingham Academy, a charter school that relocated from a site south of the Plan Area in 2020.

4.3 Community Identity and Placemaking

A distinct, well-defined community identity fosters economic development, civic pride, and overall quality of life for a community. The principal strategy of the DTSP for ensuring the distinctiveness of Downtown Vacaville is placemaking. This is a multifaceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being. Many existing public spaces in the Plan Area have achieved this status, including the Town Square, Main Street, and Andrews Park.

Public space is more than just land owned or controlled by the City. It includes spaces that the public perceives to be accessible: storefronts, parking lots, outdoor dining areas, and spaces between buildings. Good placemaking uses underutilized space to enhance the urban experience at the pedestrian scale and support civic engagement by both locals and visitors.

One primary method of emboldening a community's identity and sense of place is through efforts to actively engage with community members. Active engagement of public spaces can include hosting events, incorporating interactive public art installations, or improving streetscape aesthetics to encourage foot traffic. With increased interactions, local businesses are better able to thrive, existing amenities are enhanced, and economic development of Downtown can be better achieved.

"Would love to see more successful family-owned restaurants, as well as unique shopping venues"

- Stakeholder/Community Member Quote

This section identifies key opportunities, locations, and strategies for enhancing and defining community identity in Downtown Vacaville through placemaking. Specifically, the following topics are addressed:

- Priority pedestrian frontages
- Nodes and corridors
- Streetscape
- Gateways, wayfinding, and signage

Following the descriptions of these topics is a list of recommended projects. Several of these topics are discussed in more detail in DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development"; Chapter 13, "Historic District Standards and Guidelines"; and Chapter 14, "Streetscapes and Public Spaces Guidelines."



Town Square event along Main Street in Downtown Vacaville (Source: ESA)

4.3.1 Priority Pedestrian Frontages

A wide variety of stakeholders who participated in the DTSP planning process indicated that one of the primary challenges facing the existing Downtown is an overemphasis on ground-floor office uses. Although the DTSP supports employment opportunities in the Plan Area, activation at the ground-floor level is key to promoting maximum opportunities for interaction with sidewalk pedestrians.

Many businesses can enhance streetscape activation through a simple redesign of their existing office spaces, such as removing dark tinting from their windows to allow passersby to see into the spaces, highlighting the work being done by their employees. The City, in partnership with the Downtown Vacaville Business Improvement District, can pursue programs that provide incentives, such as low- or no-cost loans, grants, fee deferrals, and supplemental marketing support, to businesses that make changes to reactivate their street frontage and/or conduct façade improvements. Additional incentives, such as relocation assistance, may be provided in an effort to encourage nonretail businesses that do not overly rely on walk-in clients to relocate to upper-floor space. Refer to the business assistance programs listed in the "Recommended Projects" summary in this section.

Downtown Vacaville should be a dense, vibrant hub bustling with pedestrians and public transportation"

- Stakeholder/Community Member Quote

"A place to bring out of town friends and family that will showcase why Vacaville has it all"

- Stakeholder/Community Member Quote

Figure 4.3.1-1 illustrates the key pedestrian frontage streets that should prioritize retail among other pedestrian-activating uses at the ground level. Encouraging active uses and transparency along priority pedestrian frontages is a key element of the DTSP. This will encourage more foot traffic in Downtown, with more people supporting restaurants, retail shops, and other businesses (particularly along pedestrian frontage streets), which then translates into economic activity and growth. A limited number of buildings currently in the Plan Area are multistory, and many could support higher intensity development beyond a single-story use.

Priority pedestrian frontages in the Plan Area are described below, along with opportunities for enhancing their pedestrian-friendly character.

Street. Dobbins Street is the primary corridor that leads into the heart of the Plan Area from the north. From north to south, the current uses that front onto this segment of Dobbins Street are parking lots, with the exception of a temporary, seasonal beer garden establishment at the southeast corner of East Monte Vista Avenue and Dobbins Street and a mix of office and commercial uses closer to Main Street. New development along this frontage should establish a pedestrian-friendly character, using creative designs at a 0- to 5-foot setback. Refer to DTSP Part II, Chapter 11, "Development Regulations," for more information.

- Main Street between Parker Street and McClellan Street. True to its name, Main Street is the main street of the Plan Area and serves as the critical artery for Downtown. Main Street, an eastwest connector within the Plan Area, is well established with shops, dining options, and cultural destinations, including the Vacaville Heritage Council. Main Street would serve as a candidate right-of-way to support the installation of parklets. Parklets are public parking spaces that have been converted into seating areas, often used as outdoor dining areas. Such use would help to increase revenue for Downtown businesses by enhancing curb appeal and extending the usable square footage for conducting business. Parklets can anchor Main Street with an installation to the east and to the west. Other candidate locations may be considered, particularly those within the Downtown Center.
- Merchant Street between Parker Street and Main Street. Like Main Street, this segment of Merchant Street is established and would effectively support pedestrian-activating ground-floor uses and more upper-story residential development. As mentioned previously in DTSP Part I, Chapter 3, "Setting and Context," Merchant Street is a primary entryway into the Plan Area from the west for visitors and residents traveling eastbound on I-80.
- Parker Street between Main Street and Mason Street. Parker Street is another key north-south oriented street that connects Main Street with Merchant Street. Existing uses fronting Parker Street include a mix of office and commercial uses. New development along this frontage should establish a pedestrianfriendly character and would serve well to support mixed-use development.

Recommended Projects

Parklet Design—Main Street. Install parklets along Main Street with parklet locations to be determined.

Digital Media Strategy. Create a digital media strategy to include website development and maintenance and approaches to social media marketing and influence development.

Small Business Assistance. Provide a small business startup assistance program and mentoring in cooperation with the Solano Small Business Development Center.

Business Ombudsman Program. Designate a business ombudsman or create "how-to" resources for businesses seeking support with navigating the City's permitting and incentives programs.

Active Business Recruitment. Recruit prospective "home place" and name-brand businesses to Downtown.

Active Storefront Incentives. Provide incentives such as no-/low-cost loans to businesses for storefront redesigns that better activate the streetscape.

Upper-Floor Renovation Program. Provide grants and low-cost loans for renovation and occupancy of upper-floor spaces in underutilized buildings in the Downtown.

Priority Pedestrian Frontages

Priority Pedestrian Frontages

Buildings that face

Legend

DTSP Boundary

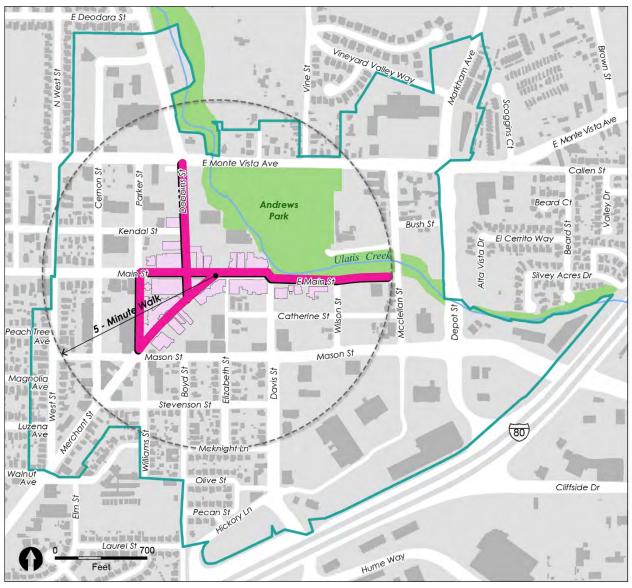


Figure 4.3.1-1: Priority Pedestrian Frontages

4.3.2 Nodes and Corridors

Development Nodes

Concentrated areas of development foster a sense of place and act as catalysts to activate surrounding areas of Downtown and promote economic growth. In particular, the Town Square and the former CVS shopping center on the northwest corner of East Monte Vista Avenue and Dobbins Street have been identified as key development nodes (see **Figure 4.3.2-1**).

Town Square Expansion. Located within the Downtown Center where Main Street and Merchant Street intersect, the Town Square is currently the most popular and recognizable place in Downtown. Expanding the square into a "town center" not only will make it more functional for large gatherings and special events, but will also create an opportunity to unify other civic assets adjacent to it including the Town Square Library, the McBride Senior Center, Andrews Park, and Main Street.



Town Square plaque for City of Vacaville (Source: ESA)

As shown in Figure 4.3.2-2 through Figure 4.3.2-5, the Town Square expansion will likely be completed in phases as funding becomes available. The ultimate conceptual design for the Town Square expansion assumes some infill development and the potential for structured parking. Collectively, the Town Square improvements and expansion are intended to transform the site into a civicoriented "town center" that will make this a primary gathering place for the city of Vacaville. The project will provide improved access to Andrews Park and Ulatis Creek, a CreekWalk promenade, outdoor seating for restaurants, space for civic gatherings, an interactive fountain, and other site furnishings. Automobiles will have limited access but will be allowed to circulate for loading, and emergency vehicles will have full access on Main Street. Near-term aesthetic enhancements to the Town Square include the provision of public art and decorative pavement treatment from the Town Square plaza to the CreekWalk.

In addition, the potential relocation of the Farmers' Market from its current location in Andrews Park back to Main Street near the Town Square could provide a key critical mass of commercial activity that may further the City's economic development goals for Downtown.

Former CVS Site. The former CVS shopping center on the northwest corner of East Monte Vista Avenue and Dobbins Street presents a prime opportunity for development. All parcels on the site of the former CVS are privately owned and a public-private partnership will be important to spur development of this site. The former CVS site would effectively support a higher density, mixed-use residential project given its many advantages, which include:

- Convenient roadway access via East Monte Vista Avenue.
- Close proximity to the Downtown Transit Plaza.
- Larger parcel sizes than those in the Downtown Center subarea.
- Mixed-Use zoning designation.

Recommended Projects

CreekWalk Design. Create a CreekWalk promenade that provides additional connection to Andrews Park and Downtown Vacaville.

Town Center Design. Plan the Town Square/Town Center to include phased infill development and pedestrian amenities for the design of a public space and central gathering location for the Downtown.



View along Main Street in Downtown Vacaville (Source: ESA)

Visual Nodes and Corridors

Visual nodes and visual corridors differ from development nodes, but are equally important in establishing and reinforcing a strong community identity. Visual nodes serve as a terminus point, typically punctuated by landmark uses and/or destinations. Visual corridors are the paths that lead to these visual nodes. Visual corridors support enhanced streetscape elements that make them pedestrian-friendly environments and connect spaces and uses to strengthen the relationship between development areas. In addition, by breaking up the line of sight, visual nodes can give the pedestrian the impression that walking distances are shorter and less imposing. **Figure 4.3.2-1** depicts visual nodes and visual corridors in the Plan Area. **Figure 4.3.4-1** in Section 4.3.4, "Gateways, Signage, and Wayfinding," illustrates the proposed marquee and gateway signs, which serve as supporting visual points of interest/nodes.

Several key visual nodes in the Plan Area include the following intersections:

• Main Street and Merchant Street. This intersection also aligns with the Town Square expansion development node mentioned previously and presents an obvious location as a visual node. The existing vertical and horizontal features at this node, including the clock tower, awnings, and plaza, can be supported by additional gestures to further highlight this significant terminus.

- Main Street and Davis Street. Half a block east of the Main Street/Merchant Street visual node is the second visual node at the intersection of Main and Davis Streets. At this location, the historic School Street Bridge serves as the third pathway "leg" and draws visitors into the celebrated Andrews Park, one of the gems of the Plan Area. Features already exist at this location to suggest its visual importance, including artistic gestures such as the faux-brick painted crosswalks and waterway painted along Davis Street that terminates at this node.
- East Monte Vista Avenue and Depot Street. This is a prominent intersection for those traveling to the Plan Area from the east. This location is anchored by a mixture of commercial buildings, large retail uses, and residential uses, with Buckingham Academy one block to the west.
- Gateway Signs. Other proposed visual indicators in the Plan Area include additional gateway signs, similar to the existing archway sign on Davis Street north of Catherine Street. Section 4.3.4, "Gateways, Signage, and Wayfinding," provides additional information on gateway sign locations.

For the purposes of this DTSP, visual corridors align with the priority pedestrian frontages mentioned previously, including these segments and beyond: Dobbins Street between East Monte Vista Avenue and Merchant Street; Main Street between Parker Street and Wilson Street; and Merchant Street between Parker Street and Main Street. Another important visual corridor is Davis Street, the main north-south connector that draws residents and visitors into the heart of Downtown from neighborhoods south of I-80. Refer to Section 4.5, "Mobility and Connectivity," for more information on improvements to Davis Street.

For additional information on recommended projects or strategies that relate to visual nodes and corridors, refer to Section 4.3.1, "Priority Pedestrian Frontages."



Aerial view of the intersection at Davis Street and Main Street in Downtown Vacaville (Source: ESA)

Development Node

Visual Node

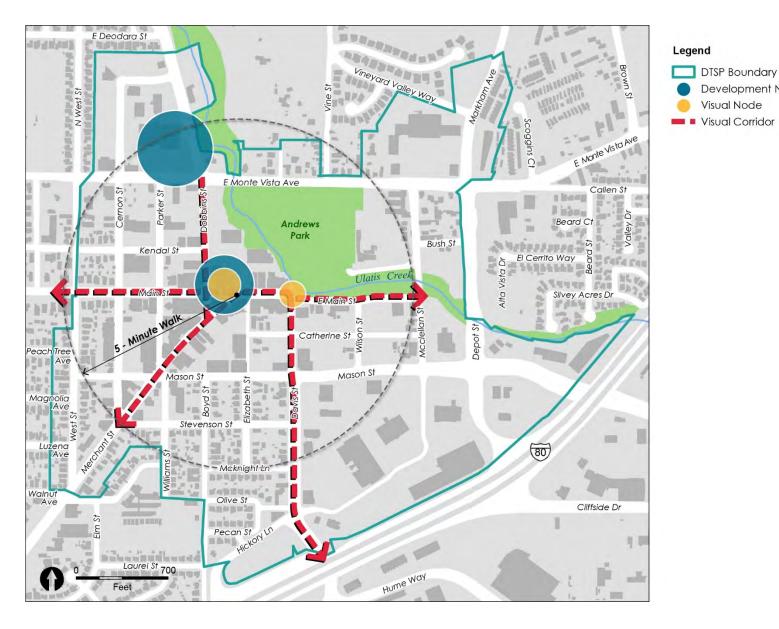


Figure 4.3.2-1: Nodes and Corridors

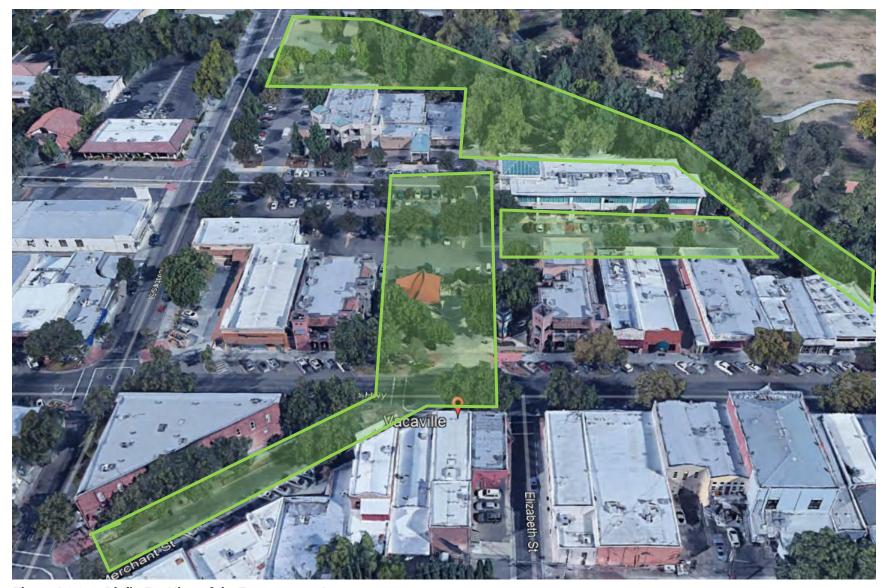


Figure 4.3.2-2: Bird's-Eye View of the Town Square Area



(Source: Jacobs)

Figure 4.3.2-3: Conceptual Rendering of Expanded Town Square Potential

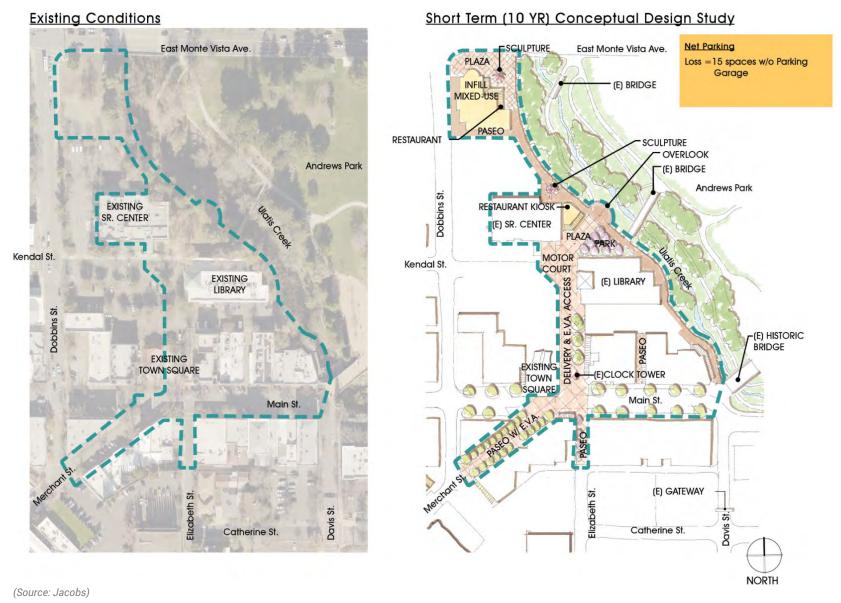


Figure 4.3.2-4: Town Square Expansion—Initial Buildout

Existing Conditions Long Term (25 YR) Conceptual Design Study East Monte Vista Ave. Net Parking East Monte Vista Ave PLAZA Loss = 185 spaces w/o Parking Garage INFIL (E) BRIDGE 25 spaces w/ Parking MIXED-USE Garage RESTAURANT SCULPTURE **OVERLOOK** INFILL MIXED-USE Andrews Park (E) BRIDGE W/ PARKING Andrews Park EXISTING RESTAURANT KIOSK -SR. CENTER PARTICIPATORY FOUNTAIN (E) SR. CENTER Kendal St. DODOO MOTOR INFILL Kendal St RESTAURANT (E) LIBRARY EXISTING LIBRARY - SCULPTURE S RESTAURANT (E) HISTORIC EXPANDED BRIDGE TOWN SQUARE EXISTING TOWN SQUARE -(E)CLOCK TOWER INFILL Main St. (E) GATEWAY NFILL MIXED-USE W/ PARKING Catherine St. **NORTH** (Source: Jacobs)

Figure 4.3.2-5: Town Square Expansion—Ultimate Buildout

4.3.3 Streetscape

Street Trees and Landscaping

A healthy urban forest and tree canopy within the Plan Area (and the city as a whole) helps to achieve the DTSP's community identity and placemaking objectives and the sustainability and carbon reduction goals mandated by California Senate Bill 375 and Assembly Bill 32. Specifically, the DTSP encourages tree planting, tree preservation, complete-street design, and other aesthetic enhancements that promote walking, bicycling, and other outdoor activities that create a safe and healthy community. Measurable results of a successful urban tree planting include the following:

- Maintaining the community's quality of life for residents.
- Allowing pedestrians to walk more comfortably within a designated area during periods of high heat.
- Maintaining property values.
- Preserving the city's natural beauty and visual character.
- Contributing to a healthy local community and overall global environmental health.

For more details on street trees and landscaping strategies, refer to DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development"; Chapter 13, "Historic District Standards and Guidelines"; and Chapter 14, "Streetscape and Public Spaces Guidelines."

Recommended Projects

Landscaping Design—Clearing (Phase 1). Clear vegetation along Ulatis Creek north of the historic School Street Bridge, adjacent to the library and restaurant.

Landscaping Design-Clearing (Phase 2). Clear vegetation along Ulatis Creek downstream of the historic School Street Bridge.

Stormwater Design and Improvements. Implement a stormwater bioretention pilot program.

Landscaping Design–Expansion. Expand the lighting and landscape district to include all streets in Downtown.

Landscaping Design-Plant. Plant trees in existing planters throughout Downtown.

Landscaping Design—**Easements.** Designate a landscape easement on all streets in Downtown.

Design/Master Plan-Street Trees. Prepare a street tree master plan to provide a framework for placement and maintenance of street trees throughout Downtown.



Potted flowers along Main Street in Downtown Vacaville (Source: ESA)

Public Art

Many opportunities are available to incorporate art into the Downtown streetscape. Public art is an important differentiator for the community in the long term and may be one of the most important elements of the DTSP in the short term. The City would benefit from a public art program that includes routine funding and implementation strategies, with a master plan that guides the placement and content of the art. In addition, public art can help to create a more active and vibrant Downtown environment by enhancing existing amenities, while working to activate public spaces and encouraging foot traffic to local businesses, and thus contributing to the economic development of Downtown.

Art recommendations for the DTSP include:

- An art walk along Main Street (with a combination of sculptures, murals, and furnishings) that can connect the Vacaville
 Museum west of the Plan Area to the east toward McClellan
 Street with a new civic plaza.
- A sculpture garden in Andrews Park adjacent to Main Street.
- Murals on blank building façades.
- Artist-created site furnishings (e.g., bike racks, benches, trash receptacles).
- Light art installations.

Figure 4.3.3-1 illustrates the proposed locations for the DTSP art walk and sculpture garden. Opportunities for murals, site furnishings, and light installations, among other artistic elements, are not shown and should be explored further to confirm specific details regarding their location and design. More details on public art strategies can be found in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines."

Recommended Projects

Design/Master Plan–Art. Prepare a public art master plan to address the Main Street Art Walk and Main Street Arts Fair.

Murals Program. Identify a process to permit murals and incorporate them into the public art master plan at a later date.

Parking Lot Identification Art Piece. Install a parking lot identification art piece.



Art murals in Downtown Napa (Source: ESA)

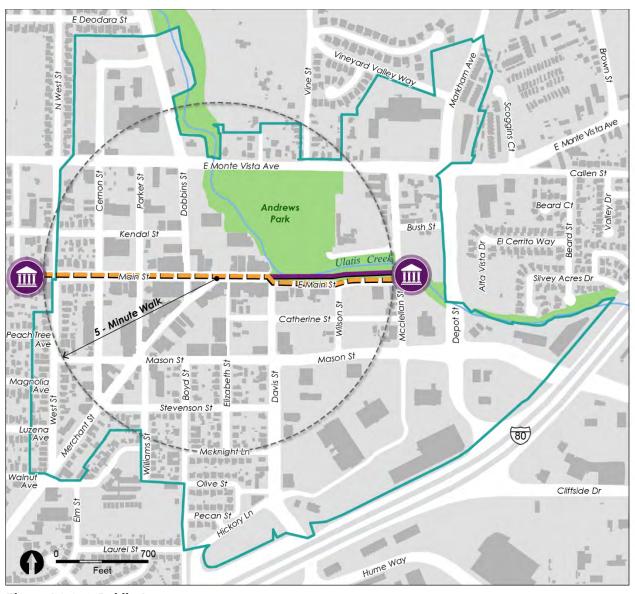


Figure 4.3.3-1: Public Art

Legend

DTSP Boundary

Sculpture Garden

Civic/Art Anchor

- Art Walk

Lighting

Lighting plays an important role in community character because it not only improves the aesthetics of the physical environment, but also can promote the safety and visibility of spaces. Lighting should be considered as part of overall streetscape enhancements, with strategies that vary and are appropriate to the spaces where it is provided.

Furthermore, lighting should be provided in a manner that does not create glare for pedestrians or adjacent properties. If light fixtures are visible, they should have a low enough intensity or have adequate diffusing lenses to minimize their glare. The emphasis should be on lighting the ground plane, landscape, or building surface with downcast and cutoff fixtures.

Streetscape designs should consider various lighting types including light art installations, accent lights (in-ground lights), pole lights, and bollard lights. Specific locations and design considerations for lighting enhancements include walking paths, storefronts, alleys, and parking lots. For more details on lighting strategies, refer to DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development"; Chapter 13, "Historic District Standards and Guidelines"; and Chapter 14, "Streetscape and Public Spaces Guidelines."

Recommended Projects

Design Master Plan–Lighting. Prepare a lighting master plan.

Lighting Design-Incentives. Support Downtown Business Association lighting incentives.

Lighting Design-Parking. Upgrade public parking lighting.

Lighting Design–Walkways. Upgrade public walkway lighting.



Lighting fixture in Downtown Napa (Source: ESA)

Street and Site Furnishings

Streetscape elements should be designed to reinforce the identity of the Downtown. Street and site furnishings are objects or equipment found in the public right-of-way and can include seating benches, planters, sidewalk trash receptacles, bus shelters, statues/street art, sidewalk clocks, and drinking fountains. It can be a challenging directive to reinforce the identity of Downtown Vacaville because the Downtown contains a variety of architectural styles, ranging from late-19th-century Commercial and Victorian structures to Art Deco and contemporary buildings. A large percentage of historic buildings in the Plan Area are representative of the Arts & Crafts movement, which originally promoted the handmade works of artisans and craftspeople. The Arts & Crafts movement was also deeply rooted in an appreciation of nature, which is consistent with a desire to weave Andrews Park and Ulatis Creek into the fabric of Downtown.

"Modern Craftsman," for the purpose of site furnishings and amenities, is defined as architectural and design elements and site features that draw inspiration from the spirit of the original Arts & Crafts movement, as opposed to directly copying the Arts & Crafts aesthetic. This approach includes such elements as:

- A focus on high-quality craftsmanship.
- Elements and features made by hand.
- Inspiration from nature.
- The use of materials as close to their original form and function as possible (wood, stone, concrete, metal).
- Timeless materials such as stone, wood, metal, and concrete.

Whenever possible, site furnishings should be locally designed and fabricated, ideally by local artists, to promote placemaking and support the local arts culture. Variety in site furnishings should be considered to allow for increased visual interest and spontaneity throughout Downtown. Furnishings may also be commissioned before completion of other streetscape improvements, then stored, and finally reinstalled after infrastructure upgrades. Whenever possible, the furnishings should be designed as public art that contributes to the unique character of Downtown. DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," presents additional details on street and site furnishing strategies.

Recommended Project

Design/Master Plan—Amenities. Prepare a site furnishings master plan.



Site furnishings in Downtown Napa (Source: ESA)

4.3.4 Gateways, Signage, and Wayfinding

To design useful and appealing signage, it is helpful to define a wayfinding program to help visitors locate and access the Downtown area. A program of coordinated, easily visible signs identifying specific gateways and destinations in the Plan Area will enable visitors to the Downtown to become better informed and understand how to navigate between destinations.

Opportunities exist to enhance the gateway, signage, and wayfinding experience, including through arch-style signage, freestanding light pylons, and column-style monuments at select locations to announce the visitor's arrival into Downtown. Gateways are frequently signs or artwork that clearly identify an entry point into a community. One existing gateway in the Plan Area, on Davis Street north of Catherine Street, should be relocated to Davis Street and Mason Street if possible. Locations have been identified as opportunities for additional gateway signs, as shown in Figure 4.3.4-1, "Gateways and Signage." These locations include areas along East Monte Vista Avenue at Dobbins Street and Depot Street, along Main Street at Cernon Street and McClellan Street, and at Merchant Street and Mason Street.

In addition to gateway signs, locations for marquee signage and wayfinding signage have been identified to help visitors navigate to and within the Downtown. DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," presents additional details on strategies related to signage and wayfinding.

Marquee and gateway signage is a type of wayfinding signage intended to attract visitors from a distance to an identified location; general and smaller wayfinding signage throughout Downtown can also be helpful for navigating. Recommended locations for directional "trailblazing" signs include locations along Merchant Street and Main Street leading to the Town Center, as well as along Dobbins Street, Depot Street, Mason Street, and Davis Street.



Gateway archway on Davis Street in Downtown Vacaville (Source: ESA)

Recommended Projects

The following recommended projects and strategies supplement the City's existing programs and will assist in defining the community identity within the DTSP. These projects should also be supported by other implementing recommendations and strategies identified in Section 4.5, "Mobility and Connectivity," and in DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development"; Chapter 13, "Historic District Standards and Guidelines"; and Chapter 14, "Streetscape and Public Spaces Guidelines."

Wayfinding Master Plan (Phase 1)—Directional Trailblazer Signs. Install trailblazer directional signs throughout the Plan Area to improve accessibility and visibility to the Downtown. Specifically, this includes installing two types of trailblazer signs, mainly affixed to existing streetlights or placed on separate posts throughout the city. The purpose of the trailblazer signs is to help direct motorists to Downtown and to available parking within the Plan Area.

Wayfinding Master Plan (Phase 2). Install new gateway signs, pedestrian and bicycle signage, and freeway-oriented signage at different access points into Downtown catering to drivers, pedestrians, and bicyclists. Replace/enhance the existing freeway marquee signs. Marquee signs should be freeway-scale monument signs visible from I-80 to elevate Downtown as a recognized area for drivers traveling both eastbound and westbound along I-80. Refer to the locations illustrated in Figure 4.3.4-1.

Davis Street Sign Retrofit. Replace neon with LED lighting on the overhead gateway sign.

Bicycle Signage (Phase 1). Install new bicycle signage.



Wayfinding signage in Downtown Napa (Source: City of Vacaville)

Legend

DTSP Boundary

Marquee Sign

Gateway Sign Existing Gateway Sign

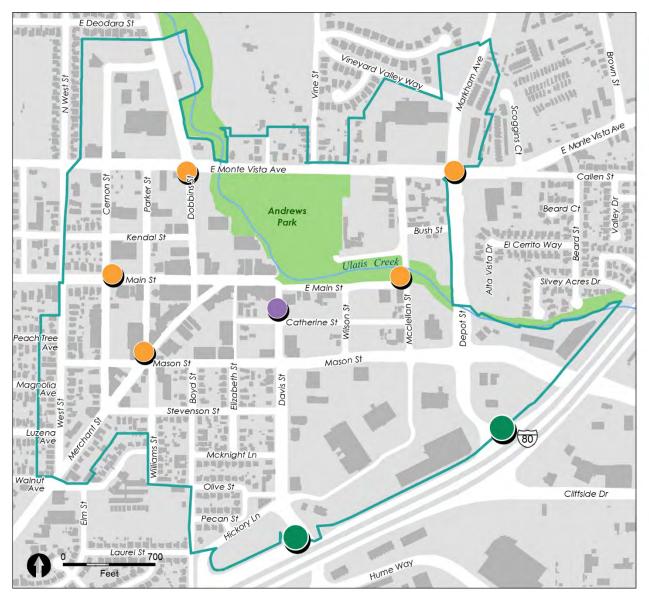


Figure 4.3.4-1: Gateways and Signage

4.4 Housing

Providing a broad range of quality housing choices is a key driver of the DTSP. Ensuring that attainable and affordable housing is available is critical to meeting the City's objective of facilitating the expansion of opportunities for all socioeconomic groups to live in Vacaville. A diversity of housing choices also contributes to a more vibrant and active Downtown by fostering an expanded resident population that will activate public spaces, retail, entertainment, cultural, civic, dining, and office uses. Key priorities of the DTSP are to preserve existing affordable housing, provide new attainable workforce housing that will be affordable to a variety of income ranges, and prevent the displacement of existing lower-income residents.

The DTSP focuses on encouraging the development of smaller, high-quality residential projects that can serve as catalysts for further Downtown economic development. The DTSP seeks to advance the development of City-owned and privately held land while ensuring an adequate return to the City. DTSP housing strategies and incentives, combined with infill streamlining provisions embodied in current state environmental laws and regulations, help to expedite the entitlement process and provide certainty to the development community.

4.4.1 Population

The Plan Area is home to roughly 600 people in over 300 households. These residents account for approximately 0.6 percent of Vacaville's total population and 0.7 percent of the city's total households. Since 2010, the Plan Area population has grown by roughly 40 residents, an increase of 6.5 percent. This growth is comparable to the citywide trend, although it lags behind estimated growth in the eight-county region that includes the eastern Bay Area counties of Alameda, Contra Costa, Marin, Napa, Solano, and Sonoma and the Sacramento region's counties of Sacramento and Yolo.



Triplex in the Plan Area (Source: ESA)

4.4.2 Household Characteristics and Income

Growth in the number of Plan Area households since 2010 has more closely mirrored the regional trend, while citywide household growth has exceeded the regional trend. Household sizes also tend to be smaller Downtown than in the city and region, which is likely attributable to the younger population that resides in the Plan Area, and to the characteristics of the available housing inventory in the Downtown Plan Area.

Households in the Plan Area have lower incomes than households in the city of Vacaville and the eight-county region as a whole. Median household income in the Plan Area is roughly \$52,000 annually, compared to a median income of more than \$75,000 in both the city and region. Broken down by income level, nearly 25 percent of Plan Area households have incomes below \$25,000 per year, compared to roughly 12 and 16 percent for the city and region, respectively. Another roughly 40 percent of Plan Area households have incomes between \$25,000 and \$75,000 annually, compared to 35 percent and 33 percent in the city and region, respectively. Only 23 percent of Plan Area households have incomes above \$100,000 per year, compared to 38 percent of Vacaville households and 39 percent of regional households.

In addition, data published by the U.S. Department of Housing and Urban Development indicate higher concentrations of lower income households in the Plan Area than in the city as a whole. Nearly 40 percent of Plan Area households are categorized as "low-income," defined as those with incomes less than 80 percent of the U.S. Department of Housing and Urban Development's area median family income after adjusting for household size.

The Plan Area contains a significantly higher proportion of renter households than either the city or the region. More than half of Plan Area households are renters, compared to roughly 38 percent in the city and 42 percent in the region. Since 2010, the number of renter households has increased across all geographies, highlighting the broader trend of decreasing homeownership rates. The percentage of renters has increased more dramatically in the Plan Area than in the city or region as a whole.



Single family home in the Plan Area (Source: LGC)

4.4.3 Current Housing Conditions

Existing housing stock in the Plan Area is predominantly characterized by single-family structures. Approximately 76 percent of all housing units in the Plan Area are single-family homes, compared to 74 percent in the city and 70 percent in the region. Multifamily housing stock accounts for less than a quarter of all units in the Plan Area and is generally concentrated in smaller complexes. More specifically, smaller attached structures, such as duplex, triplex, and quadplex buildings, account for the majority of the Plan Area's multifamily housing stock. It is not uncommon to find these multifamily units blended seamlessly within single-family neighborhoods. Such examples exist along West Street north of Merchant Street.

The Downtown area's housing inventory is notably older than that of Vacaville as a whole. The largest share of the Plan Area's housing stock, roughly 34 percent, was built between 1950 and 1959. Units built after 1980 account for only 15 percent of all units in the Plan Area, compared to 57.4 percent citywide. The historical character of the housing stock in the Plan Area makes it an important asset for revitalization, because such homes often contribute to the architectural character of the community; however, many of the older units may also need repair and renovation.

Residential sale prices and rental rates in the Plan Area tend to be lower than those in the city and region, making the Plan Area a more affordable housing submarket. That said, the majority of housing in the Plan Area and the city is affordable only for moderate- and above-moderate-income households, highlighting the need for additional housing that is affordable for low-income households to meet the anticipated future need.





Single family homes in the Plan Area (Source: LGC)

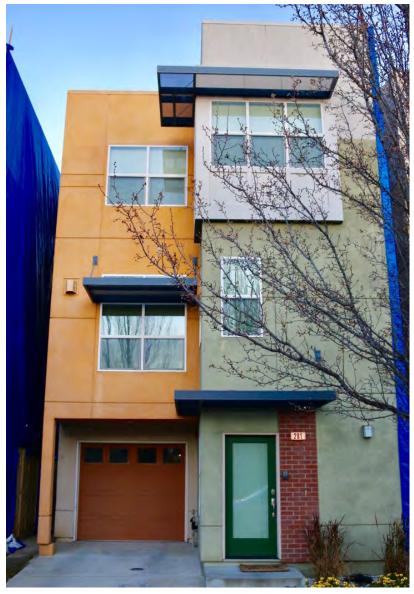
4.4.4 New Development Opportunities

Providing a variety of future housing options in Downtown will be important to attracting a broad spectrum of residents. The future housing inventory should closely reflect the Plan Area's household income categories, including very-low-income, low-income, moderate-income, and above-moderate-income populations. The City should focus on including future housing units affordable to low- and very-low-income households in the Plan Area, or those with incomes less than 80 percent of area median income.

Below is a summary of opportunities for new housing development in the Plan Area. Refer to DTSP Part II, Chapter 9, "Development Prototypes," for information on incentives that can be provided to encourage specific types of residential development in key Plan Area locations.

Vacant sites. The most significant opportunity sites for housing are vacant publicly owned sites. These sites are essentially shovel-ready and under public control, giving the City more jurisdiction over the proposed development. These sites may be reserved for 100 percent affordable housing developments, or for mixed-income developments.

Vacant privately owned sites are also major development opportunities; however, the City has significantly less jurisdiction over the development program and timing of the development. Incentivizing private development will help spur housing production and Downtown growth.



Residential development in City of West Sacramento (Source: ESA)

Vacaville Downtown Specific Plan





Residential development in City of Livermore (Source: City of Vacaville)

• Redevelopment Sites. Unlike the vacant sites, publicly and privately owned redevelopment sites currently contain some functioning uses, making development opportunities more challenging. However, as with the vacant publicly owned sites, the City has significant authority over the type of development and developer solicitation process for publicly owned redevelopment sites.

Accounting for the largest number of sites in the Plan Area as described previously in DTSP Part I, Chapter 3, privately owned redevelopment opportunities will require a strong public-private partnership to meet financial return goals and achieve the DTSP goal of facilitating a broad range of Downtown housing choices.

Higher Density Housing. Downtown is an ideal location for higher density housing given its convenient proximity to amenities, services, and transit. The Plan Area has seen success in its existing small to medium-sized multiplex projects. An uptick in these housing products in addition to those at increased densities will be important to accommodate the range of household incomes, especially lower income, for Plan Area residents.

4.4.5 Displacement Risk

As the City implements the vision of the broader DTSP, housing prices may increase at a faster rate than in the past several years, leading to the potential displacement of existing households in the Plan Area. Roughly 19 percent of existing households in the Plan Area are at high risk of displacement in the near term. These include renter households with incomes below 80 percent of area median income. These households are most susceptible to displacement because of their inability to absorb increased rental rates, given their limited financial resources and already precarious housing situation, as reflected by substandard housing conditions and/or housing budgets already stretched beyond a comfortable level. As rents increase, these households may be forced to leave the Plan Area in search of more affordable housing.

At a lesser degree of risk are renters with incomes above 80 percent of area median income and owners with current housing problems. Higher income renters are at a lower risk because they are more likely to be able to absorb increased housing costs. However, if the Plan Area's demographics and rental rates change dramatically, existing moderate-income renters may still feel displacement pressures from rapidly increasing rents and/or investor interest in converting units to appeal to higher-income households. Owner households, by contrast, are only likely to face displacement pressure if buyers show increased interest in purchasing their units.



Single family house in the Plan Area (Source: ESA)

4.5 Mobility and Connectivity

Mobility and connectivity are vital components of the DTSP, which seeks to facilitate the safe and convenient movement of pedestrians, bicyclists, transit users, and automobiles, while managing on- and off-street parking and the efficient use of alleys. As growth and development occur in the Plan Area, it will be essential for the mobility system to offer choices for its residents, employees, and visitors, and for movement in the Downtown area to function safely and efficiently. Meeting Americans with Disabilities Act (ADA) standards is also a key component of the DTSP, which advances the City's ongoing program to ensure that all crosswalks, ramps, and sidewalks in the Plan Area meet current ADA standards and are accessible to everyone in the community.

This section describes the existing mobility system in the Plan Area, key opportunities and challenges, and proposed improvements to the pedestrian, bicycle, transit, and roadway networks as well as parking facilities in Downtown. A comprehensive list of the recommended projects to enhance circulation and the experience while moving through Downtown is presented at the end of this Section 4.5. The intent is to offer a wide variety of mobility choices that prioritize nonvehicular travel and promote alternatives to the automobile, and to increase connectivity between land uses, alleviate congestion, and improve public health. Mobility improvements and strategies for Complete Streets are discussed further in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines."

4.5.1 Physical Setting

The Plan Area consists of about 1 square mile of grid-patterned development. This development type contrasts with the low-density residential communities with curvilinear streets and cul-de-sacs that exist in most of the rest of the city. In general, the Plan Area is well-connected, with a network of streets and alleys that create an outstanding framework. The right-of-way widths in the historic core are particularly well-suited to support walkable streets, and several blocks along Main Street have already achieved a high degree of walkability. In this regard, the DTSP seeks to enhance the Plan Area's existing streetscape and connections, with an emphasis on key Downtown corridors.



Bicycle window art on Main Street in Downtown Vacaville (Source: ESA)

4.5.2 Roadway Circulation and Alleys

Existing Conditions

Overall, the streets in the Downtown area are very well-connected through a traditional urban grid that was developed when Vacaville was first established in the late 1800s. Ulatis Creek, Andrews Park, and the Town Square intersect this grid pattern near the center of the Plan Area. As shown in **Figure 4.5.2-1**, the Plan Area contains several major roadways that connect the Downtown area with other parts of the city, as well as local streets that serve smaller numbers of homes and/or businesses in the Plan Area.

The public right-of-way that supports these streets is well-defined, with modern infrastructure and many pedestrian amenities such as street trees, sidewalks, crosswalks, lighting, and site furnishings. As described previously, these amenities can be enhanced, as some of the streets in the Plan Area lack some of these attributes. This mix of conditions presents an opportunity to re-envision the street environment and develop a holistic approach with unique strategies for key areas of interest.

The following arterial and collector streets form the backbone of the transportation system in Downtown Vacaville and provide access both within and through the Plan Area.

East Monte Vista Avenue. East Monte Vista Avenue is a major east-west roadway that provides access between the Plan Area and areas to the east and west. In the Plan Area, East Monte Vista Avenue is generally a four-lane major arterial roadway. This roadway currently has signalized intersections at Cernon Street, Dobbins Street, and Depot Street, and two-way stop control (no stopping on East Monte Vista Avenue) at West Street, Parker Street, Hillside Lane, Vine Street, and McClellan Street in the Plan Area.

Between West Street and Cernon Street, East Monte Vista
Avenue widens to two lanes eastbound and has one lane
westbound. There are left-turn pockets in each direction at West
Street and Cernon Street. In the Plan Area, sidewalks are
present on both sides of the road, and bike lanes are present
west of Cernon Street. City Coach Routes 2, 5, and 6 use East
Monte Vista Avenue to access the Downtown Transit Plaza at
the corner of East Monte Vista Avenue and Cernon Street.

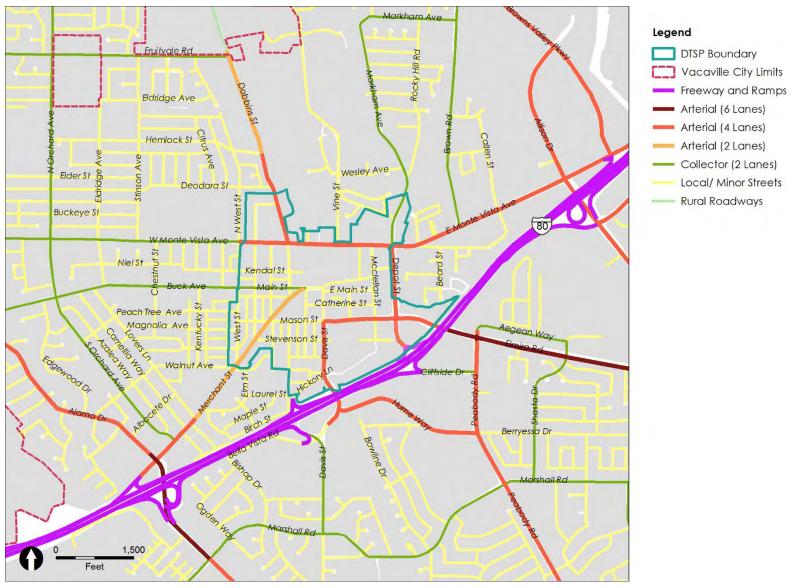


Figure 4.5.2-1: Roadways in the Plan Area

Main Street. Main Street is a major east-west roadway that provides access between the Plan Area and the neighborhood west of the Plan Area. This roadway primarily serves commercial land uses and features exclusively all-way stop-controlled intersections at West Street, Cernon Street, Parker Street, Dobbins Street, Merchant Street, and Davis Street. East of Davis Street, but still within the Plan Area, Main Street becomes East Main Street. The intersections of East Main Street with Wilson Street and McClellan Street are all-way stop-controlled.

Sidewalks and side-street parking are present on both sides of the street, but there are no bike facilities. Also, no City Coach bus routes use Main Street. West of the Plan Area, Main Street becomes Buck Avenue, a two-lane local street with parking on both sides of the street. Intersecting roadways are primarily side-street stop-controlled.

Davis Street. Davis Street is a major north-south roadway that provides access between the Plan Area and the area to the south. Davis Street begins at Main Street as a two-lane roadway that serves nonresidential land uses and is controlled by all-way stops at Main Street and Catherine Street and a signal at Mason Street. South of Mason Street, Davis Street is a four-lane roadway with a two-way left-turn lane controlled by a signal at Hickory Lane/Porter Way and side-street stops at Stevenson Street and McKnight Lane.

The extent of Davis Street within the Plan Area is lined with sidewalks and all intersections have crosswalks. There are bike lanes in both directions along Davis Street between Hickory Lane and Mason Street. Davis Street also has a Route 2 bus stop on both sides of the roadway and directly accesses City Coach's park-and-ride Hickory Lot at the Route 2 end of the line.

South of the Plan Area, Davis Street continues as a four-lane roadway with signals and side-street stop controls at intersections.

Mason Street. Mason Street is a major east-west roadway that provides access between the Plan Area and the area to the east. Mason Street begins at the western boundary of the Plan Area as a two-lane roadway that serves a mix of residential and nonresidential uses. Between Merchant Street and Davis Street, Mason Street widens to gain a second westbound travel lane. After Davis Street, the roadway gains an additional eastbound lane, becoming a four-lane roadway with commercial uses on both sides.

The intersections of Mason Street with Merchant Street, Williams Street, Davis Street, McClellan Street, and Depot Street are controlled by signals. The intersection with Cernon Street is all-way stop-controlled and West Street, Boyd Street, Elizabeth Street, and Wilson Street are side-street stop-controlled.

Mason Street is very walkable within the Plan Area. It is lined with sidewalks and nearly all intersections have crosswalks. There are no bike facilities on Mason Street, although bike lanes that extend along Merchant Street and Davis Street end at Mason Street. City Coach Route 2 serves the corridor, with stops on either side of the street.

Beyond the eastern Plan Area boundary, Mason Street becomes a six-lane roadway controlled mainly by signals and side-street stops. Sidewalks and bike lanes continue to line the roadway on each side. Depot Street. Depot Street is a major north-south roadway that provides access between the Plan Area and the area to the north (as Markham Avenue) and access to I-80 south of the Plan Area. Within the Plan Area, Depot Street is a four-lane roadway that serves residential and nonresidential uses. The intersections of Depot Street with East Monte Vista Avenue and Mason Street are signalized, while Bush Street is side-street stop-controlled.

Sidewalks line the length of Depot Street and crosswalks are present in most, if not all, directions at each intersection. Bike lanes also extend along both sides of Depot Street within the Plan Area. City Coach Route 6 uses Depot Street and Routes 2 and 6 serve and stop along Markham Avenue north of East Monte Vista Avenue. Markham Avenue is a two-lane roadway that accesses a residential area.

Merchant Street. Merchant Street is a major roadway that provides access between the Plan Area and the area to the southwest. Merchant Street begins at Main Street as a two-lane roadway and adds two-way left-turn lanes and side-street parking on both sides of the street south of Mason Street until Lovers Lane outside of the Plan Area. The intersections of Merchant Street with Mason Street and Walnut Avenue are signalized, while the intersections with Main Street, Dobbins Street, and Stevenson Street are all-way stop-controlled.

The entire length of Merchant Street is lined with sidewalks on both sides of the street and all intersections are fully equipped with crosswalks. South of Mason Street, the roadway includes a bike lane in the northeast-bound direction. City Coach Route 5 also serves Merchant Street, with stops on both sides of the roadway, and service to the McBride Senior Center.

South of Lovers Lane, Merchant Street (also identified as Lincoln Highway) is a four-lane roadway with a two-way left turn lane. Sidewalks continue on both sides of the road, and bicycles are permitted to use the outermost lanes.

• Other Roadways. Several additional minor collector and local roadways are located in the Plan Area, as listed below.

North-South Roadways

- West Street
- Cernon Street
- Parker Street/William Street
- Dobbins Street
- Boyd Street
- Elizabeth Street
- Wilson Street
- McClellan Street

East-West Roadways

- Kendal Street
- Catherine Street
- Stevenson Street
- McKnight Lane
- Olive Street
- Pecan Street

Opportunities and Challenges

In general, the roadways in the Plan Area are performing well. Although deficiencies and conflicts between user types (e.g., motorists, cyclists, and pedestrians) have been observed and documented along the edges of Downtown, most streets in the Plan Area have amenities to make them safe and comfortable for multiple users. Building upon this, the DTSP recommends preparing a complete-streets master plan that would consider the elements identified below. The recommendations outlined here complement those for the bicycle, pedestrian, and transit network improvements described elsewhere in this DTSP section, as well as the information presented in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines."

The details regarding which roadways and roadway segments will be improved, the exact improvements, and the timing of implementation will require further research and analysis.

A comprehensive list of all recommended projects for mobility and connectivity is presented at the end of Section 4.5.

Prepare a Complete-Streets Master Plan that would include a combination of potential strategies, such as reducing travel lanes; reducing the width of travel lanes; and providing bike facilities for the following Downtown roadways: East Monte Vista Avenue, Davis Street, Dobbins Street, Catherine Street, Markham Avenue, McClellan Street, Mason Street, and Dobbins Street. Refer to Figure 4.5.2-2 through Figure 4.5.2-14 for conceptual illustrations of before-and-after roadway improvement simulations, proposed street sections, and other potential roadway enhancements.

Support the safe movement of students who attend Buckingham Academy and establish curbside improvements along street(s) adjacent to the school.

Evaluate opportunities within Downtown alleys. Several alleys in the Plan Area are candidates for enhancement and improvements because of their proximity to activated commercial buildings and their easy access to adjoining streets and parking lots. These spaces can be changed from utilitarian and service spaces to include pedestrian-oriented spaces that encourage activity and public use. A primary opportunity is the alley south of Main Street between West Street and Dobbins Street. Replace deteriorating pavement in alleys.

Complete-Street Approach

The "complete-street" model emphasizes the importance of considering each user zone. While designing a multimodal/complete street, it is important to provide amenities that optimize the street's utility for each user: pedestrians, bicyclists, and motorists. Refer to DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," for more details.





Davis Street before



Davis Street after



Mason Street before

(Source: Jacobs)

Mason Street after

Figure 4.5.2-2: Before and After Conceptual Complete Street Renderings of Davis Street and Mason Street Illustrations are for conceptual purposes only and further analysis is needed.





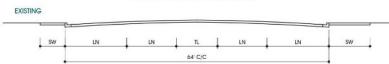
Dobbins Street before.

Dobbins Street after.

(Source: Jacobs)

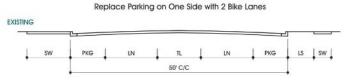
Figure 4.5.2-3: Before and After Conceptual Complete Street Rendering of Dobbins Street Illustrations are for conceptual purposes only and further analysis is needed.





E. Monte Vista Avenue - Complete Street Concept



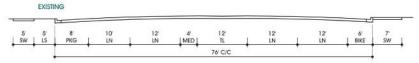


Mason Street - Complete Street Concept

(Source: Jacobs)

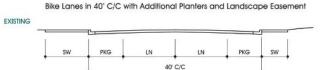


Davis Street Bike Lane and Tree Enhancements



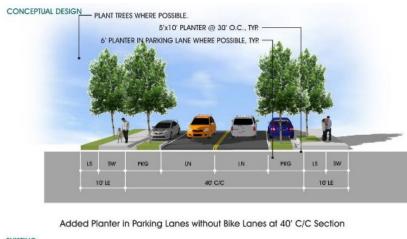
Davis Street - Complete Street Concept





Dobbins Street (south of E. Monte Vista Ave) - Complete Street Concept

Figure 4.5.2-4: Proposed Street Sections: E Monte Vista Avenue, Davis Street, Mason Street, Dobbins Street Illustrations are for conceptual purposes only and further analysis is needed.



SW PKG LN LN PKG SW 40' C/C

McClellan Street - Complete Street Concept

(Source: Jacobs)

Figure 4.5.2-5: Proposed Street Sections: McClellan Street

Illustrations are for conceptual purposes only and further analysis is needed.

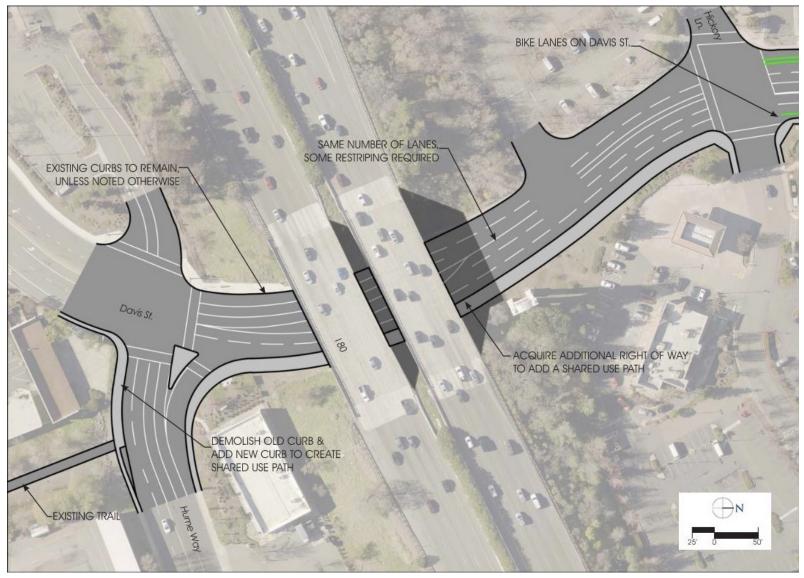


Figure 4.5.2-6: Davis Street - Class I Bike Path under Interstate 80

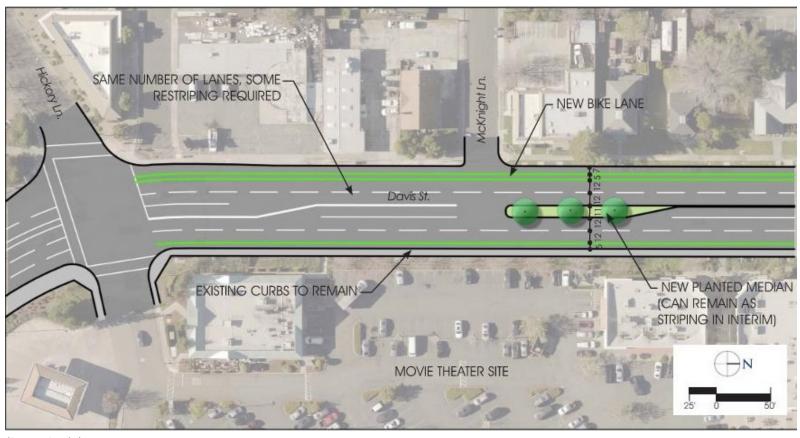


Figure 4.5.2-7: Davis Street - Class II Bike Lane adjacent to the Movie Theater



Proposed
Enhancement/Improvement:
Modify intersection at Mason
Street to create a new roundabout
and mini plaza spaces.

Illustrations are for conceptual purposes only and further analysis is needed.

Figure 4.5.2-8: Merchant Street & Mason Street Intersection Enhancement

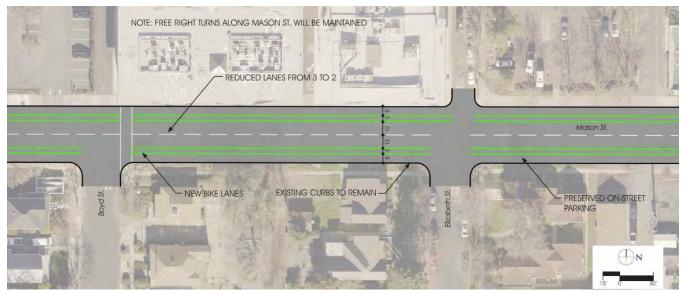


Proposed **Enhancement/Improvement:**

Modify intersection at Parker Street to create shorter pedestrian crossing distances and a gateway signage opportunity.

Illustrations are for conceptual purposes only and further analysis is needed.

Figure 4.5.2-9: Merchant Street & Mason Street Intersection Enhancement



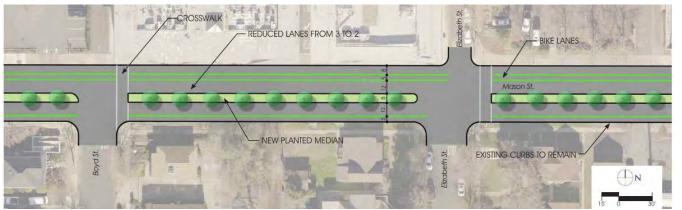
Proposed Enhancement/Improvement:

Turn lane removal and Class II bike facility.

Illustrations are for conceptual purposes only and further analysis is needed.

(Source: Jacobs)

Figure 4.5.2-10: Mason Street - Short Term



Proposed Enhancement/Improvement:

Parking removal on one side; Class II bike facility and landscaped median.

Illustrations are for conceptual purposes only and further analysis is needed.

Figure 4.5.2-11: Mason Street - Long Term



Proposed Enhancement/Improvement:

Reduce lane size and add Class II bike facility or add a parallel Class I or Class 4 bike facility within Andrews Park.

Illustrations are for conceptual purposes only and further analysis is needed.

(Source: Jacobs)

Figure 4.5.2-12: E. Monte Vista Avenue at Andrews Park



Proposed Enhancement/Improvement:

Reduce lane size and add Class II bike facility.

Illustrations are for conceptual purposes only and further analysis is needed.

Figure 4.5.2-13: E. Monte Vista Avenue near Dobbins Street



Figure 4.5.2-14: Ulatis Creek Class I Bike / Shared-use Path Illustrations are for conceptual purposes only and further analysis is needed.

4.5.3 Bicycle Circulation

Existing Conditions

Downtown Vacaville has relatively flat topography and—except in the summer months—relatively mild weather, factors that help encourage biking. Local transit providers also provide bike racks on buses for commuters, which may enhance mode shift and increase ridership in the area. Bicycle facilities exist in the Plan Area and are planned along numerous roadways and the Ulatis Creek corridor.

It should be noted that the City of Vacaville General Plan does not reference the Caltrans standard classifications. Instead, the General Plan identifies bicycle facilities as "bike paths," "bike lanes," and "bike routes." The DTSP assigns existing and planned bikeways to categories that are consistent with the California Streets and Highways Code (Section 890.4), the California Manual on Uniform Traffic Control Devices for Streets and Highways, and the Caltrans Highway Design Manual. The City follows this approach because not all of the city's existing and proposed bikeways can meet the minimum requirements of the Highway Design Manual.

Consistent with this framework, the DTSP has four classifications for bike facilities: Class I (shared-use path isolated from a roadway), Class II (bike lane located on a roadway and designated with lane striping), Class III (bike route commingled with automobile traffic on a roadway), and Class IV (similar to Class II with a physical barrier between the automobile travel way and the bike travel way).



Bicycle window light on Main Street in Downtown Vacaville (Source: ESA)

The following is a description of these facilities in the Plan Area:

- Class I shared-use paths. Most Class I shared-use paths in Vacaville, referred to in the General Plan as bike paths, are 8–12 feet wide and are located along the city's waterways. Others appear to be extra-wide sidewalks next to arterial roadways. The primary Class I facility that links Downtown to the surrounding community is the Ulatis Creek Trail.
- Class II bike lanes. Vacaville Class II facilities, referred to in the General Plan as bike lanes, are generally 4–6 feet wide and are located adjacent to a curb or parking lane. In several locations, Class II facilities end as they enter Downtown. Building on this existing network is a key recommendation of this DTSP.
- Class III bike routes. Vacaville Class III facilities, referred to in the General Plan as bike routes, are identified on roadways through signs and shared-lane street markings. There are no existing shared-roadway facilities in the Plan Area.
- Class IV bike lanes. There are currently no Class IV facilities in the Downtown area or elsewhere in Vacaville, and thus, they are not included in the General Plan.

Opportunities and Challenges

Although there are existing bicycle facilities in Downtown, there are several gaps between facilities within and outside the Plan Area. Bike lanes on Dobbins Street from the north, East Monte Vista Avenue from the west, and Merchant Street and Davis Street from the south enable bicyclists to enter Downtown; however, there are currently no designated bicycle facilities allowing users to travel completely east-west or north-south through Downtown. The blocks in the central Plan Area bounded by Parker Street, Mason Street, McClellan Street, and East Monte Vista Avenue do not have bike facilities. The existing facilities in place could also connect more effectively to facilities outside of Downtown.

The recommendations outlined below complement those for the roadway, pedestrian, and transit network improvements described elsewhere in this DTSP section, as well as the information presented in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines." A comprehensive list of all recommended projects for mobility and connectivity is presented at the end of Section 4.5.

In the Complete Streets Master Plan, consider bike facilities in order to fill areas of void along key corridors. While the characteristics, speed, and traffic volumes vary from street to street, all bicycle facilities proposed will consider user safety and convenience. Surveys conducted indicated that no intersection within the four-block core had more than seven bicyclists in a peak period. Providing an enhanced bicycle network in the Plan Area will encourage greater use.

Figure 4.5.3-1 illustrates existing and proposed bike lanes in the Plan Area. Bike facilities are proposed along East Monte Vista Avenue, Davis Street, Dobbins Street, Catherine Street,

Markham Avenue, McClellan Street, Mason Street, Cernon Street, and Dobbins Street, among potentially others. In general, Class II bike lanes are recommended on all roadways in Downtown where feasible. These projects should be explored through the preparation of a bike master plan.

- Implement a Class I shared-use path along Ulatis Creek (between East Monte Vista Avenue and I-80). This important linkage connects neighborhoods south of I-80 with Downtown, Buckingham Academy, and other destinations in the Plan Area. Option 1 is to convert the existing sidewalk along the west side of Depot Street into a shared-use pathway. Option 2 is for the Class I facility to end at Depot Street, where it would join with the Class II bike lanes on Depot Street. Options 1 and 2 divert the users away from the creek until they pass under I-80, where they can rejoin the existing bike path along the creek. Option 3 is a crossing on Depot Street where the road crosses the creek. This option requires a flashing-light crossing that would need further technical analysis.
- Include the provision of bike racks and bike signage in the previously proposed recommendations for site furnishings and signage in Section 4.3, "Placemaking and Community Identity," to support the enhanced bicycle network proposed.

Develop a conversion strategy to make room for more energetic uses Downtown

- Stakeholder/Community Member Quote

Legend

DTSP Boundary
Existing Bike Facilities

Proposed Bike Facilities

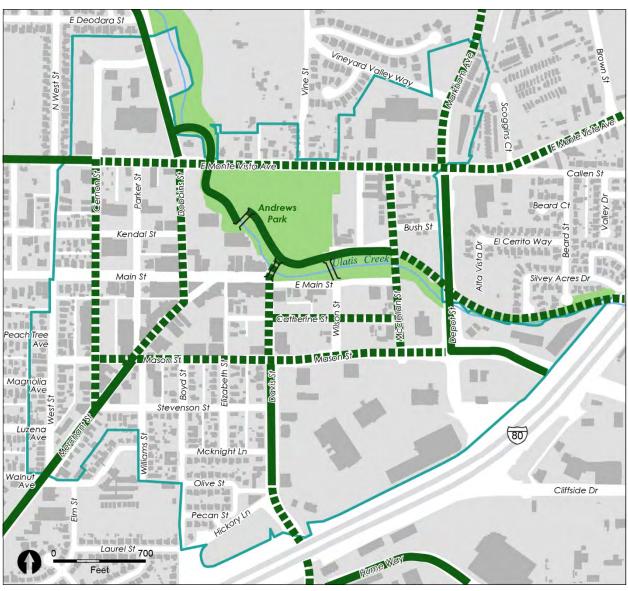


Figure 4.5.3-1: Bicycle Facilities in the Plan Area

4.5.4 Pedestrian Circulation

Existing Conditions

Downtown Vacaville is a highly walkable environment; one can easily travel on foot across the east-west span of the Plan Area within 15 minutes. Furthermore, Main Street between Parker Street and Wilson Street, where there is a high concentration of dining and shopping options, is one-quarter mile long (equivalent to a five-minute walk).

Pedestrian facilities in the Plan Area consist primarily of sidewalks, crosswalks, and curb ramps, and other pedestrian support facilities such as median islands, crosswalks, lighting, and seating.

- Sidewalks. Sidewalks form the backbone of the city's pedestrian transportation network. Best practices for barrier-free design and the ADA require a minimum 4-foot-wide clear path around all obstructions. Nearly all roadways include sidewalks on both sides of the street, which are nearly always fully connected. Very few street segments have gaps that would cause pedestrians to substantially alter their routes.
- Crosswalks. A crosswalk is a legal extension of the sidewalk and guides pedestrians who are crossing a roadway by defining and delineating their path of travel. Crosswalks alert drivers to a pedestrian crossing point and increase yielding to pedestrians. Nearly all intersections in the Plan Area feature at least one crosswalk. Every location where a minor street intersects a major collector or arterial roadway includes at least one crosswalk. Some intersections, including the intersections of Davis Street with Mason Street, Catherine Street, and Main Street, are painted red, making them highly visible to drivers so

- they will proceed through the area with caution because pedestrians may be crossing.
- Curb Ramps. Curb ramps allow pedestrians, especially persons
 with limited mobility, to access sidewalks, crosswalks, and
 median islands. Curb ramps meet ADA standards at numerous
 intersections in the Plan Area, although some curbs need to be
 upgraded to current standards.



Pedestrian design elements in Downtown Napa (Source: ESA)

Opportunities and Challenges

Figure 4.5.4-1 depicts pedestrian facilities in the Plan Area. The figure shows that most of the Downtown is well-served by pedestrian facilities, including sidewalks, crosswalks, and walking paths. Crosswalks designated as "High Visibility" in the figure are the redpainted crosswalks along Davis Street between Mason Street and Main Street. As mentioned previously, there are opportunities to fill sidewalk gaps and provide facilities accessible to all users.

The recommendations listed below are intended to enhance pedestrian mobility and safety. These recommendations are also intended to complement those presented for the roadway, bike, and transit network and parking improvements described elsewhere in this DTSP section, as well as the information presented in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines." A comprehensive list of all recommended projects for mobility and connectivity is presented at the end of Section 4.5.

Connect sidewalks by filling in current gaps. Such improvements are critical to creating a viable, equitable pedestrian facility network. A safe, convenient sidewalk network should provide sidewalks on both sides of the street. Opportunities for improvement occur along Catherine Street and Wilson Street.

Downtown Vacaville should be... a dense, mixed-zoned downtown with an emphasis on pedestrians"

- Stakeholder/Community Member Quote

- Upgrade public walkways, ramps, crosswalks, and other facilities in the Plan Area to improve ADA access and make them more accessible to users with special needs. Opportunities for improvement occur at these intersections: East Monte Vista Avenue and Cernon Street, and Mason Street and Merchant Street. Other intersection enhancement opportunities, such as bulb-outs or unique scoring patterns, can help identify development nodes, as discussed in Section 4.3.2. These improvements can occur at the corners of Main Street and Davis Street and Main Street and Parker Streets to establish "bookends" for development nodes in Downtown, possibly with the inclusion of parklets.
- Provide ADA-compliant accessibility improvements throughout Downtown, specifically Merchant Street from Mason Street to Main Street, Main Street from McClellan Street to West Street, and Dobbins Street from Main Street to East Monte Vista Avenue. Pedestrian network improvements also include barrierfree design considerations for utility features that may obstruct the flow and safety of pedestrian walkways.



Streetscape elements from Downtown Napa (Source: ESA)

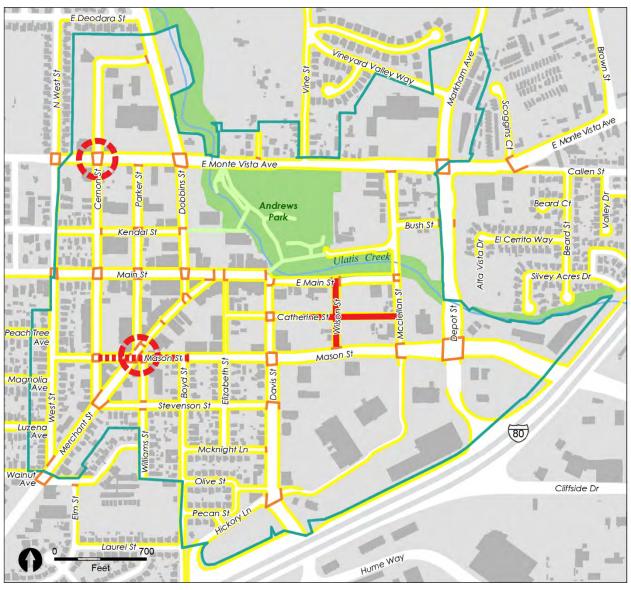


Figure 4.5.4-1: Pedestrian Facilities in the Plan Area

Legend

Path
Crosswalk

DTSP Boundary

Existing Facilities

Sidewalk

Proposed Improvements

Connect Sidewalk

Enhancement

Intersection Enhancement

Walkway

4.5.5 Transit Circulation and Alternative Travel Modes

Existing Conditions

Transit needs in the Plan Area are well-served by three City Coach bus routes that operate in Downtown. Service for these routes runs seven days a week. Ridership varies by route, but all bus routes experience a similar spike in ridership at the Downtown Transit Plaza at the southeast corner of East Monte Vista Avenue and Cernon Street, which is Downtown's main transportation hub.

The Downtown Transit Plaza provides various facilities and amenities for pedestrians, such as sidewalks, seating, landscaping, signage, and lighting. In addition, the Vacaville Regional Transportation Center's park-and-ride lot at the corner of Davis Street and Hickory Lane provides users a convenient place to park when carpooling to different regions and areas within the city.

As shown in **Figure 4.5.5-1**, the following transit routes serve Downtown Vacaville:

- Route 2, which starts at the Downtown Transit Plaza in the Plan Area and generally serves the area to the east by Jepson Middle School and neighborhoods to the northeast. Within the Plan Area, this route runs along Davis Street, portions of Mason Street, Cernon Street, Buck Avenue, and East Monte Vista Avenue.
- Route 5, which primarily serves the neighborhoods in the southern part of Vacaville. Within the Plan Area, this route runs along Merchant Street to serve the Downtown Transit Plaza, then returns the way it came.

Route 6, which serves the more central areas of Vacaville, stopping in the Markham neighborhood north of the Plan Area before stopping at the Downtown Transit Plaza. Within the Plan Area, this route runs along portions of Depot Street, Mason Street, Cernon Street, East Monte Vista Avenue, and Markham Avenue.



Bus stop in Downtown Vacaville (Source: LGC)

Opportunities and Challenges

Transit route times change based on need, sometimes yearly. Before June 8, 2018, Route 8 served the Brenden Theatres, in the Highway Entertainment & Employment subarea, and the Downtown Transit Plaza. Effective on that date, the route was revised to become the new Route 3, and the route no longer serves the Downtown, eliminating a route that otherwise would have served the Plan Area. Existing routes generally connect Downtown with areas north of I-80; there remains an opportunity to improve transit access to areas south of the highway.

The Downtown Transit Plaza facility is relatively new and in good condition, with park-like amenities; however, a more vibrant and active hub area could help promote increased ridership. The Downtown Transit Plaza itself has bus stop shelters for riders, and vegetated areas with trees providing extra shade, lighting, and trash enclosures; however, the blocks surrounding the Downtown Transit Plaza do not consistently share these facilities and amenities for pedestrians.

In addition, ample room is available within the facility to add pedestrian amenities or kiosk-style food and beverage services that support transit users.

Alternative travel methods are becoming increasingly popular. These alternative ways of travel include bike and scooter rentals, rideshare programs such as Lyft and Uber, and commuter shuttles. These trends will be considered as part of the Complete Streets Master Plan, with proper curbside management and provision of facilities and amenities to facilitate these programs.



City Coach bus (Source: LGC)

Legend

DTSP Boundary

Transit Stops

Route 2

Route 5

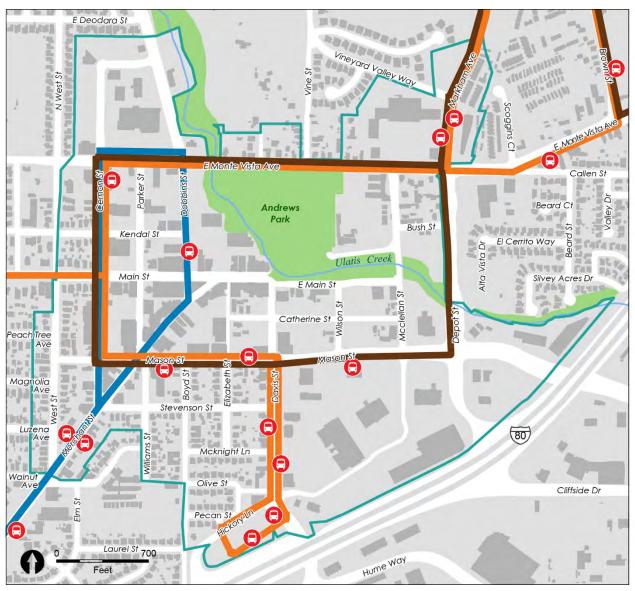


Figure 4.5.5-1: Transit Network in the Plan Area

4.5.6 Parking

Existing Conditions

The Plan Area currently has 13 off-street public parking lots and ample on-street parking. These lots range in size from just over 20 spaces to more than 250 spaces. In total, 1,115 off-street parking spaces are available. All lots have both unrestricted spaces and ADA spaces. Some lots reserve spaces for use for a limited maximum amount of time.



Diagonal parking on Main Street, south of Andrews Park in Downtown Vacaville (Source: LGC)

In addition, many roadways in the Plan Area offer on-street parking, for a total of 1,201 parking spaces. This equates to a total of more than 2,300 parking spaces in the Plan Area. Streets that have more than 90 off-street parking spaces include Cernon Street, Main Street, and East Main Street. Some parking time limitations also apply in these areas. Where there are time restrictions, they range from 4-hour to 2-hour and 20- to 30-minute spaces. **Figure 4.5.6-1** shows the locations of on-street and off-street parking in the Plan Area.

Parking occupancy in different areas within the Plan Area fluctuates over the course of the day, with some locations at or close to occupancy during specific times of the day. However, the Downtown as a whole has an adequate number of short-term and long-term parking spaces during all time periods. The highest occupancy was observed for short-term parking during midday, with 69 percent of spaces filled, and for long-term parking in the morning, with 42 percent of spaces filled. The most heavily used public parking areas are the on-street spaces adjacent to Main Street storefronts and businesses, and the surface parking lots near Main Street. Figure 4.5.6-1 illustrates short-term and long-term parking occupancy by time period.

Legend

DTSP Boundary

Parking Occupancy

On Street >=80%On Street <80%Off Street >=80%Off Street <80%

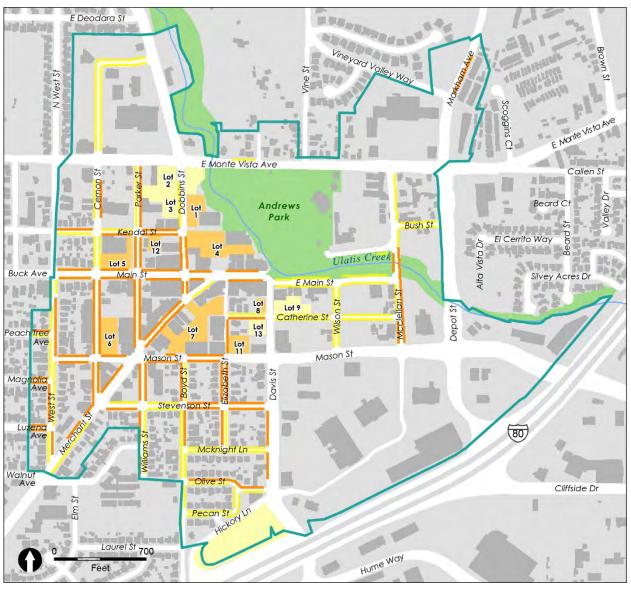


Figure 4.5.6-1: Parking Occupancy

Opportunities and Challenges

Solutions to address Downtown's parking needs will need to align with safety improvements, activation of streets and public spaces, and multimodal access to storefronts. Success in meeting these goals will encourage people to visit Downtown. It will also ensure that when they do visit, people will feel confident that they will be able to find parking, and that if they must walk farther to access their destination, they will be comfortable and feel safe during that walk.

The recommended strategies presented below are intended to complement those for the roadway, bike, pedestrian, and transit network improvements described elsewhere in this DTSP section, as well as the information presented in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines." Recommendations pertaining to lighting and identification art piece in parking areas are presented in Section 4.3, "Placemaking and Community Identity." A comprehensive list of all recommended projects for mobility and connectivity is presented at the end of Section 4.5.

The parking strategies presented fall into three categories: capital strategies, operational strategies, and policy strategies.

Capital strategies include revised and updated signage, striping, circulation, and amenities for existing parking lots and roadways, and consolidation of parking in low-occupancy areas to provide room for other uses such as bicycle facilities (i.e., bike lanes). The strategies focus on improving safety, circulation, and appearance.

- Operational strategies address the management of parking through time limits, curbside use, enforcement, and shared parking agreements. These strategies focus on utilizing parking more efficiently and effectively.
- Policy strategies address the City's approach to parking at a policy and regulation level. The DTSP has a stated goal of managing parking resources in Downtown to promote a "parkonce-and-walk" environment.

These strategies focus on evaluating the performance of existing and future parking and determining what parking requirements will apply to future land use. **Table 4.5.6-1** summarizes the recommended parking strategies. Details for the three parking strategies are summarized in the following section, with a map of the combined capital and operational recommendations shown in **Figure 4.5.6-2**.



Parking along Main Street in Downtown Vacaville (Source: LGC)

Parking Strategy	Recommendations
	Recommendations
Capital Strategies	
Improved Configuration of Existing Lots	Add directional guidance arrows, diagonal parking in one-directional lanes, and consolidated access/egress.
Improved Wayfinding and Signage	Install consistent branding and identification of public parking, and improved access control. This could include themed art installations.
Streetscape Improvements	Install improvements consistent with the Vacaville Downtown Connectivity and Streetscape Design Plan, such as enhanced landscaping and improved lighting, to provide safe and comfortable walking paths between parking areas and destinations.
Parking Consolidation	Remove parking along both sides of Merchant Street (from Parker Street to Dobbins Street) and Dobbins Street (from Merchant Street to Monte Vista Avenue) to allow for a bicycle lane and absorb existing demand at nearby parking facilities.
Lot Amenities	Install pedestrian striped crosswalks, waste receptacles, pedestrian-scale lighting, electric vehicle chargers, and closed-circuit television at key lots.
Operational Strategies	
Modified Parking Time Limits	Convert the majority of the Town Square parking lot to short-term parking. Maintain long-term parking adjacent to the library and the McBride Senior Center.
Curbside Management and Multimodal Vehicle Sharing	Convert two spaces along Parker Street at Main Street to ride-hail (e.g., Uber, Lyft) loading zones, and temporarily convert one space per block and per side of the street along Main Street (from Parker Street to Davis Street) to 30-minute parking for COVID-19-related delivery/pickup.
Focused Parking Enforcement	Limit the majority of parking enforcement operations to short-term and high-demand locations.
Shared Parking Agreements	Coordinate with owners of private parking lots in areas with high evening parking demand to allow limited public parking in their lots.
Policy Strategies	
Outdoor Dining Program	Continue the City's Outdoor Dining Program and consider making this program permanent based on interest and approval from nearb businesses.
Freight Loading Time Restrictions	Prohibit on-street and public parking lot loading operations from 12 noon until 1:30 p.m., unless an exemption is approved.
Off-Site Parking Design Standards	Update the Vacaville Land Use and Development Code to be consistent with lot design and signing recommendations.
Reduced Infill Parking Requirements	Update the Vacaville Land Use and Development Code to encourage infill development while ensuring sufficient parking.
Ongoing Monitoring and Evaluation of Parking	Collect annual parking occupancy and turnover data, consistent with previous recommendations to collect data after time limits are updated.

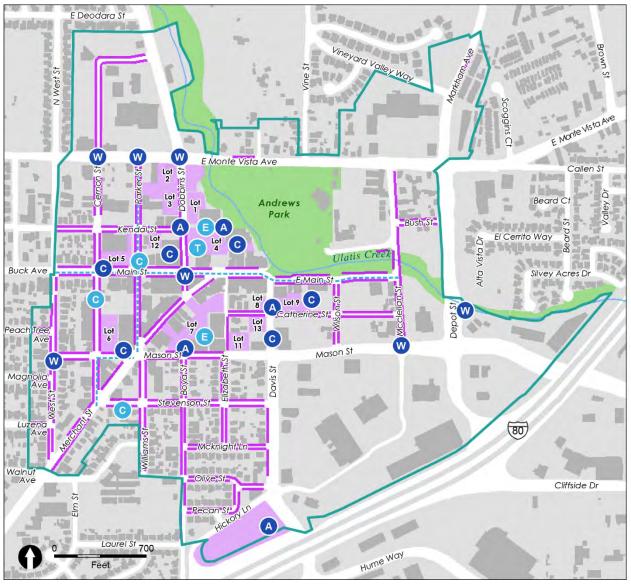


Figure 4.5.6-2: Parking Strategies

Legend

- DTSP Boundary
- On Street Public Parking
- Off Street Public Parking

Capital Improvements

- Configuration
- W Wayfinding
- A Amenities

Operation Improvements

- Time-Limit Changes
- Curbside
- Enforcement
- ---- Enforcement

Capital Recommendations

The following capital improvements are recommended:

1. Improved Configuration of Existing Lots

- Lot 4—Town Square parking lot. Add two-directional arrows along all travel lanes. Define the area for safely turning around at the dead end.
- Lot 5—parking lot on the northwest corner of Main Street and Parker Street. Convert to one-directional travel (counterclockwise) with diagonal parking and a travel lane aligned with the access/egress points. Convert to ingress only on Parker Street and to egress only on Cernon Street with a "No Access" sign. Convert to two rows of parking spaces in the middle of the lot. Ultimately redesign the lot to use only three of the curb cuts, and provide for circulation in the lot without requiring maneuvering on Cernon Street.
- Lot 6—parking lot on the northeast corner of Mason Street and Cernon Street. Convert remaining sections to one-directional with diagonal parking and alternating directions.
- Lot 7—parking lot between Merchant Street (to the south east) and Mason Street (to the northeast). Switch the directions of the Mason Street driveways, making the western one an exit point and the eastern one an entrance to facilitate freight circulation.
- Lot 9—parking lot between East Main Street and Catherine Street, east of Davis Street. Add a stop bar to the main exit on Catherine Street.

- Lot 11—parking lot on the northeast corner of Mason Street and Elizabeth Street. Add two-directional arrows along all travel lanes.
- Lot 12—parking lot on the southeast corner of Kendal Street and Parker Street. Relocate the accessible spot or provide an appropriate loading zone.
- Lot 13—parking lot on the southwest corner of Davis Street and Catherine Street. Convert to one-directional travel (counterclockwise) with diagonal parking and arrows. Add an egress point on Davis Street with a "No Access" sign.
 Remove a portion of the fencing adjacent to the bank parking lot to the south to allow pedestrian access.
- Hickory Lot—park-and-ride lot near I-80, off Davis Street and Hickory Lane. Add two-directional arrows along all travel lanes.

2. Improved Wayfinding and Signage

- Add Vacaville-branded parking wayfinding signs from the primary entrances to the Downtown area (Mason Street, Depot Street, East Monte Vista Avenue, Cernon Street, and Parker Street) to off-street parking lots.
- Add Vacaville-branded public parking identification signs and/or public art at least at the main entrances of all public lots, ideally at all access points.
- If an entire lot has a consistent time limit, provide lot timelimit information at lot entrances, using a font size large enough to be readable from a passing car. Also provide frequently spaced time-limit signs throughout the parking lot, and specifically post a sign at any space that has a time limit inconsistent with the majority of spaces in the lot.
- At Lot 5, the parking lot on the northwest corner of Main Street and Parker Street, add a "No Access" sign to the exitonly curb cut on Kendal Street.
- At Lot 6, the parking lot on the northeast corner of Mason Street and Cernon Street, add a "No Access" sign to the exitonly curb cuts on Cernon Street.
- At Lot 7, the parking lot between Merchant Street (to the southeast) and Mason Street (to the northeast), add a "No Access" sign to the western Mason Street driveway.

3. Streetscape Improvements

Implement improvements consistent with the
Implementation chapter of the Vacaville Downtown
Connectivity and Streetscape Design Plan to include
complete-streets upgrades for Downtown parking lots.
Improvements include repairing damaged pavement,
replacing signage and striping, and addressing drainage
issues in parking areas.

4. Parking Consolidation

The cross sections of Merchant Street (from Parker Street to Dobbins Street) and Dobbins Street (from Merchant Street to East Monte Vista Avenue) do not provide enough room for a parking lane and a bicycle lane. To address this, parking will need to be removed to allow for the bicycle lane:

- Remove on-street parking along Merchant Street from Mason Street to Dobbins Street.
- Remove parking along Dobbins Street from Merchant Street to Monte Vista Avenue.
- Provide striped pedestrian walkways and pedestrian-scale wayfinding through Lot 4 to Main Street.

5. Lot Amenities

- Install pedestrian-scale lot lighting and striped pedestrian walkways at Lot 4 and Lot 7.
- At large exposed lots, such as Lots 3, 5, 6, and 7, increase the planting of shade trees in the lot (as compared to only along the sidewalk).
- Install cameras at the Hickory Lot, where long-term parking could occur.
- Increase the number of waste receptacles at all off-street lots.
- At Dobbins Street and Kendal Street and at Davis Street and Catherine Street, install area maps displaying the visitor's current location and common destinations.
- Install a "Walking Time to Main Street" sign on Dobbins Street between Lot 2 and Lot 3.
- Install a "Walking Time to Dobbins Street" sign at the intersection of Catherine Street and Davis Street.
- Install electric vehicle supply equipment in lower utilization lots, such as Lots 2, 3, and 9.

Operational Recommendations

The following operational improvements are recommended:

1. Modified Parking Time Limits

- Maintain 10 parking spaces adjacent to the library and McBride Senior Center and convert the remaining 10-hour parking spaces in Lot 4 to 4-hour parking spaces.
- Convert all 2-hour parking spaces in Lot 7 to 4-hour parking spaces.
- Provide signage to direct overflow parking for Lot 4 to Lots
 2 and 3.
- Provide signage to direct overflow parking for Lot 7 to Lots
 9 and 13.
- Remove enforcement of time limits after 6 p.m. and on weekends.



Main Street in Downtown Vacaville (Source: ESA)

2. Curbside Management and Multimodal Vehicle Sharing

- Repurpose two spaces of on-street parking on Parker Street near Main Street as transportation network company pickup/drop-off zones.
- Coordinate with car-sharing programs to lease spots in underutilized long-term lots such as Lots 2, 3, and 9.
- Repurpose underutilized long-term, on-street parking spaces to support bike- and scooter-share programs.
 Possible segments include Stevenson Street between Merchant Street and Williams Street and Cernon Street between Main Street and Mason Street; however, specific locations may depend on negotiation with the companies providing the vehicles, and a certain number of hubs throughout the city may be required.
- During COVID-19 affected operations, temporarily convert two spaces per block on each side of Main Street between Parker Street and Davis Street for delivery/pickup loading spaces with 30-minute time limits. Permanently leave one space per block as a delivery/pickup loading space with a 30-minute time limit, distinguished using paint or markings.

3. Focused Parking Enforcement

- Focus time-limit enforcement on the following highutilization and high-density locations:
 - On-Street—Cernon Street, Dobbins Street, Main Street, Merchant Street, and Parker Street.
 - Off-Street—Lots 4 and 7.

4. Shared Parking Agreements

- Discuss a potential shared-parking agreement with US Bank adjacent to Lot 7 for evening publicly available parking, with signage installed to define parking allowances and restrictions.
- Revise the shared-parking agreement with First Northern
 Bank adjacent to Lots 8, 9, and 13 to include installation
 and upkeep of signage that defines parking allowances and
 restrictions.
- Explore opportunities to share underutilized private parking in high-demand locations through outreach events and stakeholder engagement.



Dobbins Street in Downtown Vacaville (Source: ESA)

Policy Recommendations

The following parking policies are recommended:

1. Outdoor Dining Program

Further advertise the Outdoor Dining Program recently approved by the City,¹ which allows for replacement of parking with outdoor dining space. Given a successful pilot during the shelter-in-place period, consider converting this to a permanent program to allow for ongoing outside dining in exchange for reduced parking availability for interested businesses, such as restaurants and cafes along Merchant and Main Streets.

2. Freight Loading Time Restrictions

- Prohibit on-street and public parking lot loading operations in the Plan Area between 12 noon and 1:30 p.m. without applying for an exemption based on parking density or surrounding land use.
- Add signage identifying two spaces on the north side of Mason Street between Elizabeth Street and Boyd Street as a loading-only zone after 4 p.m.
- Add signage and stripe the eight spaces behind the Merchant & Main Grill and Bar as a loading-only zone before 10 a.m.

3. Off-Site Parking Design Standards

As part of the Vacaville Land Use and Development Code Update (currently under development):

- Update Chapter 14.09.200.080, Parking Area Design Standards, Section D, Striping, Marking, and Painting, to explicitly require the use of directional guidance arrows to define one- and two-way aisles.
- Update Chapter 14.09.200.080, Parking Area Design Standards, Section E, Curbing, or create a new section for curb cuts to set a maximum of two entrance points and two exit points.
- Update Chapter 14.09.200.080, Parking Area Design Standards, Section L, Maintenance, to include a required number of waste receptacles based on the size of the parking lot.
- Update Chapter 14.09.200.080, Parking Area Design Standards, to create a new section for wayfinding and parking signage² to set a standard consistent with the Streetscape Plan for branded signing of directions to and locations available for public parking.

¹ https://www.ci.vacaville.ca.us/business/covid-19-outdoor-dining-program

² Consistent with California Manual for Uniform Traffic Control Devices.

4. Reduced Infill Parking Requirements

- Provide reduced infill parking requirements for the Plan
 Area, similar to nearby and comparable jurisdictions.
 Specific recommendations should follow a focused demand
 and development potential study to ensure that reduced
 requirements do not overwhelm a currently underutilized
 parking network.
- As part of the Vacaville Land Use and Development Code Update (currently under development), update Chapter 14.09.200.050, Parking Reductions, Section A, Joint Use of Parking Facilities, to allow for retroactive consolidation and shared use of parking under the new code. One example of an opportunity for this could be the currently separated and underutilized private and public parking bounded by East Monte Vista Avenue to the north, Dobbins Street to the east, Kendal Street to the south, and Cernon Street to the west.
- As part of the Vacaville Land Use and Development Code
 Update (currently under development), update Chapter
 14.09.200.050, Parking Reductions, Section B, Off-Site
 Parking, to include existing occupancy of any on-street
 parking or off-street parking in the calculation of parking
 credits against the required parking to ensure that spaces
 are not double-counted.

5. Ongoing Parking Monitoring and Evaluation of Parking

Collect annual parking occupancy and turnover data.



Dobbins Street in Downtown Vacaville (Source: ESA)

Recommended Projects

A comprehensive list of the recommended projects related to mobility and connectivity is presented below, supporting those mentioned in Section 4.3, "Placemaking and Community Identity." Several projects are split into two parts, with a both a design phase and a phase to implement the improvements.

Complete Streets—Design/Master Plan—Bike/Pedestrian. Prepare a bike and scooter master plan.

Complete Streets—Design—Davis Street. Redesign Davis Street as a complete street that includes bike lanes and a median.

Complete Streets—Design—Dobbins Street. Redesign Davis Street as a complete street that includes bike lanes.

Complete Streets—Design—McClellan Street. Redesign Davis Street as a complete street that includes bike lanes.

Complete Streets—Design—Mason Street. Redesign Davis Street as a complete street that includes bike lanes.

Complete Streets—Design—East Monte Vista Avenue.
Redesign East Monte Vista Avenue as a complete street that includes bike lanes.

Complete Streets—Design—Catherine Street. Redesign Catherine Street as a complete street that includes bike lanes.

Complete Streets—Design—Markham Avenue. Redesign Markham Avenue as a complete street that includes bike lanes.

Complete Streets—Bicycle Facility Improvements

Design—Ulatis. Implement a Class I shared-use path
along Ulatis Creek (East Monte Vista Avenue to I-80).

Complete Streets—Bicycle Facility Improvements—Davis Street. Implement Class II bike lanes on Davis Street.

Complete Streets—Bicycle Facility Improvements—
Dobbins Street. Implement Class II bike lanes on Dobbins
Street and Merchant Street.

Complete Streets—Bicycle Facility Improvements— Markham Avenue. Implement Class II bike lanes on Markham Avenue.

Complete Streets—Bike and Pedestrian Facility
Improvements—McClellan Street. Implement Class II bike
lanes on McClellan Street.

Complete Streets—Ride-Share Connectivity. Collaborate with ride-share providers to subsidize rides to Downtown.

Downtown Alley Paving (Phase 1). Repair damaged and deteriorating pavement in Downtown alleys.

Complete Streets—Connection of Sidewalks. Fill sidewalk gaps where they exist along Catherine and Wilson Streets to prevent gaps in pedestrian circulation.

Complete Streets—East Monte Vista Avenue and Cernon Street. Enhance the crosswalk and roadway pavement at this intersection, which experiences heavy pedestrian use by students who use the bus transit facility to access the high school. Use colored pavers, scoring patterns, or asphalt stamps to create a more interesting aesthetic and make it easier for motorists to see the intersection.

Merchant Street and Mason Street. Modify lanes on Parker Street to create a pedestrian plaza space, making pedestrian crossings at this complex intersection less of a challenge to drivers and safer for pedestrians. The result would be a more traditional intersection geometry with more space for amenities, which may include another Downtown gateway arch similar to the one on Davis Street.

Mason Street—Enhanced Walkway. Provide an enhanced walkway along Mason Street (between Boyd and Cernon Streets). This stretch of Mason Street lacks any pedestrian amenities. Suggested improvements include street trees, lighting, benches, and other site furnishings. These improvements would ideally be coordinated with improvements to the intersection of Mason Street and Merchant Street.

ADA Improvements. Upgrade crosswalks, ramps, and sidewalks to current ADA standards.

Curbside Management Improvements—High School. Establish High School Zones (drop-off and pickup).

Design Parking Consolidation. Remove on-street parking along portions of Merchant and <u>Dobbins Streets</u>.

Downtown Parking Lot Configuration Improvements.Improve the configurations of existing lots (nine lots).

Upgrades to Downtown Parking Lots. Repair damaged pavement; replace signage and striping; address drainage issues.

4.6 Community Amenities, Facilities, and Services

Community amenities, facilities, and services contribute to the social infrastructure of a community and improve quality of life. Adequately providing community amenities, facilities, and services can establish a key foundation for a safe, healthy, and productive community, supporting economic growth while enhancing the social experience and livability for all users. To grow Vacaville's Downtown with an appropriate and balanced composition of amenities, facilities, and services, it is essential to embrace a wider range of offerings to cater to a diverse population, and help influence the level of activity and the overall identity and desirability of the Plan Area.

Parks, open space, trails, and other recreational facilities provide residents, employees, and visitors to the Plan Area with both passive and active forms of recreation that are vital to promoting health and wellness, community interaction, and a sense of place. In addition to parks and recreational amenities, the Plan Area provides cultural facilities, grocery stores, restaurants, retail, and service establishments. Downtown is one of Vacaville's main entertainment destinations, with theaters, a library, and museums. Entertainment and cultural venues are important to all demographic groups residing in and visiting the Plan Area, and they help to enrich community culture. Additionally, these facilities attract local and tourist dollars, and an engaging cultural environment is important in drawing new businesses to the community.

"Downtown should be the heart of Vacaville.

Downtown should be a shared neighborhood for all . . . offering the best of health/wellness/fitness, dining, entertainment and business services!"

- Stakeholder/Community Member Quote



Special event in Downtown Vacaville (Source: City of Vacaville)

The City of Vacaville's provision of public services to the Plan Area is designed to contribute to overall economic development and protection, and to improve people's perception of the area. Specifically, public services include fire protection, law enforcement, and schools. To grow Vacaville's Downtown, the adequate provision of these public services has been a major focus, and has allowed Vacaville to boost its status as a safe and healthy community. Continued support for the city's existing character through public service enhancements will help to influence the Downtown's livability and level of activity by providing additional eyes on the street.

Adequate and reliable public and private utilities—water, storm drainage, wastewater, solid waste, and dry utilities, such as electricity and telecommunications—are necessary for providing a high quality of life. They are also an important consideration in attracting developers, residents, and businesses to the Downtown area. As development and revitalization occur, demands on existing public utilities systems will increase, and the systems will need to be improved and expanded over time.

"Downtown Vacaville should be community oriented"

- Stakeholder/Community Member Quote



Art piece in Andrews Park in Downtown Vacaville (Source: ESA)

4.6.1 Parks, Open Space, and Trails

Existing Conditions

The City of Vacaville Parks and Recreation Department is the agency primarily responsible for parks, open spaces, and recreational facilities in the city. The department maintains approximately 570 acres of developed parkland and manages more than 30 parks and numerous other community centers and recreational facilities in Vacaville.

As outlined in **Table 4.6.1-1**, the Parks and Recreation Element of the City of Vacaville General Plan defines the following categories of parks and open space: neighborhood parks; community parks; regional parks; accessible open space; special-purpose facilities; and bikeways, multi-use trails, and nature trails.

There are no existing neighborhood parks or regional parks within the Plan Area. The largest concentration of park space is Andrews Park, near the Downtown Center. Andrews Park, nearly 18 acres in size, is one of seven community parks in Vacaville. The park includes open space, a 0.5-mile loop trail, a playground, and an amphitheater, among other features.



Aerial view of Andrews Park in Downtown Vacaville (Source: ESA)



Trail through Andrews Park in Downtown Vacaville (Source: ESA)

Andrews Park is the site of numerous special events and programs, including the popular Downtown CreekWalk Friday night summer concert series and 4th of July fireworks. Andrews Park is also the current home of the Downtown Farmers' Market, which operates on Saturdays from April to October at CreekWalk Plaza. The Downtown Farmers' Market provides a venue for local farmers, ranchers, and other vendors to provide seasonal organic produce, food, and craft items. In addition, events such as Fiesta Days and Kidfest provide substantial boosts in Farmers' Market attendance. **Table 4.6.1-2** presents the service standards for park requirements. When the DTSP's service level goals are applied to determine parkland demand, there is a combined surplus of park space, given the scale of Andrews Park.

A number of other facilities managed by the Vacaville Parks and Recreation Department in the Plan Area also offer recreational opportunities. Various types of recreational facilities and opportunities currently exist within the Plan Area (Figure 4.6.1-1).

Type	Description					
Neighborhood Parks	The smallest parks, at up to 10 acres in size. These parks serve local residents and employees located within a half-mile radius. Typically, facilities are oriented toward the recreation needs of children and include a multipurpose playfield, a playground, picnic facilities, landscaping, and walkways. New neighborhood parks should be designed within a 6- to 9-acre size range, depending on the neighborhood park needs of the part of the city in which they are located. The closest neighborhood park is City Hall Park, located on Walnut Avenue at City Hall, immediately southwest and outside of the Plan Area.					
Community Parks	Mid-size parks, usually ranging from 12 to 60 acres in size, that draw residents and employees from a radius of 1½ miles. Typical facilities include those also found in neighborhood parks, but these parks are also designed to provide major active-use recreational facilities such as lighted sports fields, sport courts, community buildings, and swimming pools. In addition, community parks are designated spaces for community festivals, civic events, organized sports, and athletic competitions. Ideally, community parks should also include areas for passive recreation: walking paths with benches, shaded picnic areas, and preserved or created natural areas such as creeks, habitat areas, and unique landforms.					
Regional Parks	Parks that vary in size depending on location and opportunity, but are generally larger than community parks and serve residents, employees, and visitors from across the city and beyond. Lagoon Valley, the only regional park in Vacaville, is located approximately 3 miles southwest of the Plan Area.					
Accessible Open Space	Land owned by the City (or by a nonprofit or other public agency) that includes public access for limited recreational use. This land is maintained in a natural or limited maintenance capacity. Publicly accessible open space includes certain lands that are used jointly as creekways, drainages, detention basins, and other specific dual purposes. Accessible open space areas are made available to the public for self-guided and low-impact activities. Such activities may include hiking, biking, horseback riding, birdwatching, sky gazing, and nature appreciation.					
Special-Purpose Facilities	Buildings that house recreational programs targeted to meet the needs of a population or neighborhood. Most of these facilities are located within the boundaries of a park. However, others may be located on properties that are not owned by the City, but operated by the Community Services Department for its programs.					
Bikeways, Multi-use Trails, and Nature Trails	Public facilities owned and operated by the City. Most of the city's paved, off-street bikeways are officially designated as off-street bike paths, and can also function as multi-use trails shared with walkers, runners, skaters, and other nonmotorized forms of transportation. These trails provide connectivity throughout the city and to regional bikeways that are outside of the Vacaville city limits. Although unpaved trails do not qualify as formal bike paths, they are used by bicyclists, and by pedestrians. These trails are considered multi-use trails and are important recreational elements within a park or accessible open space. In addition to multi-use trails, nature trails are used by bicycle riders, hikers, and equestrians. However, these unpaved trails tend to serve primarily recreational users who are more interested in less-maintained terrain features.					

Table 4.6.1-2: Parkland Demand in the Plan Area											
Park Type	City Standard (acres/ people)	Existing DTSP Population (2018)	Projected DTSP Growth*	Projected DTSP Total Population	Required Park Acres	Existing Park Acres	Planned Parks Acres	Anticipated Acreage Surplus or Deficit			
Neighborhood Park	1.8/1,000	607	2,008	2,615	4.7	0.0	0.0	-4.7			
Community Park	1.7/1,000	607	2,008	2,615	4.4	17.9	0.0	13.5			
Regional Park	1.0/1,000	607	2,008	2,615	2.6	0.0	0.0	-2.6			
Total	4.5				11.8	17.9	0.0	6.1			

Note: Based on the DTSP projected growth in units (733) and on a persons-per-household rate of 2.74; from: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001–2010, with 2000 Benchmark, May 2010.



Andrews Park in Downtown Vacaville (Source: ESA)

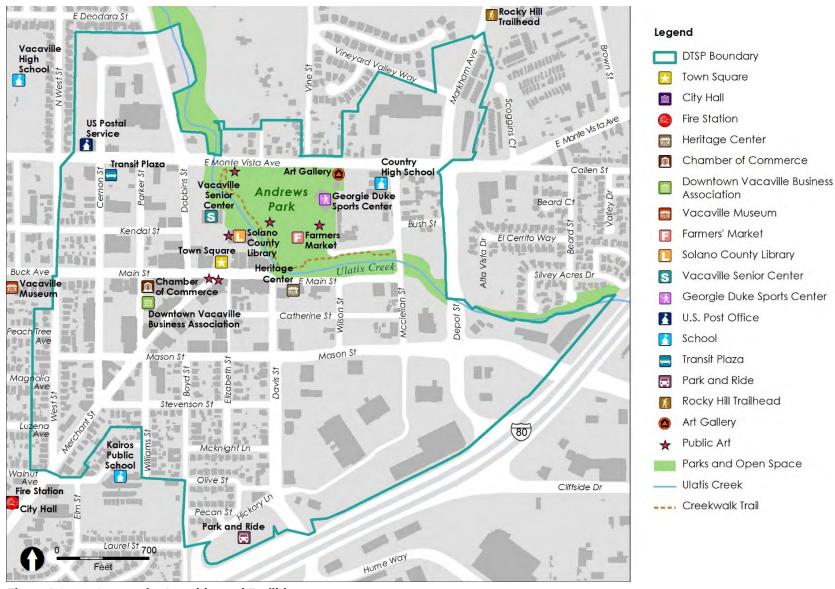


Figure 4.6.1-1: Community Amenities and Facilities

Opportunities and Challenges

The main constraint affecting parks in the Plan Area is the availability of land for additional parkland expansion. The Plan Area is mostly built out, with minimal vacant land available for the development of new parks. Although the Plan Area does not currently provide neighborhood parks, Andrews Park is considered a community park and provides ample park acreage in the Plan Area.

Other future public open space amenities in the Plan Area can include activation of spaces within the existing public right-of-way for recreational use. Such spaces can include parklets in existing areas typically devoted to vehicular parking. These parklets are not large, but they can be quite successful in Downtown and provide complementary outdoor seating areas for nearby cafes and eateries, or for users simply seeking to rest.

In addition, efficiencies can be achieved by combining parks with other public facilities that serve more than one function. The development of joint-use facilities is supported by the City's 2035 General Plan and can include such facilities as joint-use public parks and stormwater detention facilities and the co-location of parks adjacent to libraries or schools.

The DTSP also offers an opportunity for City parks and civic places to contain public art, whether temporary or permanent, and to provide active programming for performances, exhibits, festivals and temporary markets, civic amenities, and monuments that explore community context, create a distinct identity, and nurture diversity.

As noted previously, the Downtown Farmers' Market, previously located on Main Street near the Town Square and currently operating in Andrews Park, is a valued and important gathering place for the community and a contributor to the social and economic vitality of Vacaville. Expanding the Downtown Farmers' Market and creating permanent farmers' market structures can have a number of important benefits for the community and advance the core DTSP objective to revitalize and enhance the economic, social, cultural, and recreational fabric of the city's downtown urban core.

Recommended Projects

The following recommendations will supplement the City's existing programs and policies, and will assist in the implementation of the DTSP goals and policies in creating an attractive built environment to enhance the Downtown.

Ulatis Creek/CreekWalk Bank Repairs (Phase 1). Repair west creek bank erosion along Ulatis Creek; repair damage to banks that resulted from 2017 storms.

Ulatis Creek Bank Repairs (Phase 2). Repair creek bank erosion along Main Street from the historic School Street Bridge to the pedestrian bridge north of Wilson Street.

Andrews Park Stage Cover. Install shaded cover to the upper park stage.

4.6.2 Public Facilities and Amenities

Existing Conditions

The Plan Area includes numerous public facilities and amenities that serve Vacaville residents and visitors. Many of the facilities are operated and maintained in full or in part by the City. **Figure 4.6.1-1** shows the locations of key public facilities and amenities in the Plan Area.

Located adjacent to Andrews Park and the Town Square is a branch of the Solano County Library, which provides services specifically tailored to the needs of the community with collections of news, literature, music, films, a computer center, technology training, and other online services. Neighboring the library is the McBride Senior Center, which offers educational, socially engaging, and recreational programs for seniors 50 and older. The Senior Center also provides a nutrition program, referral service, notary service, and coordinating services with other agencies serving Solano County. The Old Town Hall, for which the City granted use to the Vacaville Heritage Council in 1978 as the Heritage Center, is located at 618 East Main Street. The Heritage Council has renovated the historic structure and makes it available for visitors.



Town Square Library in Downtown Vacaville (Source: ESA)

Just outside the Plan Area to the southwest is the existing City Hall complex. The complex includes all City departments serving the Plan Area, including the Parks and Recreation Department, which manages local parks, bike trails, and community recreational programs and activities serving the Downtown area. In addition, supplemental amenities are available to the public, including public restrooms in Andrews Park, and the Downtown Vacaville Business Improvement District, a merchant and visitor information center.

As of 2019, the Plan Area had one movie theater, one event center (Opera House), one library, and two museums/heritage centers, in addition to Andrews Park as mentioned previously, and the Town Square off Main Street in the Downtown Center at the terminus of Merchant Street. Currently the Plan Area is well-served and provides adequate entertainment and cultural facilities. As the Downtown and surrounding region grow, demand and opportunities for additional entertainment and cultural options will be fulfilled by existing amenities, although new opportunities should be explored.

Opportunities and Challenges

The Plan Area is largely built out, with limited infill and development opportunities. However, ongoing City- and privately led efforts, along with additional opportunities, can enhance the accessibility and overall quality of amenities in the Plan Area. These efforts and opportunities can further define the Plan Area as a unique destination differentiated from surrounding city entertainment and retail locations.

Town Square is currently the most popular and recognizable place in Downtown. As mentioned previously, expanding the square into a "town center" not only would make it more functional for large gatherings and special events, but would also create an opportunity to unify other adjacent civic assets, including the Town Square Public Library, McBride Senior Center, Andrews Park, and Main Street. In addition, relocating the Farmers' Market from its current location in Andrews Park back to Main Street near the Town Square could provide a key critical mass of commercial activity that may further the City's economic development goals for Downtown. Refer to Section 4.3, "Community Identity and Placemaking," for more information on public amenity improvements.

Recommended Project

The following recommendation will supplement the City's existing programs and policies, and will assist in the implementation of the DTSP goals and policies in reinforcing Downtown as a cultural and civic destination.

Historic School Street Bridge. Restore and preserve the historic 1911 bridge.



Trail in Andrews Park in Downtown Vacaville (Source: ESA)

4.6.3 Fire Protection

Existing Conditions

The Vacaville Fire Department (VFD) provides emergency response and risk reduction services to the city of Vacaville, including the Plan Area. VFD responds to all 9-1-1 calls related to fires, medical emergencies, hazardous materials releases, and other specialized rescue situations.

As of 2019, VFD had emergency response personnel deployed to five fire stations across Vacaville, with total minimum daily staffing of 26 personnel per shift. Two additional fire stations are planned: Station 76 will be located in Lagoon Valley in southwest Vacaville and Station 77's future location is still being determined. The Plan Area is currently served by Fire Station 71, located approximately 1 mile west of the Plan Area off West Monte Vista Avenue. Fire Station 71 has six personnel on-site. **Figure 4.6.3-1** shows the location of this station relative to the Plan Area, as well as the location for the City's Fire Department.

As stated in the City's General Plan, VFD maintains staffing levels, response times, and facilities to provide fire protection and emergency medical services to the community. As the numbers of residents and businesses in the Plan Area increase, VFD will need to respond to these changes to meet service standards. Specifically, VFD's response standards are measured and reported annually. These standards vary depending on the type of emergency call. As of 2019, the City's established response time standard for VFD was seven minutes 90 percent of the time, and this goal was being met in most areas of the city. Also noted was that Fire Station 71 responded to 4,757 emergency calls (23 percent of all responses in the city).



Fire Department connection on Main Street in Downtown Vacaville (Source: ESA)

Opportunities and Challenges

VFD's existing challenges in the Plan Area relate to service capabilities and resources to address homelessness issues, and signage for buildings and businesses during emergency calls. Homelessness in the Plan Area has created challenges for VFD as encampments, fire hazards, and safety issues have arisen in and near Andrews Park. In addition, access to the Plan Area is crucial, and streets and alleys need to be accessible and clear of traffic for VFD to achieve optimal response times. Response times can also be affected by the ability of emergency service providers to find and access a site. With limited signage or uncertainty regarding building numbers on businesses, emergency service providers can have a difficult time locating a call for service. Currently, fire stations serving the Plan Area are responding to all emergency calls in line with the targeted response times.

4.6.4 Police Protection

Existing Conditions

The Vacaville Police Department (Vacaville PD) provides the Plan Area and the greater city of Vacaville with law enforcement services. As the City's primary law enforcement agency, Vacaville PD is responsible for providing a range of policing services. These services include responses to emergency calls, patrol services, detective and forensic investigations, public safety information technology, special weapons and tactics (SWAT), and homeland security, along with mutual-aid work with neighboring law enforcement agencies. In 2019, Vacaville PD was staffed by approximately 156 full-time employees. There are 48 patrol officers, six sergeants, and two lieutenants, as well as civilian community services officers who handle many nonemergency calls for service. In addition, the City provides a Community Response Unit (CRU) focused on actively working with those individuals experiencing homelessness. The CRU helps to identify resources and preserve and protect Downtown businesses from possible conflicts.

No police facilities are located within the Plan Area; however, Vacaville PD is currently headquartered at Vacaville City Hall, located along Merchant Street approximately 0.5 miles southwest of the Plan Area (**Figure 4.6.3-1**). Patrol or Field Services divisions operate for the entire department out of the headquarters, which serves the Plan Area.

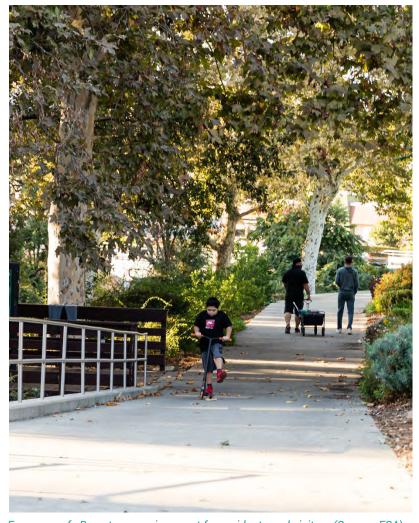
As stated in the City's General Plan, Vacaville PD strives to maintain optimum staffing levels, response times, and facilities to provide quality police services to the community and keep pace with growth in the city. To that end, Vacaville PD has adopted standards for average response times. For Priority I calls, which are the highest priority and involve crimes in progress or people in physical jeopardy, the adopted response time standard is six minutes, one second. Vacaville PD is currently meeting the Priority I standard with an average response time of six minutes.

Opportunities and Challenges

Vacaville PD estimates its projected additional staffing demand for the Plan Area based on anticipated residential and nonresidential development and revitalization. Accounting for these factors, it is estimated that to maintain the City's existing staffing ratio and adopted response-time standards, Vacaville PD would potentially need one to two additional officers to serve the Plan Area, as demand could be generated for one to two additional sworn officers or civilian support staff members beyond current staffing levels.

As indicated by the City during engagement efforts with public service providers and business owners, Vacaville faces a number of law enforcement challenges unique to the Plan Area. The issues common within Downtown are not as common in the surrounding parts of the city, such as in the less urbanized locations. In particular, homelessness has been noted as the most noticeable and pervasive issue in the Plan Area. Homelessness, while not unique to Vacaville, can pose distinct challenges to overall public safety and perception.

Downtown Vacaville also accommodates events, restaurants, bars, entertainment venues, and public assembly facilities that require additional police and security support during peak and evening hours. Although the Plan Area does present unique law enforcement challenges for the City, it also provides the opportunity to apply innovative and evolving policing methods. In addition, urban design principles applied to the Plan Area, especially within the public realm, including Andrews Park and alleys, aim to reduce potential safety issues with the use of techniques such as Crime Prevention through Environmental Design (CPTED). Using these techniques helps provide for more informed decision making in how communities are laid out, with focus toward providing "eyes on the street" and activity hubs that can help alleviate issues and provide public support for homeless populations and crime prevention. CPTED strategies include installing improved pedestrian wayfinding lighting, discouraging the use of reflective glass on street-level windows to limit visual impediments to safe interactions with pedestrians and automobiles, and implementing alley improvements to be developed through a safety plan. Refer to DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development," and Chapter 14, "Streetscape and Public Spaces Guidelines," for more information on CPTED strategies.



Ensure a safe Downtown environment for residents and visitors (Source: ESA)

Legend

DTSP Boundary
Vacaville City Limits

Police Department Fire Department

Fire Station

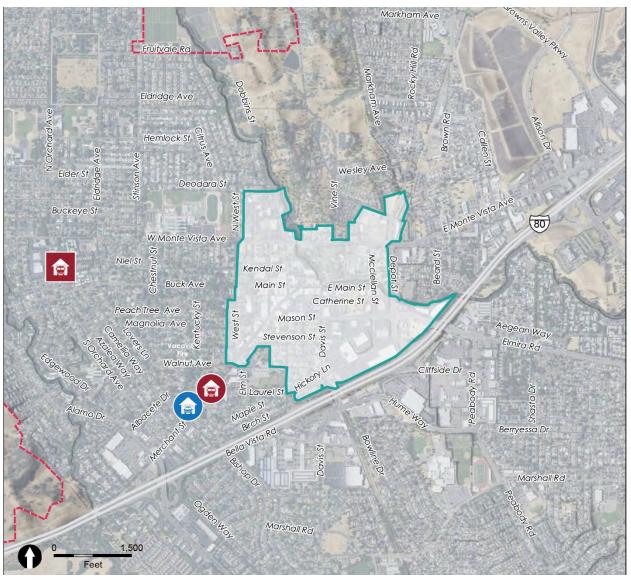


Figure 4.6.3-1: Fire and Police Station and Departments near the Plan Area

4.6.5 Public Schools

Existing Conditions

The Plan Area is within the boundaries of Vacaville Unified School District (VUSD), the main school district in Vacaville. Elementary, middle, and high schools that serve Plan Area residents are listed below. **Figure 4.6.5-1** shows the locations of these schools and other schools near the Plan Area. It should be noted that charter schools do not have boundaries. One charter school, Buckingham Collegiate Charter Academy (Buckingham Academy), is located within the Plan Area. Kairos Public School Vacaville Academy (K-8), another charter school, is located just outside of the Plan Area to the southwest, on Elm Street.

The Plan Area is within the elementary school boundaries of Alamo Elementary and Hemlock Elementary (shown in **Figure 4.6.5-1**), the middle school boundaries of Jepson Middle School, and the high school boundaries of Vacaville High School.

Elementary Schools (K-5)

- Hemlock Elementary School (approximately 0.75 mile northwest of the Plan Area at 400 Hemlock Street)
- Alamo Elementary School (approximately 0.5 mile west of the Plan Area at 500 South Orchard Road)
- Orchard Elementary School (approximately 1.3 miles northwest of the Plan Area at 805 North Orchard Avenue)
- Edwin Markham Elementary School (approximately 1.5 miles east of the Plan Area at 401 Nut Tree Road)

Middle School (6-8)

 Jepson Middle School (approximately 0.9 mile west of the Plan Area at 580 Elder Street)

High School (9-12)

 Buckingham Academy (a charter school, located at 100 McClellan Street)

Opportunities and Challenges

As stated in the City of Vacaville General Plan, the City is dedicated to collaborating with school districts to provide effective and equitable facility resources for education, including distribution of quality educational facilities throughout the city.

Allowing for additional residential growth in a more urban environment can pose challenges to education facilities and resources. When faced with the addition of potential new students in an urban area, school districts like VUSD must consider the potential impacts of transporting students to more distant schools within the district, or expanding buildings in existing schools. Finding locations for school expansion is challenging in an urban area because undeveloped land is scarce and land values can be high.

Table 4.6.5-1 shows the projected elementary, middle, and high school student populations generated by the residential growth that would occur in the Plan Area with implementation of the DTSP. **Table 4.6.5-2** shows the capacity, enrollment, and anticipated surplus or deficit by school type. The projections in these tables use both VUSD and state generation rates. **Table 4.6.5-2** indicates that capacity should be sufficient to accommodate the number of additional students anticipated based on projected DTSP growth.

With regard to specific operational deficiencies, significant traffic delays and congestion occur near the entrances to the existing Vacaville High School, with a similar issue expected for the Buckingham Academy. Both schools are accessed primarily from East Monte Vista Avenue, and these two schools should continue to coordinate their operations to ensure an efficient flow of traffic during peak morning and afternoon times. For the Buckingham Academy, a designated pickup/drop-off area along streets adjacent to the school could be considered. Refer to the recommendations in Section 4.5, "Mobility and Connectivity."

Table 4.6.5-1: Projected Student Generation in the Plan Area by School Type										
School Type	Number of Additional Dwelling Units*	District Generation Rate	Additional Students Generated	State Generation Rate	Additional Students Generated					
Elementary School	733	0.219	161	0.4	293					
Middle School	733	0.065	48	0.1	73					
High School	733	0.15	110	0.2	147					
Total	4.5		318		513					

Note: Based on DTSP Land Use Projection Summary

TABLE 4.6.5-2: CAPACITIES OF SCHOOLS IN AND NEAR THE PLAN AREA										
School	Capacity*	Enrollment**	Current Surplus*	Based on District Generation Rate		Based on State Generation Rate				
				DTSP Student Generation	Anticipated Surplus/Deficit	DTSP Student Generation	Anticipated Surplus/Deficit			
Elementary School (K-5)										
Hemlock Elementary	469	369	100							
Alamo Elementary	734	683	51							
Orchard Elementary School	499	388	111							
Edwin Markham Elementary	1,083	901	182							
Total	2,785	2,341	444	161	283	293	151			
Middle School (6-8)										
Jepson Middle School	1,164	934	230							
Total	1,164	934	230	48	182	73	157			
High School (9-12)										
Vacaville High School	2,133	1,944	189							
Buckingham Collegiate Charter Academy	550	460	90							
Total	2,683	2,404	279	110	169	147	132			

Notes: *Numbers based on the City's 2035 General Plan; **Numbers based on Vacaville Unified School District March 2021 data.

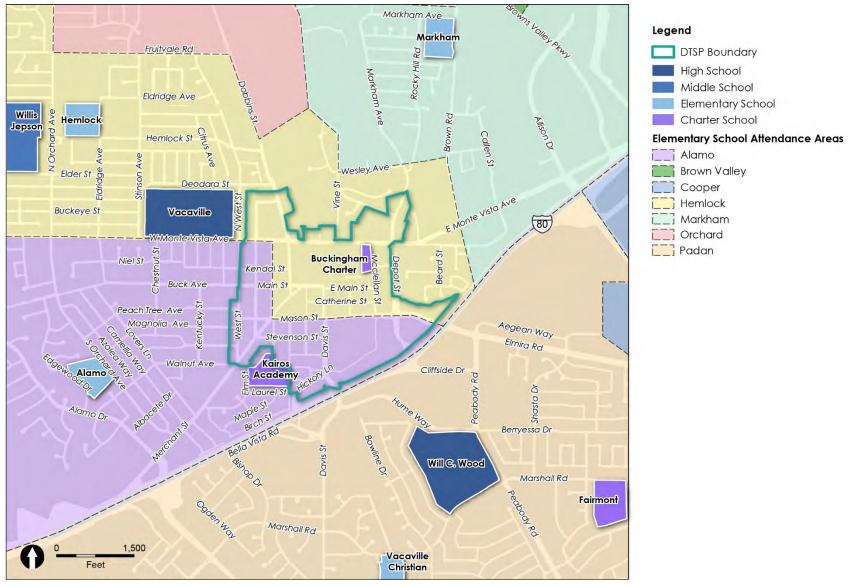


Figure 4.6.5-1: Schools in the Plan Area and Vicinity

4.7 Utilities

Adequate and reliable public and private utilities will be important for existing Plan Area users and for attracting future developers, residents, and businesses to the Plan Area. Each component of the infrastructure system—water, sewer, storm drainage, solid waste and recycling, electricity, natural gas, and technology and telecommunication—will be designed to accommodate the ultimate buildout of the DTSP.

This section describes existing utility providers and systems that serve the Plan Area and establishes actions and improvements for utilities to advance the vision, goals, and policies of the DTSP. In addition to the systems described here, the DTSP encourages implementing low impact development and green infrastructure measures in projects to limit or reduce any increases in storm drainage flows that would benefit the quality of the surface water and groundwater supply. For guidelines that support green infrastructure, refer to DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines."



Install green infrastructure where feasible in Downtown (Source: ESA)

4.7.1 Water Infrastructure

Water is supplied to the Plan Area by the City of Vacaville. The entire Plan Area is already served by or adjacent to facilities capable of delivering water. Existing conditions for water supply, treatment, storage, and distribution capacity are described below. Previous studies have identified future improvements to the City's water facilities to address needs for future capacity and for repair and replacement. The DTSP's impacts are summarized below in terms of the additional improvements triggered by the future development envisioned for the Plan Area.

Existing Conditions

The City's water supply portfolio consists of three sources of drinking water:

- The Solano Project, consisting of surface water from Lake Berryessa.
- The State Water Project, consisting of surface water from the Sacramento-San Joaquin Delta.
- Groundwater from 13 wells (nine of which are active) located within the Vacaville city limits.

Surface water is treated at two water treatment plants:

- North Bay Regional Water Treatment Plant. This treatment plant, owned by a joint-powers authority between the City of Vacaville and the City of Fairfield, treats raw water from both the Solano Project and the State Water Project.
- Diatomaceous Earth Filtration Water Treatment Plant. The City owns and operates a diatomaceous earth filtration water treatment plant (DE Plant) that treats Solano Project water during the peak summer season.

The groundwater wells receive on-site chlorine and fluoride injections at the well head and the water is then pumped directly into the distribution system. The water treated by the two treatment plants and the wells is stored by the City in 10 elevated storage reservoirs, five of which serve the main pressure zone (which includes the Plan Area and generally everything below approximately 220 feet above sea level). The reservoirs serving the main pressure zone currently have 17.9 million gallons of storage capacity.



Above ground utility connections, as an example of what to avoid for aesthetics purposes (Source: ESA)

Supporting Studies

Prior analyses conducted by the City, such as the 2018 Water System Master Plan (2018 WSMP), informed conditions in the area where the Plan Area is located. The City prepared the 2018 WSMP separate from the DTSP planning process, using information about the existing water supply and distribution system in tandem with projected future water demands to identify specific water-related infrastructure projects required to support the 2035 General Plan at buildout.

Other efforts have been undertaken to update the City's hydraulic model since completion of the 2018 WSMP. The existing City water system's piping network consists of 18-inch, 24-inch, and 30-inch transmission mains and 4-inch to 12-inch water distribution mains. For the 2018 WSMP, the hydraulic model was set up to simulate the distribution system's performance (i.e., pressures, velocity, and head loss) to meet existing and future demand. The 2018 WSMP hydraulic model modeled only the City's Main Zone, which covered the majority of the city, including the Plan Area. The model considered all 8-inch and larger pipes, with a few 6-inch and 4-inch pipes that form important links in the network. In 2020, the City expanded and recalibrated the hydraulic model to include nearly all pipes.

Future Supply and Demand Based on General Plan Buildout

As indicated in the 2018 WSMP, available water supply in 2040 is estimated to be approximately 33,058 acre-feet per year, or 29.5 million gallons per day (mgd), compared to the projected averageday demand at General Plan buildout, which is 25.29 mgd (without the DTSP). Therefore, the City has sufficient water supply to meet the annual water demand projected at buildout and additional water supply sources are not required.

Although additional water supply is not needed, additional treatment capacity is required to support buildout demands. The City's 2018 WSMP identified 12.5 mgd of treatment/production capacity improvements, which included expansion/increased operating hours at the DE Plant, additional capacity from the North Bay Regional Treatment Plant, and three new wells.

In addition, existing storage reservoirs have sufficient capacity to support existing demands, but a storage capacity deficit of approximately 8.66 million gallons is estimated at buildout. Therefore, the City plans to construct additional groundwater wells by the buildout time frame to produce groundwater quantities exceeding 7,000 acre-feet per year. These wells not only bolster treatment/production capacity but also count for a portion of the City's storage requirements. For planning purposes, the number of additional future wells is based on the assumption that each well will produce 2.2 mgd.

DTSP Water Infrastructure Impacts

As part of the analysis for this DTSP, water facility capacity was evaluated to compare the impacts of development under the DTSP to the previously identified impacts of General Plan development. The analysis relied on a recently updated water distribution system model and the previous findings of the 2018 WSMP. The DTSP model incorporated all distribution system pipes, existing water demands, and revised fire flows, the latter of which govern pipeline capacity needs. Capacity deficiencies were identified based on meeting planning standards for fire flow and minimum pressures, and a series of pipeline replacements was identified to provide the capacity necessary to meet standards in the Plan Area. Therefore, in addition to the improvements identified in previous studies conducted to support the General Plan, adoption of the DTSP will trigger improvement needs as summarized in the "Recommended Projects" list. Refer to Figure 4.7.1-1.

Citywide storage and supply capacity were evaluated by comparing total demand associated with the DTSP land use assumptions to General Plan land use assumptions. Storage capacity improvements previously identified in the 2018 WSMP are expected to be sufficient to accommodate DTSP development, as long as at least one future well has provisions for easily connecting to standby power. (The standby power allows the groundwater well's capacity to offset the need for additional storage reservoir volume. With or without DTSP development, new water wells would typically be provided with the ability to be connected to standby power.) DTSP development is expected to increase average annual buildout demand from 25.30 mgd to 25.56 mgd, a 2.4 percent increase over the previously projected buildout demands identified in the 2018 WSMP.

This increase triggers the need for additional supply capacity beyond previously identified improvements. Therefore, one additional groundwater well would need to be planned (for a total of four wells) to supply the projected buildout demands, in addition to the three wells identified in the 2018 WSMP. Other options for meeting this supply deficit could also be considered, such as negotiating additional capacity and constructing improvements to facilitate additional production at either the North Bay Regional Water Treatment Plant shared with the City of Fairfield, or the City's DE Plant.

Note that the need for a fourth well is based on the assumption that each well is capable of producing 2.2 mgd. A fourth well may not be required if the wells constructed first are found to be capable of producing more than 2.2 mgd each. Because the capacity of each future well will not be known until test wells are constructed, it was conservatively assumed that a fourth well will be required.

Periodic updates to the WSMP will be used to monitor and refine citywide water infrastructure needs as development occurs.

Available water and wastewater infrastructure capacity is contingent on facilities operating at their intended design capacity, which requires the City to continue conducting ongoing maintenance and rehabilitation for all infrastructure.

Recommended Projects

The following recommendations will assist in the implementation of the DTSP.

Alley Water Replacements. Replace aging water lines and laterals in the downtown alleys and other locations.

Fire Flow Water Distribution Improvements. Upsize various pipelines to meet fire flow requirements for anticipated land uses within Downtown.

Multiple Water System Improvements to Support Citywide Growth. Implement water supply, pumping, storage, and transmission or distribution system improvements, as identified in the Water Master Plan for future needs.

Multiple Water System Improvements to Support Citywide Growth and Address Existing Needs. Implement water supply, pumping, storage, and transmission or distribution system improvements, as identified in the Water Master Plan for existing needs.

Parker and Kendal Street Replacements. Replace the 8-inch water line in Parker and Kendal Streets.

East Monte Vista Transmission Main #2. Upsize the 18-inch transmission main in East Monte Vista Avenue, west of Dobbins Street.

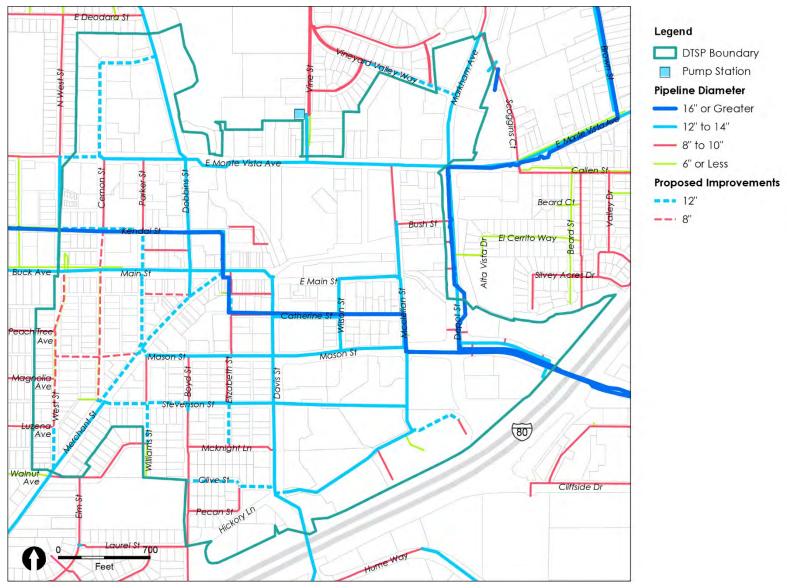


Figure 4.7.1-1: Water Infrastructure

4.7.2 Wastewater Infrastructure

[content to be provided in the next draft]

4.7.3 Storm Drainage Infrastructure

[content to be provided in the next draft]

4.7.4 Solid Waste and Recycling

Existing Conditions

The City of Vacaville contracts with a private waste collection company to provide weekly collection of plant debris, food waste, recyclable materials, and garbage. These collection services are available to Vacaville businesses and institutions, and, with the exception of food waste, to all Vacaville residents. The Plan Area is served by the Recology Recycling Center, which is located at 855½ Davis Street, approximately one-quarter mile south of the Plan Area, and accepts recyclables and hazardous waste.

Located 11 miles east of the Plan Area, the City uses the Hay Road Landfill as the deposit site for Vacaville's solid waste. In 2018, the landfill received an average of 2,400 tons of solid waste per day, to which Vacaville, Dixon, and San Francisco contributed. The total capacity of the Hay Road Landfill is 37 million cubic yards. As of 2018, it was projected that the landfill would reach capacity in 2053.

Opportunities and Challenges

Development under the DTSP, including both construction and operation, will affect the types and quantities of materials generated, in both the short and long term. To continue meeting or exceeding local and state requirements, the City, in cooperation with Recology and residential and business associations, should develop a sustainable materials management plan to maximize waste prevention, reuse, repair, and diversion. Consistent with the Vacaville General Plan's goals and policies pertaining to solid waste and recycling, local businesses and institutions in the Plan Area, including City government, should be encouraged to expand their waste prevention and recycling efforts, including environmentally preferable procurement policies.

Supporting a sustainable and resilient Downtown is a key goal for the DTSP. Integration of regenerative development and waste prevention and diversion should be among the many strategies explored. As growth occurs in the Plan Area, materials should be put to the highest use through the following hierarchy: repurposing of existing structures, then deconstruction/reuse, and finally diversion for recycling.

4.7.5 Dry Utilities

Existing Conditions

Pacific Gas and Electric Company (PG&E) provides electric power and natural gas to Vacaville. Electrical service is provided to the Downtown area from the Vacaville substation in the eastern portion of the Plan Area, off Depot Street between East Monte Vista Avenue and Mason Street. A PG&E natural gas transmission pipeline bisects the middle of the Plan Area from east to west, with natural gas service provided to the Plan Area. Natural gas is provided by PG&E on request and in accordance with the rules and tariffs of the California Public Utilities Commission. Service to the Plan Area is to be provided via extension of existing gas lines within and adjacent to the Plan Area. Delivery of gas service to individual parcels will be reviewed by PG&E at the time of proposal. In newer developments, the distribution lines for electricity and natural gas, along with cable television and telephone, are placed underground.

Recommended Project

The following recommendation will assist in the implementation of the DTSP and should be evaluated as part of the Complete Streets Design project.

Overhead Utility Undergrounding. Place overhead utility lines underground within Wilson Street and Catherine Street.

Opportunities and Challenges

As identified in the City's Energy and Conservation Action Strategy (ECAS), Vacaville will continue to work with PG&E and utilize energy efficiency, load management, and renewable resources programs to meet demands for electricity and natural gas. Based on the information provided in the City's ECAS, residential land uses consume approximately 46 percent of Vacaville's electricity demand and 53 percent of its natural gas demand. The ECAS establishes a comprehensive summary of implementing actions that will help reduce greenhouse gas emissions and achieve greater conservation of resources. The strategy includes community-wide measures aimed at reducing greenhouse gas emissions in the following nine sectors: transportation and land use; green building; renewable energy and low-carbon fuels; energy conservation; water and wastewater; solid waste; parks, open space, and agriculture; purchasing; and community action.

As growth occurs in the Plan Area, project developers should coordinate with the appropriate service providers to ensure that electricity and natural gas remain reliable options for Plan Area users.

4.7.6 Technology and Telecommunication

Existing Conditions

AT&T and Comcast are the main providers of telephone and cable services in Vacaville. Together, these providers offer both voice and data communication services. AT&T supplies local and long-distance telephone service and data communications in most of the Vacaville area. Comcast provides cable television service in Vacaville. Both providers are present in the Plan Area.

Opportunities and Challenges

Because technology and telecommunications services in the Plan Area are provided primarily by private companies, it is important to create partnerships between government, industry, and citizens for access to these services. In addition, many of the existing telecommunications facilities are located in the public right-of-way or in public utility easements.

As growth occurs within the Plan Area, project developers should coordinate with the appropriate service providers to ensure that telecommunications and technology services remain a viable option for Plan Area users. Where possible, cables and other supporting infrastructure should be undergrounded or architecturally screened or housed to preserve Downtown sightlines.

4.8 Historical Resources and Historic Preservation

Downtown has a unique character and sense of place that is derived from its numerous historic and existing buildings. As a grouping, these buildings provide a reminder of the tastes, trends, and identity of Vacaville as it developed from the late 19th century into the middle of the 20th century. The DTSP includes special guidance to balance retention of the area's character and sense of place with 21st century commercial and retail needs.

A primary goal of the DTSP is to allow for reuse of the historic Downtown to revitalize commercial and residential development through careful design, clear and specific review, and flexible strategies that celebrate history while bringing economic vitality to the Downtown Historic Preservation District (DHPD) Overlay.

This "Historical Resources and Historic Preservation" section provides a brief primer on the history of Vacaville's Downtown and its architectural character. It also presents a number of incentives to help facilitate responsible adaptive reuse of the buildings along with common approaches, best practices, and further guidance for developing a successful project in the DHPD Overlay. Specifically, this section addresses the following topics:

- Benefits and Incentives for Historic Preservation
- Existing Regulatory Framework and Review Process
- Terminology and Key Preservation Concepts
- Historic Context
- Planning a Project in the DHPD Overlay

These topics set the stage for the additional guidance provided in DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development"; Chapter 13, "Historic District Standards and Guidelines"; and Chapter 14, "Streetscapes and Public Spaces Guidelines."



500 Main Street in Downtown Vacaville (Source: ESA)

4.8.1 Benefits and Incentives for Historic Preservation

Both individual buildings and groups of properties can be recognized as historic resources. Districts not only have a shared history, but often have a shared aesthetic that provides a special experience. The Downtown project area has a number of historicera buildings that span from commercial development through civic and residential neighborhoods.

Establishing historic districts can increase property values and stabilize neighborhood property values in times of market volatility. This can help property owners protect the often-significant financial investments they make in their properties to maintain historical materials, landscapes, and building features. These features often increase interest in these areas and promote positive urban and suburban design principles—walkability, accessibility to common amenities (e.g., cafes, groceries, schools, shopping), siting to take advantage of sunlight and natural ventilation, and design that is user friendly and welcoming and promotes community building.

Aside from the sense of place and community identity that historic resources provide, a number of local, state, and federal programs are designed to promote, support, and celebrate historic resources. The City of Vacaville is continually assessing its incentive programs for historic resources. The following programs are the most common incentives that may be available to property owners and stewards, or may become available in the future.

4.8.1.1 Mills Act

Economic incentives foster the preservation of residential neighborhoods and the revitalization of downtown commercial districts. The Mills Act is the single most important economic incentive program in California for the restoration and preservation of qualified historic resources by private property owners. Enacted in 1972, the Mills Act grants participating local governments (cities and counties) the authority to enter into contracts with owners of qualified historic resources who actively participate in the restoration and maintenance of their historic resources in exchange for receiving property tax relief. State code provisions related to the Mills Act include California Government Code Article 12, Sections 50280–50290, and California Revenue and Taxation Code Article 1.9, Sections 439–439.4.

4.8.1.2 Federal Historic Preservation Tax Credits

The Federal Historic Preservation Tax Incentives program encourages private-sector investment in the rehabilitation and reuse of historic resources. This program creates jobs and is one of the nation's most successful, cost-effective community revitalization programs. The National Park Service and Internal Revenue Service administer the program in partnership with state historic preservation offices.

The program offers a 20% income tax credit for the rehabilitation of historic, income-producing properties that are determined by the Secretary of the Interior, through the National Park Service, to be "certified historic structures." This means that the buildings must be listed on the National Register of Historic Places (National Register) before the owner receives the tax credit. (Listing can take place concurrent with the tax credit application process.) All work must comply with the Secretary of the Interior's Standards for Rehabilitation.

4.8.1.3 Main Street Program

The Main Street Program is a national network of local Main Street districts administered by the National Main Street Center, a subsidiary of the National Trust for Historic Preservation. In California, the Office of Historic Preservation and California Main Street Alliance provide local assistance to member communities. Each community determines how its Main Street program will be run, but most programs are overseen by a public-private partnership involving a local nonprofit Main Street organization and funding from private investment, local government support, and grants. The four primary points of the Main Street approach are organization, promotion, design, and economic restructuring.

Although not every city, town, or neighborhood engaged in revitalization seeks Main Street certification or establishes a Main Street nonprofit office, many commercial districts actively pursue the California Main Street designation. The California Main Street Program does not provide direct funding, but it does provide ongoing training, information, research and referral services, and technical assistance.

4.8.1.4 California Historical Building Code

The California Historical Building Code (California Code of Regulations Title 24, Part 8) applies to qualified historical buildings and structures. These include any building, site, structure, object, district, or collection of structures, and their associated sites "deemed of importance to the history, architecture or culture of an area by an appropriate local or state governmental jurisdiction. This shall include structures on existing or future national, state, or local historical registers or official inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmarks, State Points of Historical Interest, and city or county registers or inventories..." (Section 8-201).

The California Historical Building Code is intended to "facilitate the preservation and continued use of qualified historical buildings or properties while providing reasonable safety for building occupants and access for persons with disabilities" (Section 8-10.3). It provides a performance-based code with greater flexibility to allow for a wider range of code-compliant solutions that also value historic finishes and features, and archaic building materials and methods. It allows enforcing agencies to accept solutions that are "reasonably equivalent to the regular code" when applied to a qualified historical building.

4.8.2 Existing Regulatory Framework and Review Process

The Historic Preservation (HP) Overlay District was established as part of the Vacaville Municipal Code in 1996. The zoning code was updated in 2021, and the HP Overlay District is now called the Downtown Historic Preservation District Overlay. All properties within the DHPD Overlay are subject to the requirements in this document.



444 Main Street in Downtown Vacaville (Source: ESA)

4.8.2.1 Secretary of the Interior's Standards

The Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) are common-sense historic preservation principles, written in nontechnical language. They promote preservation best practices that help to protect our communities' irreplaceable cultural resources. They are codified in the Code of Federal Regulations (CFR), at 36 CFR 68.

The Standards include four approaches to the treatment of historic properties and include both standards and guidelines. The choice of which approach to use depends on the building's significance, its existing physical condition, the extent of documentary evidence available, and interpretive goals, when applicable. Each approach includes guidance on maintaining, repairing, and pre-placing historic materials, and on designing for new additions or modifications. The approaches to treatment can be applied to all types of historical buildings and include direction for addressing both exterior and interior areas.

While one overarching treatment is typically applied to a project, various aspects of the other three treatments may also be used in select circumstances.

The four approaches are briefly presented below.

Preservation

Preservation may be considered as a treatment when the building's distinctive materials, features, and spaces are essentially intact, and thus convey the building's historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations. There are eight individual standards for Preservation.

More information on Preservation can be found at https://www.nps.gov/tps/standards/four-treatments/treatment-preservation.htm

Restoration

Restoration may be considered as a treatment when the building's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned. Before work begins, a particular period of time (i.e., the restoration period) should be selected and justified, and a documentation plan for Restoration should be developed. There are 10 individual standards for Preservation.

More information on Restoration can be found at https://www.nps.gov/tps/standards/four-treatments/treatment-restoration.htm

Rehabilitation

Rehabilitation may be considered as a treatment when repair and replacement of deteriorated features are necessary; when alterations or additions to the building and/or property are planned for a new or continued use; and when depiction at a particular period of time is not appropriate. There are 10 individual standards for Rehabilitation.

Because this approach allows for the greatest degree of modification to a historic property, it is the most widely applied of the four approaches. For that reason, the 10 standards for Rehabilitation are presented here. Additional resources for understanding, planning for, and applying the standards for Rehabilitation are provided in DTSP Part II, Chapter 13, Section 13.7, "Resources and References."

- 1. A property will be used as it was historically or will be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- 8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- 10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Reconstruction

Reconstruction may be considered as a treatment when a contemporary depiction is required to understand and interpret a property's historic value (including the re-creation of missing components in a historic district or site); when no other property with the same associative value has survived; and when sufficient historical documentation exists to ensure an accurate reproduction. There are six individual standards for Reconstruction.

More information on Reconstruction can be found at https://www.nps.gov/tps/standards/four-treatments/treatment-reconstruction.htm

4.8.2.2 Professional Qualifications

In addition to the Standards, the Secretary of the Interior, through the National Park Service, has a set of Professional Qualification Standards that are codified at 36 CFR 61. The Professional Qualification Standards define the minimum education and experience required to perform identification, evaluation, registration, and treatment activities. In some cases, additional areas or levels of expertise may be needed, depending on the complexity of the task and the nature of the historic properties involved. The Professional Qualification Standards include professional standards for History, Archeology, Architectural History, Architecture, and Historic Architecture.

4.8.3 Terminology and Key Preservation Concepts

Just as historic preservation has specific definitions tied to the Secretary of the Interior's Standards, there are other terms that are often used interchangeably but have specific meaning when discussing historic resources. When working with historic resources, historic preservation professionals use several key concepts to help define the historic nature of the resources and the types of analysis used to guide maintenance and improvements. This section defines and explains many of these key concepts.

4.8.3.1 Property vs. Resource

Federal programs such as the National Register and the Secretary of the Interior's Standards and Guidelines use the term *historic property* to refer to the subject of the listing or evaluation. In California, statewide programs such as the California Register of Historical Resources (California Register) and California Environmental Quality Act (CEQA) use the term *historic resource*. Although the terms are generally used interchangeably, this document uses the term *historic resource* to maintain consistency with current statewide terminology.

For example, the School Street Bridge is a historic resource. Using this terminology identifies the bridge as the important historical feature, rather than the entire parcel represented by the associated assessor's parcel number.

4.8.3.2 Documentary Evidence

Design decisions should be based on documented facts specific to the resource; its character-defining features, materials, and unique history; and the changes to the resource over time. This information is found through research. Some may be found online, but much of this information is located in local libraries, archives, and historical societies, and in City records. Documentary evidence may include photographs, newspaper articles, and genealogical evidence (e.g., birth, death, and marriage records, and records of immigration and military service). It may include old building permits or physical evidence showing the way the building is constructed or has been modified.

Putting all this information together to form a narrative illustrating the history of a building's construction, occupancy, and use is an important part of determining all the other factors that determine the property's historical value. These other factors are presented below.

4.8.3.3 Integrity

The National Park Service defines *integrity* as "the ability of a property to convey its significance." To be listed on the California Register, a resource must meet one or more of the four criteria listed in Section 4.8.4.3 under the "California Register of Historical Resources" header and must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance." 2

There are seven aspects of integrity, defined by the National Park Service as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or a person and a historic property.

¹ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation,* 1995. Available online at https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

² California Office of Historic Preservation, *Technical Assistance Series #7: How to Nominate a Resource to the California Register of Historical Resources,* September 2001. Available online at https://ohp.parks.ca.gov/pages/1056/files/07_TAB%207%20 How%20To%20Nominate%20A%20Property%20to%20California%20Register.pdf

Resources that may lack sufficient integrity for listing on the National Register may still qualify for listing on the California Register. A resource may have high integrity in one area but low integrity in another. This does not necessarily disqualify the resource from consideration for listing. Each aspect must be considered and the sum of the parts is what determines whether the resource retains enough integrity to qualify it for listing at the national, state, and/or local levels.



Gillespie's Store signage in Downtown Vacaville (Source: ESA)

4.8.3.4 Period of Significance

The *period of significance* is the date or range of dates that define the time that the resource achieved its historical importance. This period may be tied to dates of ownership, dates of construction, a period of time in which particular events or trends occurred, or other aspects of the historical context within which the resource is understood.

For example, Old Town Hall is significant under Criterion A for its association with the early governance and growth of Vacaville and has a period of significance of 1906–1960, representing the period when the building was constructed as a City government facility through the date when the City offices were relocated.

4.8.3.5 Character-Defining Features

Character-defining features are the individual elements that compose the unique appearance of a historic resource. They both help to communicate the resource's historical significance and identify it as being from a particular period in time. These features can be architectural elements, spatial relationships, unique decorative or design features, landscape elements, or other aspects that establish the setting. They should be directly tied to the period of significance and the historical context.

For example, several important character-defining features of the Old Town Hall building are its corner tower, the "JAIL" and "TOWN HALL" imprints, its reinforced concrete construction, and its corner location.

4.8.3.6 Original vs. Historic

When describing the features of a resource, the terms *original* and *historic* are often used interchangeably. However, it is sometimes important to distinguish between those features that were present when the resource was first constructed ("original") and those that date to within the period of significance ("historic"). In many cases where the period of significance is long or does not include the date of construction, the distinction between original and historic is an important one to make. Features that were added after the resource was originally constructed can be historic if they were added during the established period of significance.

4.8.3.7 Contributing vs. Noncontributing Resources

Just like features on a historic resource, some buildings within a historic district contribute to the historical significance of the historic district and others do not. Contributors may be united by a shared history, dates of construction, design, use(s), or historical event(s). Noncontributing resources are located within the boundaries of the historic district but may have been constructed outside the period of significance (including new construction); do not share the common qualities that form the historic district grouping; or may be too altered (i.e., lack historical integrity) to continue to meaningfully contribute to the conveyance of the historic district's significance.

Contributing and noncontributing resources may still be individually eligible for listing as historic resources, regardless of their status within the historic district.

4.8.3.8 Public vs. Private Realm

These design requirements and guidelines distinguish between public and private areas of a property. These areas are not defined by ownership, but by use. *Public spaces* are those that are generally accessible or visible to the public or from public rights-of-way. They typically include street-facing façades, or façades that are visible from public areas such as parking lots, parks, or alleys, patios or outdoor seating areas, roofs, and/or portions of roof structures. Resources with publicly accessible spaces, such as lobbies, are also considered in the public realm. Good examples of this are the New Deal murals in the former post office at 301 Main Street. The *private realm* includes those spaces that are not accessible to the public, such as residential areas, offices, and storage areas.

Generally, alterations made in the public realm have more requirements to meet, including compliance with design review criteria.

4.8.3.9 Compatible and Differentiated

The terms "compatible" and "differentiated" are used frequently to describe design decisions regarding historic resources. They represent two complementary approaches to design. *Compatible* means a design choice that works well with the existing qualities of the historic resource. It is similar in size, material, and level of detail. It does not overwhelm the historic element, and may even call special attention to it. *Differentiated* is used to describe how new design decisions are distinguishable from their historical counterparts. They could be different in all the ways they can be compatible, such as size, material, and level of detail.

Good contextual design balances these two concepts, creating an overall approach that both highlights the qualities that make the historic resource special and adds new features that address the areas where the historic resource requires improvements for continued use. These improvements may be driven by owner objectives, improved ease of use, code and mechanical upgrades, or repairs and maintenance.

4.8.4 Historic Context

4.8.4.1 Main Street Historic District

In 1980, the community adopted a new general plan that proposed to reestablish the central business district as the economic, cultural, and social core of Vacaville. This plan included steps to help spur economic investment on Main Street: perimeter street improvements, landscaping, street furniture, and aesthetic improvements to tie the area more closely to Andrews Park. At the same time, the City adopted the Vacaville Community Redevelopment Plan. As part of this plan, efforts were made to secure federal and state funding for the purposes of implementing Downtown improvements.

In March 1983, the Vacaville Historic District Review Committee proposed a Main Street Vacaville Historic District. The district was established to promote preservation of the unique variety of public and private structures that exist in the area. It is specific to a defined area of Downtown Vacaville that contains contributing buildings constructed (approximately) between 1890 and 1935. Along with a study of the Main Street area, a set of guidelines for design and development of historic resources in the district was developed. These guidelines were developed in 1983, were codified in 1996, and are now being updated in this current effort.

4.8.4.2 Architectural Styles

The buildings in the DHPD Overlay represent a number of popular 19th and early 20th century commercial design styles and trends. The following is not a comprehensive list of styles found in the area, but represents the styles most frequently observed within the DHPD Overlay.

Beaux Arts (1885-1930)

In the western United States, the Beaux Arts style was commonly used for civic architecture in the late 19th and early 20th centuries, on both large buildings (courthouses) and more modest buildings (schools and libraries). Like many of the revival styles of the time, Beaux Arts uses many elements of ancient Greek architecture such as columns and capitals, elaborate frieze bands, and a tripartite building façade arrangement—base, middle, top. This highly ornate style is characterized by its use of decorative flourishes and applied ornament—entry porches with column-supported roofs, cornices with detailed moldings, dentals, and brackets. Roof balustrades are also common, as is integrated statuary near the entry. Classical quoins, pilasters, and columns are also telltale signs of this style.

Character-defining features of the Beaux Arts style include:

- Wall surfaces with decorative garlands, floral patterns, or shields
- Quoins, pilasters, and/or columns
- Capitals, typically Ionic or Corinthian
- Masonry or rusticated construction (the use of terra cotta to approximate stone is common)
- Light-colored, monotone exterior
- Symmetrical organization of windows and doors

Examples of this style in the DHPD Overlay include the original Bank of Italy, which later became the Bank of America building at 500 Main Street, and the School Street Bridge.



The School Street Bridge in Downtown Vacaville, constructed in 1911, is an example of Beaux Arts design (Source: City of Vacaville)

Classical Revival (1890–1950)

Like the Beaux Arts style, Classical Revival was most often used for civic buildings in the late 19th and early 20th centuries. It shares many of the same characteristics as Beaux Arts, but is generally more restrained in its ornamentation.

Character-defining features of the Classical Revival style include:

- Symmetrical organization of windows and doors
- Front façade with columned, full-height porch
- Broken pediment over the primary entry (a small triangular feature that breaks up the horizontal line of the parapet)
- Decorative door surrounds, often with columns
- Dentiled cornice
- Roofline balustrade

An example of this style in the DHPD Overlay is the Old Carnegie Library at 300 Main Street.



The Old Carnegie Library in Downtown Vacaville, constructed in 1914, is an example of Classical Revival design (Source: ESA)

Italianate (1840-1890)

The Italianate style was the predominant architectural style for commercial and residential construction through the late 19th century. Because much of California was initially settled during this period, many of the large historic houses and commercial buildings that remain from this time are constructed in the Italianate style. This style is rectangular in form, sometimes cubical, and buildings are typically two to three stories high. They can be constructed of wood (more typical for residential architecture), but are also commonly constructed of brick. These buildings are characterized by large, narrow windows, sometimes with arched headers that are frequently ornamented with elaborate motifs and surrounding trim. Roofs are generally low-pitched and hipped or pyramidal with oversized eaves. Roof brackets in a wide frieze panel are another distinguishing characteristic of this style.

Character-defining features of the Italianate style include:

- Rectangular massing
- Tall, often arched windows
- Elaborate window headers and surrounds, also arched to match the windows
- Low-pitched roofs with wide, overhanging eaves
- Use of brackets at the eave and elsewhere
- Wide frieze panel
- Symmetrical organization of windows and doors, most typically arranged in sets of three

An example of this style in the DHPD Overlay is the Triangle Building on the 400 block of Main Street.



The Triangle Building in Downtown Vacaville, constructed in 1898, is an example of Italianate design (Source: ESA)

Art Deco (1920-1935)

This style, which was popular between the two world wars, took its inspiration from the various avant-garde painting styles of the early 20th century. It is generally geometric in form but playful and decorative, with design choices meant to contrast with the seriousness of Beaux Arts design and the bespoke aesthetic of Craftsman architecture. Art Deco buildings often incorporate zigzag patterns that are executed in the same material as the building finish.

Character-defining features of the Art Deco style include:

- Smooth stucco or concrete exteriors
- Zigzags, chevrons, and other stylized and geometric motifs used as decorative elements
- Towers and/or other vertical projections above the roofline
- Window strips or ribbons with decorated grille work
- Hard-edged, low-relief ornamentation around door and window openings
- Integration of novel materials from the period such as Bakelite (phenol-formaldehyde resin), Monel (copper-nickel alloy), aluminum, and Vitrolite (architectural glass)

Although missing many of its original features, an example of this style in the DHPD Overlay is the former post office at 301 Main Street.



The former U.S. Post Office in Downtown Vacaville, constructed in 1937, is an example of simplified Art Deco design (Source: ESA)

Streamline Moderne (1934–1945)

Following the height of Art Deco in the early 1930s, the Streamline Moderne style was an economic and stylistic response to the ravaging effects of the Great Depression. A new style was needed to express optimism and a bright look toward the future. Streamline Moderne structures continued to suggest the modern values of movement and rejection of historic precedents, but with far less opulence and more restraint than the Art Deco of the late 1920s and early 1930s. Yet the Streamline Moderne differed from the "High Art Modern Architecture" of the early 1930s in that it "continued to regard design as 'styling' and that architecture should represent or perform as an image rather than be used as a space to radically change one's everyday life. The boosters of Streamline Moderne argued that their purpose was not to create an architecture that functioned in the same way as the ocean liner, airplane, or locomotive; rather, the buildings would symbolize those things and therefore remind one of the 'modern' future."³ Streamline Moderne architecture took its cue from the emerging field of industrial design and borrowed imagery from transportation, particularly the ocean liner.

Character-defining features of Streamline Moderne style include:

- Horizontally oriented masses
- Flat rooflines with coping or flat parapets
- Smooth stucco or concrete exteriors
- Relatively unadorned and unornamented surfaces
- Curved end walls and corners
- ³ Patrick Pascal, Kesling Modern Structures: Popularizing Modern Design in Southern California 1934–1962 (Los Angeles: Balcony Press, 2002), p. 10.

- Glass block and porthole windows sometimes used
- Windows "punched" into walls
- Flat canopies over entrances
- Pipe railings used along staircases and balconies
- Grooved moldings and stringcourses
- Steel sash windows

An example of this style in the DHPD Overlay is 313-315 Main Street.



313-315 Main Street in Downtown Vacaville, constructed in 1942, is an example of Streamline Moderne design (Source: ESA)

General Commercial Architectural Trends of the Early 20th Century

Commercial architecture in the early 20th century was generally low-scale, one to two stories, but often one story with a mezzanine or very tall (double-height) interior volume. These buildings had horizontal massing that was often emphasized by a band of transom windows over the large plate-glass storefront display windows. Often the entry was centrally placed and recessed. Parapets, either flat or stepped, were also common features and served to make the one-story buildings look taller. These buildings were typically constructed of brick, but may have been finished with stucco. Tile was a common feature below the storefront windows.

In the 1920s and 1930s, large glass panels were often added to cover the brick and give the façade a more streamlined, modern appearance. This was often accompanied by replacement of the original wood frame windows with aluminum frame windows with smaller muntins (supports between glass panes). Recessed entries may have had colored concrete, tile, or terrazzo flooring installed to further draw in shoppers. Business names were often incorporated into these exterior flooring finishes.

Character-defining features include:

- Low-scale, one- to two-story heights
- Flat roofs with flat or stepped parapets or false fronts
- Primary façade occupied mostly by a glazed storefront
- Recessed entry, either central or offset
- Tile or brick below storefront windows
- General horizontal massing
- Colored concrete, tile, or terrazzo flooring at entry

Many buildings in the DHPD Overlay have these characteristics. Good examples include 438 Main Street and 301 Merchant Street.



301 Merchant Street in Downtown Vacaville, constructed in 1900, is an example of common early 20th Century Commercial design (Source: City of Vacaville)

4.8.4.3 Identifying Historic Resources

Historic resources come in many shapes and forms. They can be sites, landscapes, buildings, groups of buildings, structures, objects, or sometimes even commemorative markers. Section 14.18.020.010 of the Vacaville Municipal Code defines a *historic structure* as follows:

- A. Listed individually in the National Register of Historic Places (a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- B. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- C. Individually listed on a State inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- D. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states without approved programs.

The criteria for each of these programs are presented here for reference.

National Register of Historic Places

The National Historic Preservation Act of 1966, as amended (U.S. Code Title 54, Section 306108), and its implementing regulations established the National Register as a comprehensive inventory of known historic properties throughout the United States. The National Register is administered by the National Park Service under the direction of the Secretary of the Interior. It includes buildings, structures, sites, objects, and districts that possess historic, architectural, archaeological, engineering, or cultural significance. A historic property is considered significant if it meets the criteria for listing on the National Register at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- A. Are associated with events that have made a significant contribution to our history, or
- B. Are associated with the lives of persons significant in our past, or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1[a]). Certain resources are determined by law to be automatically included in the California Register, including California properties that have been formally determined eligible for, or listed on, the National Register.

To be eligible for the California Register, a historical resource must be significant at the federal, state, or local level under one or more of the following criteria (California Public Resources Code Section 5024.1[c]):

- 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
- 2. Is associated with the lives of persons important in our past; or
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is the authenticity of a historical resource's physical identity as shown by the survival of characteristics that existed during the period of significance. For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to convey the reasons for its significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. A resource that does not retain sufficient integrity to meet the National Register criteria may still be eligible for listing on the California Register.

Local Register

CEQA Guidelines Section 15064.5(a) defines a *historic resource* as one that is listed in, or determined to be eligible for listing in, the California Register, or a resource that is:

- 1. Identified as significant in a local register of historical resources or
- 2. Deemed significant due to its identification in a historical resources survey meeting the requirements of California Public Resources Code Section 5024.1(g). Such a resource is presumed to be a historical resource "unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant."

CEQA Section 21084.1 also permits a lead agency to determine that a resource constitutes a historical resource even if the resource does not meet the foregoing criteria.

4.8.4.4 Known Historic Resources

A number of historic resources, of all levels, are present in and around Vacaville. New resources are recognized at a variety of levels through surveys, project-level environmental compliance work, individual nominations, and other methods. The following list represents historic resources within the Plan Area that are currently listed or have been found eligible for listing on the various registers. These properties are considered historic resources for the purposes of CEQA (Figure 4.8.4.4-1). This list is continually evolving and should not be considered exhaustive or up-to-date.

Note that "(E)" denotes resources that have been determined eligible but are not currently listed.

National Register of Historic Places

- 620 East Main Street—Old Vacaville Town Hall
- 390 East Monte Vista Avenue (E)
- 331 Elizabeth Street (E)
- 400 Main Street (E)—Triangle Building
- 438 Main Street (E)
- 513 Main Street (E)
- 519 Main Street (E)
- 520 Main Street (E)—Vaca Valley Medical Supplies
- 528 Main Street (E)
- 534 Main Street (E)—Vacaville IOOF Hall
- 555-559 Main Street (E)
- 560 Main Street (E)—Opera House
- 301-303 Merchant Street (E)
- 307 Merchant Street (E)

Legend

DTSP Boundary

Historic Buildings

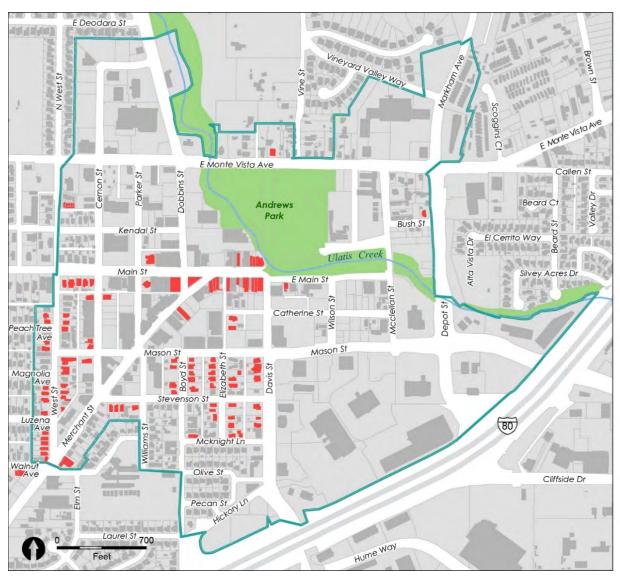


Figure 4.8.4.4-1: Known Historic Resources in the Plan Area

California Register of Historical Resources

Ulatis Bridge/School Street Bridge

Local Register

- Main Street Vacaville Historic District
- Monte Vista Avenue District
- Kendal Street District
- Parker Addition
- 306 Cernon Street (E)
- 307 Cernon Street (E)
- 312 Cernon Street (E)
- 350 Cernon Street (E)
- 354 Cernon Street (E)
- 400 Cernon Street (E)
- 406 Cernon Street (E)
- 412 Cernon Street (E)
- 428 Cernon Street (E)
- 430 Cernon Street (E)
- 100 Main Street (E)—Episcopal Church
- 101 Main Street (E)
- 106 Main Street (E)
- 107 Main Street (E)
- 113 Main Street (E)
- 118 Main Street (E)
- 119 Main Street (E)

- 124 Main Street (E)
- 125 Main Street (E)
- 549 Merchant Street (E)—Vacaville Veterans Building
- 590 Merchant Street (E)
- 137 West Street (E)
- 320 West Street (E)
- 324 West Street (E)
- 325 West Street (E)
- 331 West Street (E)
- 337 West Street (E)
- 406 West Street (E)
- 412 West Street (E)
- 425 West Street (E)
- 437 West Street (E)
- 506 West Street (E)
- 507 West Street (E)
- 512 West Street (E)
- 513 West Street (E)
- 518 West Street (E)
- 519 West Street (E)
- 534 West Street (E)
- 606 West Street (E)
- 612 West Street (E)
- 618 West Street (E)
- 624 West Street (E)

4.8.5 Planning a Project Within the DHPD Overlay

The design of a successful project within the DHPD Overlay is fundamentally based on the significance of the subject resource. Keeping that in mind throughout the design process is an important part of balancing the project's desired objectives with the unique conditions of the historic resource. Project sponsors should seek assistance from designers and professionals who have a proven track record working with historic properties. Preferably, these professionals meet or exceed the Secretary of the Interior's Professional Qualifications as outlined in Section 4.8.2.2, "Professional Qualifications."

To help guide this process, project sponsors should consider taking the following steps:

Understand the significance. Each building in the DHPD Overlay has a unique history that includes both the building's historical contributions to the overall district and the individual elements of its style, purpose and use over time, and overall appearance. The known historical documentation for the property should be reviewed to gain a better sense of which particular features and stories associated with the building may be important to consider. At a minimum, the building's historical style, its period of significance, and any important historical associations that may inform the building's appearance or interpretation should be identified.

Understand the style. The historical style of the building will inform which features should be preserved and which may be removed or altered. This includes identifying the building's character-defining features if they are not already clearly identified in the existing documentation. Where documentary evidence is available, it may be possible to restore missing features to bring the building closer to its historic appearance. Where no documentary evidence is available, the overall style of the building is a good baseline for determining potentially compatible design choices. The style will also inform the design of new features, additions, or modifications so that they remain compatible with the historical style of the building and with the DHPD Overlay as an overall resource.

Understand the condition. Once the character-defining features are known, a conditions assessment of those features and of the building in general is an important next step. This will help determine which materials are serviceable and can be reused and which need to be replaced. It is important to retain as much historic fabric as possible to maintain the historical integrity of the resource. Using the California Historical Building Code is one way to plan for maximum retention of original materials and construction.

Repair before replacing. Retaining original and historic materials, design features, and configurations is critical to ensuring that the historic resource retains sufficient historical integrity to still be considered a historic resource. These elements give the building authenticity that cannot be replaced or reintroduced with replicated features or new materials. Many of the standards in this section echo this advice.

In general, repairs should be made with like materials, both to maintain appearances and to limit potential damage from introducing new materials adjacent to or within original materials. The goal should be to make repairs that will both perform and weather in a manner similar to the original.

- Repair wood with wood of a similar species, grain, weather resistance, and quality. Similar treatment is also important (e.g., painted, stained).
- Use mortar that is similar in strength, composition, and appearance (aggregate type/size and color), and is applied in a manner similar to the original. This may require testing the mortar to determine an appropriate binder type. Using modern cement in place of traditional lime mortars can cause significant damage to the surrounding brick.
- Use bricks of similar color, size, strength, and composition.
 Salvaged brick is a good option provided it retains a sound fired surface.
- Repair wood windows and doors with selective replacement of damaged elements. As an alternative to replacement with new units, a range of approaches to increase energy efficiency should be considered.

Use similar and compatible materials. Where original materials and features are too deteriorated to be reused, or have been removed by prior projects, it is important to maintain the characteristics of the original item—material, proportion, placement, operations type (for windows and doors), details—as a way of preventing further loss of the architectural style and design merits that make the property a viable contributor to the historic district.

In addition, when selecting similar and compatible materials, the style of the new features should be sensitive to the originals. New features should not always match the design of the original items exactly, as this can create a false sense of history. Appropriate techniques include:

- Simplifying a historical design for new features. This is a good option for new window or door openings, design features on building additions, or new construction adjacent to historic buildings.
- Applying historical designs, but executing them using new materials. This is a good option to consider for reconstruction of missing elements such as replacement cornices. Historically they may have been constructed of pressed sheet metal, but they could be replaced with high-quality fiberglass or similar modern materials. These elements would be easily differentiated from the historic versions by their material composition, but would maintain the appearance of the original to the average observer.

Use adjacent buildings as a guide. Proportion, massing, and placement are important elements of architectural styles and design. Where those features are not readily apparent, such as on a building that has been significantly modified since its original construction, looking for clues on buildings of similar age, use, or style within the DHPD Overlay is recommended. This will help determine a range of possible choices that would be appropriate within the larger district when there is a lack of evidence specific to the subject building.

Follow the Standards. The Secretary of the Interior's Standards and related publications by the National Park Service are great resources to consult for a variety of projects, both large and small. Other agencies and organizations also have free digital publications with excellent, practical techniques and solutions. A number of these sources are provided throughout this chapter.

Vacaville Downtown Specific Plan

This page intentionally left blank





IMPLEMENTATION

Government Code Section 65451 states that a specific plan must provide a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and other criteria. This chapter outlines a number of plans, regulations, processes, and incentives that will be applied in implementing the DTSP. The intent is to ensure that implementation occurs in an orderly manner that is responsive to changing circumstances and market conditions and achieves the desired vision for Vacaville's Downtown.



Special events in Downtown Vacaville (Source: City of Vacaville)

5.1 Relationship to the General Plan,Other Plans, and Regulations

A wide range of plans and policies affect how development and activity occurs in the Plan Area. The following discussions summarize relevant plans and regulations, then describe how they have been considered during development of the DTSP.

5.1.1 Vacaville General Plan

The City's General Plan was adopted in August 2015 and establishes a framework for growth until a horizon year of 2035. The General Plan consists of eight elements: Land Use, Transportation, Conservation and Open Space, Parks and Recreation, Public Facilities and Services, Safety, Noise, and Housing.

The Downtown Vacaville Priority Development Area (PDA) is described in the General Plan as a "Transit Town Center" PDA, which is "generally characterized as having a mix of small-lot single family homes, townhomes, and low- and mid-rise residential buildings. The area is envisioned for mixed-use residential and retail projects."

The General Plan includes a vision for the City, including "continu[ing] to strengthen Vacaville's Downtown culture and identity, supporting a vibrancy that will draw residents and visitors to the Downtown." The General Plan aims to continue revitalizing and expanding on the Downtown area.

"...continu[ing] to strengthen Vacaville's

Downtown culture and identity, supporting a

vibrancy that will draw residents and

visitors to the Downtown"



560 Main Street in Downtown Vacaville (Source: ESA)

5.1.2 Downtown Vacaville Connectivity and Streetscape Design Plan

The purpose of the Downtown Vacaville Connectivity and Streetscape Plan (Streetscape Plan) is to better connect Downtown Vacaville with surrounding neighborhoods, and to support a vibrant Downtown business environment by creating a more walkable and bicycle-friendly environment for residents, employees, and visitors.

To accomplish this purpose, the Streetscape Plan identifies and prioritizes strategic improvements to roadways and alleys, bicycle and pedestrian facilities, landscaping and street furnishings, transit and alternative travel modes, lighting, wayfinding, and other placemaking elements. The Streetscape Plan also includes information on phasing, costs, and potential funding sources to support implementation. Combined, these elements will help to improve internal and external connectivity and mobility options, enhance public safety and security, foster a more livable and healthy community, and attract an economically vibrant mix of uses to Downtown that promote street-level activity.

The Streetscape Plan also supports the goals of the state and of Bay Area Metro's Sustainable Communities Strategy, "Plan Bay Area," by improving mobility and access in and around Downtown Vacaville by making it easier for people to travel, and encouraging walking, biking, and transit use. This improved access into and within the Downtown area will result in more efficient use of the existing mobility system, while reducing greenhouse gas emissions, reducing climate change impacts, and improving the health of the community.





Trails in Andrews Park in Downtown Vacaville (Source: ESA)

5.1.3 Solano Countywide Pedestrian Transportation Plan

The Solano Countywide Bicycle Plan (Bicycle Plan) is a planning tool for the countywide bikeway network in Solano County. The purpose of the Bicycle Plan is to facilitate and provide safe and efficient travel by bicycle as an everyday means of transportation in the county. The Bicycle Plan includes recommendations for the development of a unified bicycle system that includes bikeway routes, wayfinding signage, and associated amenities to support the system.

The Bicycle Plan is a component of the Solano Comprehensive Transportation Plan, a long-range plan that envisions, directs, and prioritizes the county's transportation needs over a 2035 planning horizon.

The Bicycle Plan identifies four key elements of a successful bicycle-friendly environment:

- Safety. Help bicyclists, regardless of skill level, to feel safe while utilizing the bicycle network and reduce instances of bicycle-related accidents and fatalities.
- Access. Increase bicycle connections to and from major destinations near and far and eliminate and reduce occurrences of obstacles that may prohibit access.
- Quality of Life. Preserve Solano County as a place to live, work, and visit and focus on improving quality of life and public heath by supporting active lifestyles.
- Effective Implementation. The backbone of the implementation program for the Bicycle Plan stresses the importance of education, enforcement, engineering, and funding.



Bike riders along Main Street in Downtown Vacaville (Source: ESA)

5.1.4 California Transportation Plan 2040

The California Transportation Plan (CTP 2040) is a statewide long-range policy plan that presents a vision for California's future transportation system. The vision is for a safe, sustainable, universally accessible, and globally competitive transportation system that provides reliable and efficient mobility for people, goods and services, and information, while meeting the state's greenhouse gas emission reduction goals and preserving the unique character of California's communities.

The CTP 2040 outlines goals, recommendations, policies, and strategies to achieve this vision and recommends performance measures for assessing their effectiveness.

The overarching six goals of the CTP 2040 are:

- Goal 1: Improve Multimodal Mobility and Accessibility for All People.
- Goal 2: Preserve the Multimodal Transportation System.
- Goal 3: Support a Vibrant Economy.
- Goal 4: Improve Public Safety and Security.
- Goal 5: Foster Livable and Healthy Communities and Promote Social Equity.
- Goal 6: Practice Environmental Stewardship.

5.1.5 Downtown Development Standards and Guidelines

The Downtown Development Standards and Guidelines (DDSG) provide direction for development projects and public improvements within the DTSP. The purpose of the DDSG is to:

- Implement the vision of the DTSP;
- Ensure that development is compatible with and reinforces the unique character and walkable scale of Downtown's core and neighborhoods;
- Promote retail, entertainment, cultural, arts, dining, and other active ground-floor uses that foster street-level engagement throughout the day and into the evening;
- Facilitate a diverse range of housing choices to support a mixed-income population base, including high-density and mixed-use housing;
- Assure the appropriate care, maintenance, and adaptation of historic buildings and sites, and the harmonious addition of new development;
- Integrate the design of private development and the public realm to tie together more effectively and influence Downtown's physical character; and
- Attract a greater mix of people, activities, and investments to strengthen Downtown's economic vitality.

The DDSG establish nine zoning districts with customized permitted uses and development and design standards unique to the Plan Area. The new zoning districts are intended to be consistent with the General Plan and help to achieve the goals of the DTSP.

5.1.5 Vacaville's Land Use and Development Code

The City's Land Use and Development Code regulates how and where land may be used to achieve the General Plan's vision. The code regulates aspects of development and determines the form and character of development. Although the DDSG have been established to implement the DTSP, they shall reference the City's Land Use and Development Code. Where the provisions of the DDSG conflict with the Land Use and Development Code, the DDSG shall govern. Where the DDSG are silent, the applicable provisions in the Land Use and Development Code shall govern.



620 and 650 Main Street in Downtown Vacaville (Source: City of Vacaville)

5.1.6 Vacaville Downtown Specific Plan Addendum to the General Plan EIR

An addendum that tiered from the General Plan & Energy and Conservation Action Strategy Environmental Impact Report (EIR) and the Supplemental General Plan EIR (General Plan EIRs) was prepared concurrent with the DTSP. Using the environmental analyses presented in the General Plan EIRs, a checklist was prepared identifying whether the environmental impacts of the DTSP were already fully analyzed in the General Plan EIRs; whether the impacts would be greater than, less than, or similar to the conclusions made in the General Plan EIRs; whether new impacts, if identified, could be mitigated to a less-than-significant level; and whether there would be a new significant impact.

The addendum includes a summary discussion for each environmental topic that encapsulates the findings of the General Plan EIRs, together with any previously adopted mitigation measures that were relevant to the proposed modifications.

5.2 Project Approvals and Incentives Overview

5.2.1 Project Approvals

Development in the Plan Area is subject to City of Vacaville review and approval of subsequent permits and entitlements. Subsequent approvals may include but are not limited to tentative maps, use permits, site plan review, variances, parcel maps, and/or other permits. Project applications and processing requirements shall be reviewed to determine consistency with the City's Planning and Development Code.

All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the DTSP and pertinent City policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may require conditions that are reasonably necessary to ensure that the project is in compliance with the DTSP and all other applicable plans and regulations.

5.2.2 CEQA Streamlining

Each subsequent development project proposed in the Downtown area shall be reviewed to ensure its compliance with CEQA and conformance with the DTSP. Development applications will be reviewed on a project-by-project basis to determine the appropriate CEQA review, if any. In general, if a subsequent project is determined to be consistent with the DTSP and within the scope of the DTSP Addendum, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the DTSP and/or outside the scope of the DTSP Addendum, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA. Nothing in the DTSP or DTSP Addendum limits the City's authority or discretion to determine the appropriate CEQA review for any subsequent project.

Future projects that are consistent with the DTSP and DTSP Addendum may be eligible for one or more of the CEQA streamlining mechanisms described below.



Flowers in bloom in Andrews Park in Downtown Vacaville (Source: ESA)

Exemptions for Residential Prototype Development

A project that is determined by the Planning Director to be a prototype in compliance with DTSP Part II, Chapter 9, "Development Prototypes," shall be exempt from further CEQA review in accordance with Government Code Section 65457 when all of the following findings can be made:

- The proposed project meets the intended use, building type, building form, building height, and other characteristics as defined in DTSP Part II, Chapter 9.
- (2) The proposed project fits within the neighborhood setting.
- (3) The proposed project is located within the areas identified in DTSP Part II, Chapter 9, Figure 9.3.2-1, "Consolidated Prototype Locations."
- (4) The proposed project complies with all of the applicable objective design standards as set forth in DTSP Part II, Chapter 9. Section 9.5.

The City may require the preparation of an additional technical analysis to ensure compliance with the above findings.

Exemptions for Residential Projects Pursuant to a Specific Plan

In accordance with Government Code Section 65457, "any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980 is exempt" from further CEQA review, absent substantial changes or new information as defined by CEQA Guidelines Section 15162.

Thus, if a proposed residential project is consistent with the DTSP, a project applicant could avoid preparing and publicly circulating a subsequent environmental document and instead could proceed directly to the design review approval process. This provision allows for streamlined environmental review for residential projects located within the DTSP Plan Area. Applicable mitigation measures identified in the DTSP Addendum would be implemented.

Exemptions for Projects Consistent with a Community Plan, General Plan, or Zoning

Consistent with Section 21083.3 of the California Public Resources Code, CEQA Guidelines Section 15183(a) states, "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR is certified shall not require additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Applicable mitigation measures identified in the DTSP Addendum would be implemented. If an effect that is peculiar to the project or its site is identified, uniformly applied development standards may be implemented to reduce or eliminate the effect.

Exemptions for Infill Projects

Section 21094.5 of the California Public Resources Code provides streamlining by focusing further CEQA analysis only on effects that (a) are specific to the project or project site and were not addressed as significant effects in the prior EIR, or (b) based on substantial evidence, would be more significant than those described in the prior EIR.

Focused EIR for Certain Projects

Section 21158.5 of the California Public Resources Code allows the preparation of a focused EIR for any project consisting of multiple-family residential development of no more than 100 units, or for residential and commercial or retail mixed-use development of not more than 100,000 square feet that complies with certain conditions. The focused EIR to be prepared would be limited to a discussion of potentially significant environmental effects that are specific to the project, or that substantial new information shows would be more significant than described in the prior EIR.

Tiered Environmental Analysis

CEQA Guidelines Section 15162 provides for CEQA streamlining by stating that projects that are consistent with a prior EIR may forgo further environmental analysis, unless the project meets one of the criteria listed in CEQA Guidelines Section 15162. Development in the DTSP Plan Area may rely on the environmental analysis conducted previously, provided that the project is within the parameters of the General Plan and DTSP land use and growth assumptions. A subsequent EIR, supplemental EIR, or EIR addendum to the General Plan EIR may be appropriate if a project varies from the growth and/or development assumptions previously analyzed.

Future Traffic Analyses

The need for additional traffic studies for future projects will be limited for those projects that meet the new vehicle miles traveled (VMT) standards established as part of the DTSP Addendum process. Transportation impacts related to VMT are considered less than significant if specific land uses do not exceed the following significance thresholds:

Single-family units: 73.4 VMT per unit

Multi-family units: 49.7 VMT per unit

Age-restricted units: 32.0 VMT per unit

Office: 77.2 VMT per thousand square feet (ksf)

Highway Commercial: 134.5 VMT per ksf

General Retail: 103.3 VMT per ksf

Industrial: 29.4 VMT per ksf

Warehouse: 15.2 VMT per ksf

Implementation of the DTSP, including land use development consistent with the DTSP and transportation improvements, would normally meet these thresholds. Development consistent with the DTSP and prototypes is assumed to not have a significant environmental impact related to VMT. Therefore, further project-specific VMT analysis for projects consistent with the DTSP and prototypes is not required.

5.3 Financing Strategy

5.3.1 Overview

Implementation of the DTSP will be a long-term project that will require collaboration between the City of Vacaville, property owners, businesses, and developers. To facilitate this, a financing strategy was prepared for the DTSP that outlines a Downtown Improvement Program. The purpose of the Financing Strategy is to identify funding sources, financing methods, and actions that the City can take to implement the public improvement projects and programs presented in DTSP Part I, Chapter 4, "Development Framework."

These projects and programs are organized into five categories, or "families":

Near-Term Projects. This family of projects includes those that are already scheduled for completion and those that have already secured funding, or that are expected to secure funding within the next 6−12 months. It includes a diversity of improvement types, including a number of sewer system improvement projects, signage improvements, and placemaking improvements, such as signage updates, a murals program, and Ulatis Creek bank repairs, among others.

- Placemaking and Community Identity Projects. The second family of improvement projects includes a variety of additional placemaking type improvements that are intended to enhance the Downtown built environment, reinforce the Downtown brand, and ensure clear communication of the community's vision and identity. It includes preparation of a wayfinding master plan, additional bicycle signage, preparation of a landscaping plan, design of the CreekWalk and Town Center, and restoration of the historic School Street Bridge, among other types of improvements.
- Complete Streets Projects. The complete-streets family of improvements includes all projects within the street right-ofway. The purpose of this grouping is to ensure that related improvements are closely coordinated to limit disruptions and duplications of effort, such as the repeated closure of certain street segments to accommodate multiple different improvements. This family includes preparation of a completestreets master plan that will serve as the primary planning tool for future active transportation projects aimed at prioritizing walking and biking in Downtown Vacaville, while seeking to balance passenger and transit vehicle needs. This family of improvements, and the Complete Streets Master Plan more specifically, include evaluation and design-level planning and cost estimation for bike paths and lanes, new and extended sidewalks and bulb-outs, street furniture, landscaping, irrigation, lighting, and green stormwater improvements within the public right-of-way and City-owned parking lots.

- Business Assistance Program Projects. This family of improvements is oriented toward the promotion of economic development and commercial revitalization in the Downtown area. It includes preparation of a digital media strategy and implementation of a business ombudsman program, an upperfloor renovation program, and a storefront redesign program, as well as active business recruitment and small business assistance.
- Water and Sewer Infrastructure Improvements. The final family of improvements includes water and sewer infrastructure improvements and upgrades. This family includes a variety of significant capital improvements that will be needed to accommodate redevelopment and growth in the Downtown area, including the replacement of aging water and sewer lines along certain street segments and alleyways. Some of the projects identified in this category may be paid for through developer contributions that are negotiated as part of one-time development agreements. To the extent that planned development does not occur, the City may need to identify alternative funding sources to complete the needed improvements in a timely fashion.

Within these categories, the projects align with 14 different improvement types:

- Bicycle Facilities
- Economic Development
- Gateways and Wayfinding
- Lighting
- Parking
- Parks and Recreation
- Pedestrian Amenities
- Placemaking
- Public Art
- Public Works-Creeks/Streets
- Roadways and Alleys
- Street Trees and Landscaping
- Transit and Alternative Modes
- Utilities

Table 5.3.1-1 presents a summary of the improvements identified in the DTSP, along with the primary category and improvement type for each. The table also identifies funding sources that would likely align with the anticipated improvement type, order-of-magnitude cost, and anticipated phasing of both near- and long-term improvements.

5.3.2 Improvement Prioritization and Phasing Strategies

The City of Vacaville can consider two primary strategies for the prioritization of funds available to implement the Downtown Improvement Program. The first strategy is to focus available funds on those program improvements and actions that will have the greatest impact on Downtown revitalization and redevelopment. The second strategy is to use City-controlled funds to leverage funding that is available from other sources, implementing improvements opportunistically, as funding becomes available. The City may ultimately choose to use an approach that strategically combines these two prioritization methods.



Streetscape in City of Winters (Source: City of Vacaville)

5.3.3 Funding Sources

With a range of improvement types and projects, the DTSP will draw on a range of both broad-based and project-specific funding sources to support both short-term and long-term implementation. This includes sources that are locally controlled, such as General Fund monies and development impact fee revenue, as well as funding from regional, state, and federal agencies and assorted private sources.

Local funding is typically the least competitive, but is often already allocated to existing funding priorities. Increasing the amount of local funding available may require additional taxation. Local funding can be leveraged for one-time capital costs and for ongoing operations and maintenance; it can also be used for leveraging outside funding and as a dependable source for debt repayment. Federal funding is generally limited and allocated based on fixed funding criteria, although a significant amount of federal funding is also provided as pass-through dollars to regional and state agencies. The identified regional and state funding programs vary in size and are most well-suited to offsetting one-time fixed improvement costs. The regional and state funding sources are mostly competitive. Refer to **Table 5.3.3-1.**

5.3.4 Financing Strategy Implementation Actions

The following is a list of actions that the City should consider implementing to execute the financing strategy. This list is not exhaustive, but it provides initial direction to City staff and stakeholders regarding potential actions to position the City and its partners to leverage funding sources and financing tools that are currently available.

- Prioritize and Refine Annual Implementation Plan
- Review and Update Impact Fee Program(s)
- Review and Update Capital Improvement Plans
- Assess Need for Change(s) to Special District(s)
- Inventory Local Match Funding Sources
- Pursue Outside Grant Opportunities
- Create a Reimbursement Policy
- Create a Mills Act Incentive Program
- Update the Consolidated Plan
- Assess Support for Local Funding Tools
- Assess Eligibility for the National Register
- Update User Fee Schedule
- Create Pocket Park Program
- Create Sponsorship Program



Downtown Napa (Source: ESA)

Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding ^d
Near Term Priority Project	Wayfinding Master Plan - Directional Trailblazer Signs (Phase I)	Install trailblazer directional signs	Gateways, Signage and Wayfinding	BID - TABS funding is most of this funding	-
Near Term Priority Project	Alley Sewer System Replacement	Replace aging sewer lines and laterals in the Downtown alleys and other locations	Utility	Sewer- Major Replacement	-
Near Term Priority Project	Elmira Trunk Sewer System Lining	Provide cure in place liner to trunk main along Davis Street and Main Street; coat manholes	Utility	Sewer- Major Replacement	-
Near Term Priority Project	Andrews Park Sewer System	Replace elevated sewer system crossing Ulatis Creek behind McBride Senior Center	Utility	Sewer- Major Replacement	-
Near Term Priority Project	Downtown Sewer System Improvements	Upsize sewer system in alley north of Peach Tree, in West Street, and in alley west of Mason Street; reroute sewer system from 400 Main Street Building north on Merchant Street to Main Street sewer system main and abandon existing sewer system under 321 Merchant Street	Utility	Sewer- Major Replacement	-
Near Term Priority Project	Parklet Design - Main Street	Install Main Street parklets	Placemaking	Sponsorships; Private Donations	BID; SGC UGG
Near Term Priority Project	Downtown Alley Paving (Phase I)	Repair damaged and deteriorating pavement in Downtown alleys	Public Works - Streets	Measure M	-
Near Term Priority Project	Davis Street Sign Retrofit	Replace neon with LED lighting on overhead sign	Gateways, Signage and Wayfinding	General Fund	-
Near Term Priority Project	Ulatis Creek/Creek walk Bank Repairs (Phase I)	Repair west creek bank erosion along Ulatis Creek; repair banks resulting from 2017 storms	Public Works - Creeks	FEMA; General Fund	ISRF
Near Term Priority Project	Murals Program	Identify a process to permit murals (likely to be incorporated into Public Art Master Plan at later date)	Public Art	General Fund; Measure M; BID	NEA Our Town; CDBG Private Donations
Near Term Priority Project	Landscaping Design - Clearing (Phase I)	Clear vegetation along Ulatis Creek north of Old School Bridge, adjacent to library and restaurant	Street Trees and Landscaping	General Fund; BID; Private Donations; LLAD	-

Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding ^d
Placemaking	Wayfinding Master Plan (Phase 2)	Install new gateway signs, pedestrian signage, and freeway oriented signage	Gateways, Signage and Wayfinding	Caltrans ATP, Measure M, General Fund	TOT Funding; BID; AARP NEA Our Town
Placemaking	Bicycle Signage (Phase 1)	Install new bicycle signage	Gateways, Signage and Wayfinding	Caltrans ATP, Measure M, General Fund	TOT Funding; BID; AARP NEA Our Town
Placemaking	Landscaping Design - Clear (Phase 2)	Clear vegetation along Ulatis Creek downstream of Old School Bridge	Street Trees and Landscaping	General Fund; BID; Private Donations; LLAD	SGC UGG; Prop 68
Placemaking	Ulatis Creek Bank Repairs (Phase 2)	Repair creek bank erosion along Main Street from School Street Bridge to Pedestrian Bridge north of Wilson Street	Public Works - Creeks	General Fund	-
Placemaking	CreekWalk Design	Create a CreekWalk promenade	Placemaking	SGC UGG	Sponsorships; Prop 68; CDBG; Private Donations
Placemaking	Town Center Design	Town Square / Town Center Planning to include phased infill development and pedestrian amenities	Placemaking	General Fund; BID	Sponsorships; AARP; NEA Our Town
Placemaking	Design / Master Plan - Art	Prepare Public Art Master Plan to address the Main Street Art Walk and Main Street Arts Fair	Public Art	General Fund; BID	NEA Our Town; CDBG
Placemaking	Parking Lot Identification Art Piece	Install parking lot identification art piece	Public Art	General Fund; BID	SHOPP; NEA Our Town; CDBG; Donations; Sponsorships
Placemaking	Old School Bridge	Retore and preserve historic 1911 bridge	Placemaking	General Fund, CDBG	Donations; Sponsorships
Placemaking	Andrews Park Stage Cover	Install shaded cover to upper park stage	Parks and Rec	General Fund; User Fees	CDBG
Complete Streets	Design / Master Plan - Bike/Ped	Prepare Bike and Scooter Master Plan	Bicycle Facilities	Caltrans ATP	AHSC; Caltrans Sustainable Transportation Planning Grants; YSAQMD Clean Air Funds; TDA-3; LTF
Complete Streets	Complete Street Design - Catherine Street	Redesign Catherine Street as complete street including bike lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Complete Street Design - E. Monte Vista Avenue	Redesign E. Monte Vista Avenue to include bike facilities including median	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF

Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding d
Complete Streets	Complete Street Design - Markham Avenue	Redesign Markham Avenue to include bike lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP;
Complete Streets	Bicycle Facility Improvements Design - Ulatis	Implement Ulatis Creek Class I Shared Use Path (E. Monte Vista to I-80)	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Bicycle Facility Improvements - Davis Street	Implement Davis Street Class II Bike Lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Bicycle Facility Improvements - Dobbins Street	Implement Dobbins Street & Merchant Street Class II Bike Lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Bicycle Facility Improvements - Markham Avenue	Implement Markham Avenue Class II Bike Lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Bike and Pedestrian Facility Improvements - McClellan Street	Implement McClellan Street Class II Bike Lanes	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Bicycle Facility Improvements - Ulatis Creek	Implement Ulatis Creek Class I Shared Use Path (E. Monte Vista to I-80)	Bicycle Facilities	Caltrans ATP	AHSC; TDA-3; SHOPP; LTF
Complete Streets	Ride-Share Connectivity	Collaborate with ride-share providers to subsidize rides to the Downtown	Economic Development	Caltrans ATP	-
Business Assistance Program	Digital Media Strategy	Create digital media strategy to include website development and maintenance and approaches to social media marketing and influence development	Economic Development	General Fund; BID	BID
Business Assistance Program	Small Business Assistance	Provide small business startup assistance program and mentoring in cooperation with the Solano Small Business Development Center	Economic Development	BID; General Fund	SCORE; CDBG

Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding d
Business Assistance Program	Business Ombudsman Program	Designate a business ombudsman or create "how-to-" resources for businesses seeking support with navigating the city's permitting and incentives programs	Economic Development	General Fund	CDBG
Business Assistance Program	Active Business Recruitment	Recruit prospective "homeplace" and name brand businesses to Downtown	Economic Development	General Fund; BID	CDBG
Business Assistance Program	Active Storefront Incentives	Provide incentives, such as no/low-cost loans to businesses for storefront redesigns that better activate the streetscape	Economic Development	General Fund; BID	Mills Act Contracts; CDBG
Complete Streets	Stormwater Design and Improvements	Implement Stormwater Bio-retention Pilot Program	Street Trees and Landscaping	SBI; SGC UGG	CWSRF; Prop 68; Genera Fund; CDBG
Complete Streets	Lighting Design - Incentives	Support DBA lighting incentives	Lighting	LLAD; ECAA	CDBG
Complete Streets	Design / Master Plan - Lighting	Prepare Lighting Master Plan	Lighting	LLAD; ECAA	CDBG
Complete Streets	Lighting Design - Parking	Upgrade public parking lighting	Lighting	LLAD; ECAA	CDBG
Complete Streets	Lighting Design - Walkways	Upgrade public walkway lighting	Lighting	LLAD; ECAA	CDBG
Complete Streets	Design Parking Consolidation - Merchant and Dobbins Street	Remove on-street parking along portions of Merchant and Dobbins Street	Parking	BID; General Fund	TOT Funding; CDBG; LLAD
Complete Streets	Downtown Parking Lot Amenities	Install lot lighting, shade trees, cameras, waste receptables, signage, and wayfinding	Parking	BID; General Fund	-
Complete Streets	Downtown Parking Lot Configuration Improvements	Improve configuration of existing lots (nine lots)	Parking	BID; General Fund	TOT Funding; CDBG;
Complete Streets	Pedestrian Facility Improvements - Catherine Street	Fill sidewalk gaps along Catherine and Wilson Streets	Pedestrian Amenities	LSRP	AHSC; SHOPP; Caltrans ATP; LTF; CDBG

			Improvement		
Category	Name of Planned	Description ^a	Type ^b	Primary Funding ^c	Alternate Funding ^d
Complete Streets	Pedestrian Facility Improvements - E. Monte Vista Avenue	Enhance E. Monte Vista and Cernon Intersection/Crossing	Pedestrian Amenities	LSRP	AHSC; SHOPP; Caltrans ATP; LTF; CDBG
Complete Streets	Pedestrian Facility Improvements - Mason Street	Enhance Mason and Merchant Intersection/Crossing	Pedestrian Amenities	LSRP	AHSC; SHOPP; Caltrans ATP; LTF; CDBG
Complete Streets	ADA Improvements	Provide accessibility improvements throughout Downtown, specifically Merchant Street from Mason Street to Main Street, Main Street from McClellan Street to West Street, and Dobbins Streets from Main Street to Monte Vista Avenue	Pedestrian Amenities	Measure M	CDBG; AHSC; SHOPP; Caltrans ATP; LSRP; LTF; CDBG
Complete Streets	Design / Master Plan - Amenities	Prepare Site Furnishings Master Plan	Placemaking	General Fund; BID	'NEA Our Town; CDBG
Complete Streets	Downtown Parking Lots Upgrades	Repair damaged pavement; replace signage and striping; address drainage issues	Public Works- Streets	Measure M	Gas Tax; LSRP; ISRF; LTF
Complete Streets	Complete Street Design - Davis Street	Redesign Davis Street as complete street including bike lanes	Roadways and Alleys	LSRP	-
Complete Streets	Complete Street Design - Dobbins Street	Redesign Dobbins Street as complete street including Class II bike lanes	Roadways and Alleys	LSRP	-
Complete Streets	Complete Street Design - McClellan Street	Redesign McClellan Street as a complete street including bike lanes	Roadways and Alleys	LSRP	-
Complete Streets	Complete Street Design - Mason Street	Redesign Mason Street as complete street including bike lanes	Roadways and Alleys	LSRP	-
Complete Streets	Landscaping Design - Expand	Expand the lighting and landscape district (LLD) to include all streets in downtown	Street Trees and Landscaping	General Fund	
Complete Streets	Landscaping Design - Plant	Plant trees in existing planters	Street Trees and Landscaping	'SGC UGG; AHSC	
Complete Streets	Landscaping Design - Easements	Designate a landscape easement on all streets in Downtown	Street Trees and Landscaping	General Fund; LLAD	

Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding d
Complete Streets	Design / Master Plan - Street Trees	Prepare Street Tree Master plan	Street Trees and Landscaping	General Fund; BID	SGC UGG; Prop 68
Complete Streets	Curbside Management Improvements - High School	Establish High School Zones (drop off and pick up)	Transit and Alternative Travel Modes	SR2S, 'General Fund	Caltrans ATP
Complete Streets	Curbside Management Improvements - Rideshare	Establish Ride for Hire Zones (drop off and pick up)	Transit and Alternative Travel Modes	SR2S, 'General Fund	Caltrans ATP
Complete Streets	Overhead Utility Undergrounding	Underground Wilson and Catherine Street overhead utility	Utility	Rule 20A	DIF; ISRF; CDBG
Water and Sewer Infrastructure Improvement	Alley Water Replacements	Replace aging water lines and laterals in the downtown alleys and other locations	Utility	Water Replacements	DIF and Utilities Department O&M budget
Water and Sewer Infrastructure Improvement	Fire Flow Water Distribution Improvements	Upsize various pipelines to meet fire flow requirements for anticipated land uses within Downtown (~ 8,990 lineal feet (If) of new 12-inch and 3,510 If of 8-inch diameter pipelines)	Utility	Municipal Bond; Utilities O&M CFD or Similar	DIF and Utilities Department O&M budget
Water and Sewer Infrastructure Improvement	Multiple Water System Improvements to Support Citywide Growth	Improve water supply, pumping, storage and transmission or distribution system improvements, as identified in the Water Master Plan	Utility	Municipal Bond; DIF; CFD or Similar	DIF and Utilities Department O&M budget
Water and Sewer Infrastructure Improvement	Multiple Water System Improvements to Support Citywide Growth and Address Existing Needs	Improve water supply, pumping, storage and transmission or distribution system improvements, as identified in the Water Master Plan	Utility	Municipal Bond; DIF; Utilities O&M CFD or Similar	DIF and Utilities Department O&M budget
Water and Sewer Infrastructure Improvement	Monte Vista Sewer System Upsize	Upsize sewer system to 12", 15" and 18" in Stinson Avenue and Monte Vista Avenue from Stinson to Dobbins Street	Utility	Sewer- Major Replacement	DIF and Utilities Department O&M budget

TABLE 5.3.1-1:	ΓABLE 5.3.1-1: Inventory of Planned Improvements and Potential Funding Sources					
Category	Name of Planned	Description ^a	Improvement Type ^b	Primary Funding ^c	Alternate Funding d	
Water and Sewer Infrastructure Improvement	8" Parker and Kendal Street Replacements	Replace water Line in Parker and Kendal Streets	Utility	Utilities O&M	DIF and Utilities Department O&M budget	
Water and Sewer Infrastructure Improvement	Mason Street Sewer System	Upsize 6" diameter sewer in Mason Street at Merchant Street	Utility	Sewer- Major Replacement	DIF and Utilities Department O&M budget	
Water and Sewer Infrastructure Improvement	Birch Street Area Sewer System	Upsize 1,600 lineal feet of sewer to 15-inch sewer in Birch Street area including Davis Street	Utility	Sewer- Major Replacement	DIF and Utilities Department O&M budget. Partially funded and in final design phase	
Water and Sewer Infrastructure Improvement	E. Monte Vista Transmission Main #2	Upsize 18" transmission main in Monte Vista from Dobbins west	Utility	Utilities O&M	DIF and Utilities Department O&M budget	

Notes:

- a. Provides a brief description of the planned improvement.
- b. Identifies the general category into which each improvement falls, such as utility, placemaking, bicycle facilities, etc.
- c. Identifies the most likely primary funding source anticipated for each improvement.
- d. Lists other funding sources that the City may want to consider as alternative and/or supplemental funding sources for each improvement.

Select improvement projects are subject to change.



School Street Bridge entering Andrews Park in Downtown Vacaville (Source: ESA)

Local Funding	Regional/	Federal	Private/Non-
	State Funding	Funding	Profit Funding
General Fund Monies Measure I Measure G Transient Occupancy Tax (TOT) Development Impact Fees & Mitigations Mills Act Contracts User Fees, Rents & Concessions Sew er Replacement Water Replacement	Transportation Development Act Article 3 (TDA-3) Yolo-Solano Air Quality District (AQMD) Clean Air Funds Affordable Housing & Sustainable Communities (AHSC) Urban Greening Grants (UGG) Active Transportation Program (ATP) State highw ay Operation & Protection Program (SHOPP) Proposition 68 (Prop 68) Per Capita Program Local Streets & Roads Program (LSRP) Local Transportation Funds (LTF) Energy Conservation Assistance Act (ECAA) California Public Utility Commission Rule 20A Caltrans Sustainable Transportation Planning Grants	Community Development Block Grant (CDBG) Federal Emergency Mana- gement Agency (FEMA) Disaster Mitigation	Private Donations Sponsorship Programs Private Charities & Foundations American Association of Retired Persons (AARP) Community Challenge National Endowment for the Arts (NEA) Our Town

5.4 Implementing Actions

For the City to monitor progress, implementing actions have also been developed to facilitate project execution and further the goals and policies of the DTSP. These implementing actions are listed in **Table 5.4-1**, which is intended to be used by the City as a tool to assist in the execution and monitoring of DTSP implementation. The table lists each supporting implementing action, an identification that corresponds to the action topic, a description of the action, and City department(s) responsible for leading implementation.



Mural in Downtown Napa (Source: ESA)

5.5 Administration and Monitoring

5.5.1 Amendments to the Specific Plan

The DTSP is intended to be flexible to respond to changing conditions and expectations during the course of its implementation. During the long-term buildout of the DTSP, Plan Area amendments to the adopted plan may be necessary to respond to changing circumstances or to adapt to special conditions on a particular site. To address this intent, any amendment to the DTSP shall be completed in accordance with procedures identified in the City's Land Use and Development Code for amending specific plans, and amendments identified and determinations made by the Planning Director.

5.5.2 Severability

If any portion of this DTSP is, for any reason, held invalid by a court of competent jurisdictions, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of this DTSP.

ID^1	Implementing Action	Implementing Action Description	Responsible Entity
LU-I	Regular Review and Monitoring Progress	Review and update, if necessary, the Vacaville Downtown Specific Plan every five years. Prepare an annual report on the progress of the Vacaville Downtown Specific Plan.	Planning Department
H-I	Incentives for Residential Development	Continue to offer incentives to encourage the development of high-density residential in Downtown areas where these housing products are desired. These incentives can include reduced, eliminated, and/or deferred impact fees, density bonuses, and streamlining benefits.	Planning Department, Housing Department, Economic Development Department, and Utilities Department
H-2	Preservation of Affordable Housing	Conduct an assessment of potential preservation opportunity sites. These can include medium-sized multifamily complexes as well as clusters of single-family sites that would be ideal for use as low-income housing.	Planning Department and Housing Department
H-3	Affordable Housing Funding	Prioritize local, regional, state, and federal financial resources that preserve existing affordable housing and encourage development of new affordable housing.	Planning Department and Housing Department
H-4	Anti-displacement Strategy	Implement the recommendations identified in the Downtown Affordable Housing and Anti-displacement Strategy to avoid the displacement of existing residents as a result of Downtown redevelopment.	Planning Department and Housing Department
H-5	Monitoring Displacement	Monitor regulated affordable housing that is at risk of converting to market rate.	Planning Department and Housing Department
CA-I	Parklets	Continue to identify candidate locations in the Plan Area, particularly those within the Downtown Center, for temporary and/or permanent parklet installations.	Planning Department, Parks and Recreation Department, and Public Works Department
CA-2	Joint Uses	Explore opportunities for nontraditional, smaller park types and joint-use facilities and partnerships, including those with the McBride Senior Center, the library, and/or Buckingham Academy.	Community Development Department, Parks and Recreation Department, and Public Works Department
CA-3	Park Maintenance	Explore new park maintenance funding sources and strategies to ensure that public facilities and park spaces are clean, safe, and operational.	Community Development Department, Parks and Recreation Department, and Public Works Department
CA-4	Farmers' Market	Review the Downtown Farmers' Market and Pavilion Analysis and determine which strategies and improvements should be implemented that would maximize economic, social, environmental, and cultural benefits to Downtown and the city as a whole.	Planning Department, Parks and Recreation Department, and Public Works Department

ID ¹	Implementing Action	Implementing Action Description	Responsible Entity
CA-5	Locations for Future Public Facilities and Amenities	Collaborate with stakeholders, such as landowners, business owners, the Arts Advisory Committee, the community, and Downtown affiliated organizations, including the Downtown Vacaville Business Improvement District, to identify, locate, and develop additional public facilities and amenities in the Plan Area.	Community Development Department, Parks and Recreation Department, and Economic Development Department
CA-6	Fire Protection	As growth and development occur Downtown, continue to provide adequate and timely fire protection service to residents of the Plan Area and nearby neighborhoods. Ensure that adequate funding sources are provided.	Vacaville Fire Department
CA-7	Police Protection	As growth and development occur Downtown, continue to provide adequate and timely police protection service to residents of the Plan Area and nearby neighborhoods. Ensure that adequate funding sources are provided.	Vacaville Police Department
CA-8	Student Generation Rates	Continue to monitor the growth of housing in the Plan Area and its impact on surrounding schools. Track student enrollment rates to determine future school facility needs.	Community Development Department and Vacaville Unified School District
U-2	Monitor Water Needs	Monitor and refine citywide and Plan Area needs as development occurs to ensure the adequate provision of water.	Community Development Department and Utilities Department
U-4	Waste Prevention/ Recycling Diversion Program	Work with Recology and other stakeholders, such as residential and business associations, to design and implement a sustainable materials management plan that provides opportunities for local repair and reuse, sufficient recycling, composting, and disposal opportunities to encourage businesses, institutions, and residents to prevent waste, and maximize the diversion of the waste that is produced. Changing material types and volumes will require particular attention to recycling/compost/trash enclosure specifications, as well as collection container and frequency options.	Public Works Department
U-5	Energy Efficiency	Continue to work with PG&E and utilize energy efficiency, load management, and renewable resources programs to meet electricity and natural gas demand and energy conservation goals for development in the Plan Area.	Community Development Department, Public Works Department, and PG&E
U-6	Telecommunication Improvements	Work with telecommunications providers and project developers to identify locations where future telecommunication facilities can be located.	Community Development Department, Public Works Department, and telecommunications providers

Note:

¹ LU = Land Use; H = Housing; CA = Communities Amenities, Facilities, and Services; U = Utilities

Vacaville Downtown Specific Plan

This page intentionally left blank



Purpose and Application

Sections:

- 6.1 Purpose
- 6.2 Objectives
- 6.3 Organization
- 6.4 Applicability
- 6.5 Relationship to Other City Documents
- 6.6 City Discretion
- 6.7 Administration

6.1 Purpose

Part II of the DTSP, Downtown Development Standards and Guidelines (DDSG), provides direction for development projects and public improvements within Downtown. These standards and guidelines have been customized to reflect Downtown's unique setting and the community's vision for implementing the intent of the DTSP. To facilitate development, various regulatory incentives are incorporated. These include a broader range of "by right" uses, increased density and intensity standards, raised building heights, decreased setbacks, and reduced parking criteria, all less stringent than previously allowed in Downtown by the City's Land Use and Development Code.

Also included is the establishment of select residential and mixed-use development prototypes to encourage desired development. Proposed projects modeled after a defined prototype are eligible for regulatory and financial incentives, as well as ministerial development review.

The formatting of the information contained in Part II mirrors how information is presented within the City's Land Use and Development Code to provide continuity and ease in reviewing City regulations.

6.2 Objectives

The objectives of the DDSG are to:

- A. Implement the vision of the DTSP.
- B. Ensure that development is compatible with and reinforces the unique character and walkability of Downtown's core and neighborhoods. C. Promote retail, entertainment, cultural, arts, dining, and other active ground-floor uses that foster street-level engagement throughout the day and into the evening.
- D. Facilitate a diverse range of housing choices, including highdensity and mixed-use housing, to support a mixed-income population base.
- E. Assure the appropriate care, maintenance, and adaptation of historic buildings and sites, and the harmonious addition of new development.
- F. Integrate the design of private development and the public realm to more effectively tie together and influence Downtown's physical character.
- G. Attract a greater mix of people, activities, and investments to strengthen Downtown's economic vitality.

6.3 Organization

The DDSG is organized into the following chapters:

Chapter 6: Purpose and Application. Summarizes the purpose, applicability, and administration of the DDSG.

Chapter 7: User Guide. Presents a brief overview explaining how to apply the DDSG.

Chapter 8: Zoning Districts. Establishes the Downtown zoning districts and presents the zoning map.

Chapter 9: Development Prototypes. Identifies the specific types of development desired and incentivized in defined areas of Downtown.



Triplex example in the Plan Area (Source: ESA)

Chapter 10: Land Use Regulations. Defines permitted and conditionally permitted uses.

Chapter 11: Development Regulations. Specifies density, floor area ratio, setback, height, and other development standards.

Chapter 12: Design Regulations and Guidelines for Private Development. Details site, building, landscaping, lighting, and other design regulations and guidelines for development projects.

Chapter 13: Historic District Standards and Guidelines.

Presents design standards for the preservation and restoration of buildings within the Downtown Historic Preservation District.

Chapter 14: Streetscape and Public Spaces Guidelines.

Provides landscaping, furnishing, wayfinding, public art, and other guidelines for the design of streetscapes and public spaces.

6.4 Applicability

The DDSG shall be applied to all new development, alterations to existing development, new or expanded uses, and other activities within Downtown that are subject to review by the City of Vacaville. To the extent permitted by law, the DDSG shall also be applied to the design of new or upgraded public improvements within Downtown.

6.5 Relationship to Other City Documents

Other applicable City plans, regulations, and standards shall be referenced in the design and use of development projects and public improvements within Downtown. These include but are not limited to the City's Land Use and Development Code and the Standard Specifications and Drawings. Where the provisions of the DDSG conflict with other City requirements, the provisions of the DDSG shall govern. Where the DDSG is silent, the applicable provisions of the other City requirements shall govern.

Health and safety requirements, such as the California Building Standards Code and California Fire Code, shall apply to all development projects.

6.6 City Discretion

Those provisions or portions thereof that indicate "shall," "will," or "must" are standards and are mandatory. Those that indicate "should," "encouraged," "discouraged," or "may" are guidelines, are discretionary, and shall be applied at the judgment of the City to achieve the purpose and intent of the DDSG.

6.7 Administration

The DDSG is structured to support creative planning and design approaches that meet the vision, goals, and policies of the DTSP. It is recognized that a wide range of solutions can be applied to satisfy planning and design goals and intent. To remain relevant and effective, the DDSG must maintain flexibility to react quickly to changing conditions, opportunities, and solutions. To that end, the following processes shall apply:

6.7.1 Interpretations

The Community Development Director may make interpretations of the DDSG. Requests shall be in writing and processed in accordance with Chapter 14.02.020, Interpretations, of the City's Land Use and Development Code.

6.7.2 Variations

The Community Development Director may approve variations to standards when it is determined that such variations are consistent with the purpose and intent of the DDSG. An application for a variation shall be filed with the City on the prescribed application forms in accordance with Section 14.09.030.030, Application Forms and Fees, of the City's Land Use and Development Code. The application material shall specify all of the following:

- A. The standard(s) proposed for variation.
- B. The alternate approach proposed by the variation.
- C. The way(s) in which the variation achieves the purpose and intent of the original standard(s).

To approve or conditionally approve a variation to the DDSG, the Community Development Director must make all of the following findings:

- A. The proposed variation achieves the intent of the DDSG in a manner that is equivalent or superior to that which would occur under the original standard(s).
- B. Adequate public facilities and services are available to serve the proposed project.
- C. The proposed variation would not result in an undue impact on surrounding properties.
- D. The proposed variation would not compromise the health, safety, or welfare of City residents or businesses.

Decisions of the Community Development Director may be appealed to the Planning Commission in accordance with Section 14.09.030.120, Appeals, of the City's Land Use and Development Code.

6.7.3 Amendments

An amendment to the DDSG shall be processed in accordance with Chapter 14.09.020, Amendment to the Zoning Ordinance, of the City's Land Use and Development Code.



User Guide

Sections:

- 7.1 Purpose
- 7.2 Applying the DDSG

7.1 Purpose

This chapter presents a brief overview explaining how to apply the DDSG.

7.2 Applying the DDSG

Figure 7.2-1, "Applying the Downtown Development Standards and Guidelines," illustrates the suggested steps for determining the requirements that apply to a proposed project or use. All project applicants are encouraged to contact the Community Development Department to verify applicable requirements.

Identify Your Zoning District

District boundaries can be found in Figure 8.4-1 in DTSP Part II, Chapter 8.

Determine Whether Your Project Qualifies as a Development Prototype

Development prototypes, objective standards, and associated incentives can be found in DTSP Part II, Chapter 9.

Determine Whether Your Use is Permitted

Use regulations, listed by district, can be found in DTSP Part II, Chapter 10.

Determine the Development Regulations that Apply to Your Zoning District

Development regulations, listed by district, can be found in DTSP Part II, Chapter 11.

Determine the Design Regulations and Guidelines that Apply to Your Project

Design regulations for private development can be found in DTSP Part II, Chapter 12.

Identify Whether Historic District Standards and Guidelines Apply to Your Project

Downtown Historic Preservation District regulations can be found in DTSP Part II, Chapter 13.

Understand the Relationship of Your Project to the Adjacent Public Realm

Streetscape and public space guidelines can be found in DTSP Part II, Chapter 14.

Coordinate with City Staff to Identify Required Project/Permit Approvals

Permit requirements can be found in Part IV of the City's Land Use and Development Code.

Figure 7.2-1: Applying the Downtown Development Standards and Guidelines



Zoning Districts

Sections:

- 8.1 Purpose
- 8.2 Relationship to Land Use Designations and Subareas
- 8.3 Downtown Zoning Districts
- 8.4 Downtown Zoning Map

8.1 Purpose

This chapter presents the Downtown zoning districts and zoning map.

8.2 Relationship to Land Use Designations and Subareas

The Downtown zoning districts implement the DTSP land uses. The zoning districts, and associated standards and guidelines, are structured to reflect Downtown's unique and varied character. From the Downtown Historic Preservation District, to the traditional Downtown core, to the diverse residential neighborhoods, to the modern retail and entertainment centers along its edges, Downtown Vacaville has a broad range of uses, building types, and scales that have been developed over multiple eras.

DTSP Part I, Chapter 3, "Setting and Context," delineates and describes subareas within Downtown to recognize its varied character, and to help organize land uses, goals, and policies. These subareas were defined based on common land use characteristics and similar development and mobility patterns. The Downtown zoning districts and boundaries account for the distinct characteristics of the subareas. The associated district regulations and guidelines include provisions tailored to account for unique use or locational considerations.

Table 8.2-1 summarizes the relationship between the Downtown land uses, zoning districts, and subareas.

Table 8.2-1: Downtown Zoning Districts, Land Uses, and Subareas				
General Plan Land Use Designation	Implementing Zoning District(s)	Subareas Where Generally Applied (1)		
Residential Low Density (RL)	Downtown Neighborhood Low (DNL)	West End Residential South Residential		
Residential Medium Density (RM)	Downtown Neighborhood Medium (DNM)	West End Residential		
Residential High Density (RH)	Downtown Neighborhood High (DNH)	West End Residential South Residential North Monte Vista Merchant & Mason Street Corridor		
Mixed-Use (MU)	Downtown Mixed-Use (DMU)	Downtown Center		
Downtown Core (DC)	Downtown Core (DC)	Downtown Center Historic Main Street North Monte Vista Merchant & Mason Street Corridor		
Commercial General (CG)	Downtown General Commercial (DGC)	North Monte Vista Highway Entertainment & Employment		
Public/Institutional (P) School (E, JH, HS)	Downtown Public Facilities (DPF)	Downtown Center		
Public Park (PK)	Downtown Park and Recreation (DPR)	Downtown Center		
Public Open Space (OS)	Downtown Open Space (DOS)	Downtown Center		

I. Refer to DTSP Part I, Chapter 3, "Setting and Context," for a description of the subareas.

8.3 Downtown Zoning Districts

Downtown Neighborhood Low (DNL). The DNL District provides for housing and compatible uses in a lower intensity neighborhood setting. Housing types may include detached and attached single-unit dwellings, duplexes, neighborhood multiplexes, and accessory dwelling units. The DNL District implements the Residential Low Density land use designation.

Downtown Neighborhood Medium (DNM). The DNM District provides for a broad range of housing types and compatible uses in a medium- to high-intensity Downtown neighborhood setting. Housing types may include attached single-unit dwellings on small lots, duplexes, neighborhood multiplexes, townhouses, apartments, condominiums, and accessory dwelling units. The DNM District implements the Residential Medium Density land use designation.

Downtown Neighborhood High (DNH). The DNH District provides for high-density attached housing and compatible uses in a high-intensity Downtown setting. Housing types may include townhouses, apartments, condominiums, and accessory dwelling units. The DNH District implements the Residential High Density land use designation.

Downtown Mixed-Use (DMU). The DMU District provides for a compatible mix of high-density housing with active retail, dining, entertainment, cultural, and similar nonresidential uses on a single project site. All development in this district shall contain a minimum of two different types of uses, one of which shall be residential. Development may be in a vertical or horizontal mixed-use configuration. The DMU District implements the Mixed-Use land use designation.

Downtown Core (DC). The DC District provides for a diverse mix of high-density housing and active ground-floor retail, entertainment, cultural, civic, recreation, and related uses that complement the Downtown core's unique character. The blend of uses in this district seeks to foster street-level engagement and contribute to a vibrant and walkable destination. Vertical mixeduse development is strongly encouraged. The DC District implements the Downtown Mixed-Use land use designation.

Downtown General Commercial (DGC). The DGC District provides for a full range of retail, service, entertainment, office, lodging, and related uses to meet local and regional demand. This district may include larger footprint buildings and more autooriented uses than other districts within Downtown. Mixed-use development and high-density housing are permitted. The DGC District implements the Commercial General land use designation.

Downtown Public Facilities (DPF). The DPF District provides for government, institutional, educational, and assembly uses, typically on large sites. In Downtown, this district encompasses Buckingham Academy, a public charter high school, and adjacent City- and school-owned facilities. The DPF District implements the Public/Institutional and School land use designations.

Downtown Park and Recreation (DPR). The DPR District maintains areas for active and passive park and recreation facilities, including outdoor and indoor recreation such as ball fields, playgrounds, community centers, picnic areas, and other recreational uses. In Downtown, this district encompasses Andrews Park, Georgie Duke Sports Center, and portions of the CreekWalk, which serve as focal points for community events and interactions. The DPR District implements the Public Park land use designation.

Downtown Open Space (DOS). The DOS District is for lands that are owned or controlled by the City, a public entity, or a nonprofit entity that are to be preserved as permanent open space. Open space provides a visual amenity that contributes to the character of Downtown and offers passive recreation opportunities. The DOS District implements the Public Open Space land use designation.

Downtown Historic Preservation District (DHPD) Overlay.

The DHPD Overlay provides for the preservation and adaptation of important historic buildings and sites, and the harmonious integration of new development, within the Downtown Historic Preservation District. Applicable requirements are contained in DTSP Part II, Chapter 13, "Historic District Standards and Guidelines," and are intended to maintain the late-19th- and early-20th-century character of the district. These regulations supplement those of the underlying base zoning district.

8.4 Downtown Zoning Map

Figure 8.4-1, "Downtown Zoning Map," illustrates the zoning districts that have been applied Downtown. Parcel-specific zoning information can be obtained from the Community Development Department.

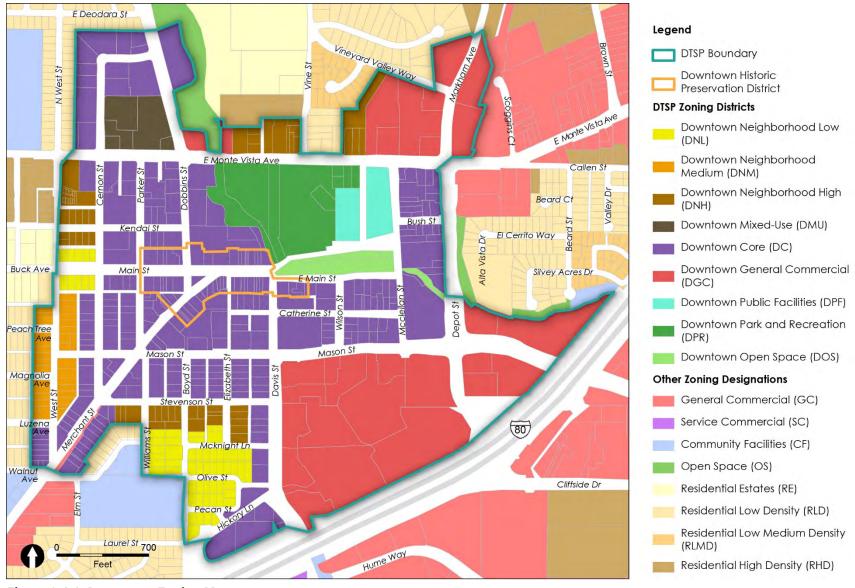


Figure 8.4-1: Downtown Zoning Map



Development Prototypes

Sections:

- 9.1 Purpose
- 9.2 Intent
- 9.3 Prototypes and Locations
- 9.4 Approval Process
- 9.5 Objective Design Standards Checklist
- 9.6 Potential Incentives

9.1 Purpose

This chapter establishes development prototypes, objective standards, and available incentives intended to facilitate specific residential and mixed-use development types desired in Downtown.

9.2 Intent

Four development prototypes (prototypes) have been identified as examples of the type and character of development to be encouraged in defined areas of Downtown. Each prototype has been analyzed programmatically to determine the appropriateness of its use(s) and form, infrastructure considerations, and potential to catalyze additional development and activity. The analysis also determined the anticipated financial feasibility of the prototypes. Measures have been identified to enhance feasibility through changes to development standards and other City requirements.

Proposed projects that are modeled after a prototype, and that are determined to be in substantial compliance with the provisions of this chapter, are eligible for ministerial development review and possibly other incentives as prescribed in Sections 9.4 and 9.6. The intent is to expedite desired development and provide some assurance to project proponents and the community regarding the City's expectations, regulations, and processes.

9.3 Prototypes and Locations

This section describes the four prototypes, and the locations in Downtown where each is eligible for ministerial review.

9.3.1 Approach

The City initially identified vacant and underutilized "shovel-ready" sites in Downtown with the intent of creating specific "preapproved" projects for a few of those sites. After additional analysis, the City determined that maintaining the flexibility to streamline a broader range of development types in an expanded geographic area would provide a greater benefit in attracting new development, redevelopment, and investment to Downtown.

In response, the prototype approach was established. Each prototype embodies a type and character of development that is fundamental to implementing the community's vision for Downtown. Specifically, each prototype consists of a residential use, or combines residential with ground-floor retail in a mixed-use configuration. The focus on residential and mixed-use development furthers the goals and policies of the DTSP to provide for a broader range of housing choices, including "Missing Middle" and higher density housing, and to target active retail uses along key Downtown street frontages.

The prototypes are not site specific, but rather can be applied to a number of locations in Downtown. In each case, the particular prototype will need to be designed to reflect site-specific conditions and considerations, while exhibiting the intended use, building type, building form, and other characteristics as defined in this chapter.

The key characteristics of each prototype are summarized in Sections 9.3.3 through 9.3.6.

9.3.2 Prototype Locations

Figure 9.3.2-1 shows the Downtown locations where each prototype is eligible for ministerial review. In some cases, the locations overlap and more than one prototype is identified for a given area. These locations are further illustrated on a prototype-specific basis in **Figures 9.3.2-2 through 9.3.2-5**. The prototype locations were selected based on the fit of the given prototype with the character of surrounding area, the opportunity to catalyze new development opportunities and investments, and the potential to further the vision and goals of the DTSP.

Development that reflects the prototypes is also encouraged outside of the identified prototype locations, as permitted by the corresponding zoning district. When occurring outside of a prototype location, such development is subject to the City's normally required discretionary review process.

Neighborhood Multiplex Townhouse/Rowhouse Apartment/Condominium

Legend

DTSP Boundary

Development Prototype

Mixed-Use

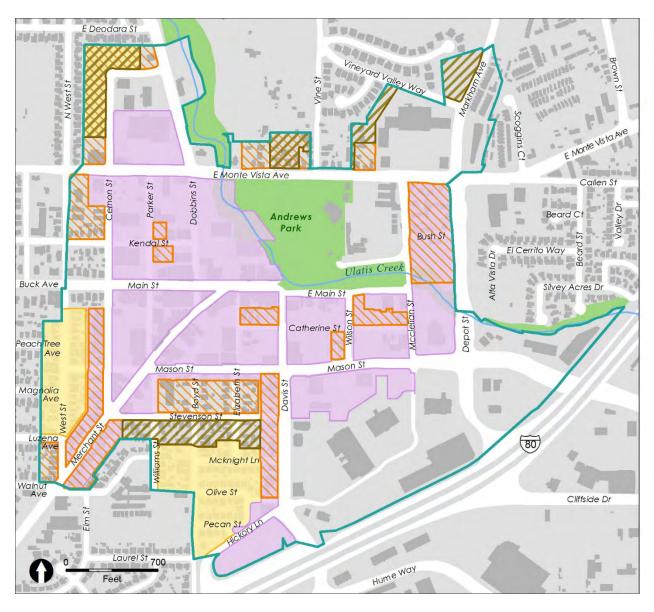


Figure 9.3.2-1. Consolidated Prototype Locations

9.3.3 Neighborhood Multiplex

Primary Use: Residential.

Building Type: Single residential building containing three to six attached dwelling units. The units may be side by side (two to three units) or stacked (two to six units).

Building Form and Character:

- Small- to medium-footprint house-form buildings.
- Shared entry or individual entries along frontages visible from the street.
- Usually set back from the street and sidewalk.

Height: Typically, two to two and one-half stories.

Setting: Scaled to fit within low- to medium-intensity residential neighborhoods and the edge of mixed-use areas.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood Low (DNL), Downtown Neighborhood Medium (DNM), and Downtown Core (DC) districts. See **Figure 9.3.2-2**.

Special Considerations in the DNL District: Within the DNL District, the lot size and building envelope (width, depth, and height) shall be in scale with the surrounding single-family lots and homes.





Neighborhood Multiplex—Sample Images (Source: ESA, Jacobs)

Neighborhood Multiplex

Legend

DTSP Boundary

Development Prototype

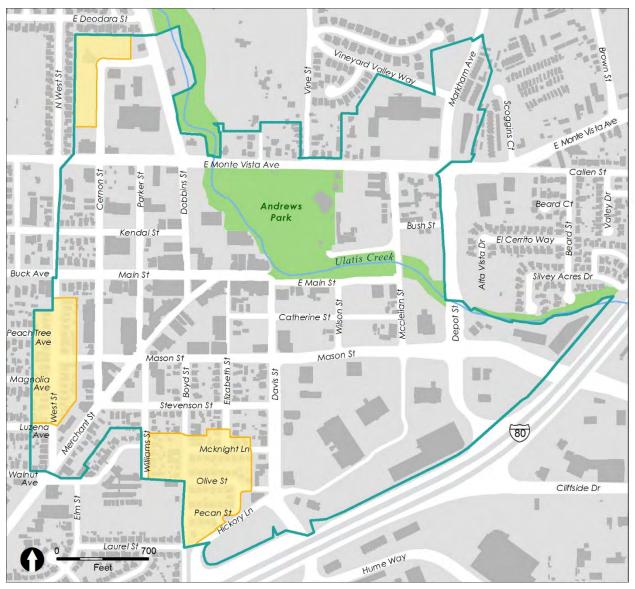


Figure 9.3.2-2: Neighborhood Multiplex Prototype Locations

9.3.4 Townhouse/Row House

Primary Use: Residential.

Building Type: A series of attached or detached dwelling units placed side by side with either shared walls or minimal side setbacks.

Building Form and Character:

- Medium-footprint buildings most commonly attached and resembling a series of small homes.
- Individual entries along frontages or common open space/courtyards.
- No garages on the front of buildings.
- Typically including a small rear yard.
- Usually set back a short distance from the sidewalk.

Height: Typically, two to three stories.

Setting: Scaled to fit within medium- to high-density residential neighborhoods and mixed-use areas. Often a transitional form between lower and higher density settings.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood Medium (DNM), Downtown Neighborhood High (DNH), and Downtown Core (DC) districts. See **Figure 9.3.2-3**.





Townhomes/Row Houses—Sample Images (Source: ESA, Jacobs)

Legend

DISP Boundary

Development Prototype

Townhouse/Rowhouse

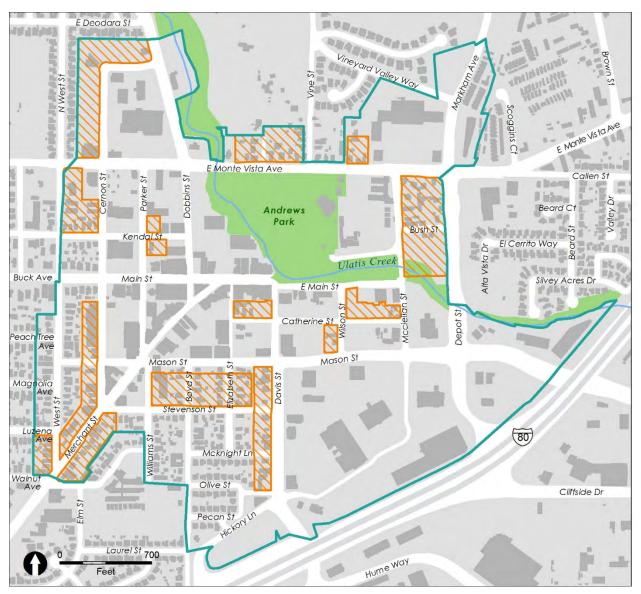


Figure 9.3.2-3: Townhouse/Row House Prototype Locations

9.3.5 Apartment/Condominium

Primary Use: Residential.

Building Type: A building or group of buildings containing multiple attached dwellings in a stacked configuration.

Building Form and Character:

- Medium- to large-footprint attached buildings, often with a continuous or semi-continuous façade along the frontage.
- Complexes that may include multiple buildings and common open space.
- Individual entries along frontages or common open space/paseos/courtyards.
- No garages on the front of buildings.
- Usually set back a short distance from the sidewalk.

Height: Typically, two to five stories.

Setting: High-intensity residential neighborhoods and urban mixed-use areas most commonly along the edges of the Downtown Core.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood High (DNH), Downtown Core (DC), and Downtown General Commercial (DGC) districts. See **Figure 9.3.2-4**.





Apartment/Condominium—Sample Images (Source: ESA, Jacobs)

Legend

DTSP Boundary

Development Prototype

Apartment/Condominium

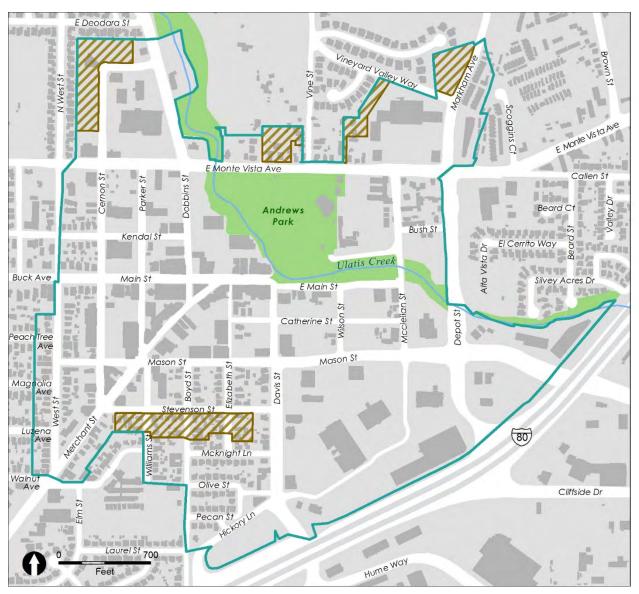


Figure 9.3.2-4: Apartment/Condominium Prototype Locations

9.3.6 Mixed-Use

Primary Use: Retail with residential above.

Building Type: A single building providing a vertical mix of uses with ground-floor commercial storefronts accommodating active retail uses, and upper floors providing for complementary residential uses. Residential use typically constitutes a minimum of 50 percent of the total gross building square footage.

Building Form and Character:

Medium- to large-footprint attached block-form buildings resembling that of a Main Street environment with a continuous façade along the block.

Street façade typically with a high level of transparency, using massing breaks to maintain the proportions and spacing of openings on the block.

Usually minimal to no setback from the sidewalk.

Height: Typically, two to five stories.

Setting: Select high-intensity urban mixed-use areas. A key component of the Downtown core fostering street-level engagement and contributing to a vibrant and walkable destination.

Zoning Districts: Select portions of the Downtown Mixed-Use (DMU) and Downtown Core (DC) districts. See **Figure 9.3.2-5**.





Mixed-Use—Sample Images (Source: ESA, Jacobs)

Legend

DTSP Boundary

Development Prototype

Mixed-Use

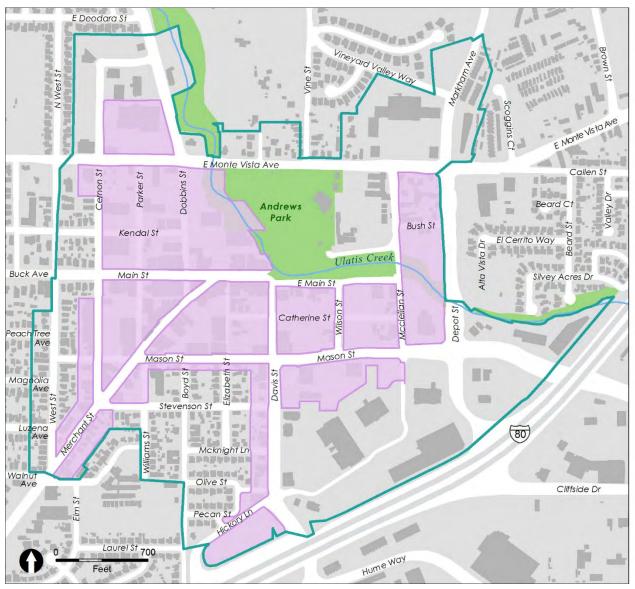


Figure 9.3.2-5: Mixed-Use Prototype Locations

9.4 Approval Process

9.4.1 Process

Prototype projects shall be approved by the Community Development Director when determined to be in compliance with the provisions of this chapter, and as follows:

- A. Such actions shall occur in the same manner as a zoning clearance in accordance with Chapter 14.09.280, Zoning Clearance, of the City's Land Use and Development Code.
- B. An application for prototype review shall be filed with the City in accordance with Section 14.09.030.030, Application Forms and Fees, of the City's Land Use and Development Code.
- C. The application material shall be the same as that required for Design Review in accordance with Chapter 14.09.290, Design Review, of the City's Land Use and Development Code.
- D. The Community Development Director shall approve a prototype application when found consistent with all of the required findings in Section 9.4.2. Additional information may be requested by the Community Development Director to demonstrate that the request conforms to the required findings.
- E. Decisions of the Community Development Director may be appealed to the Planning Commission in accordance with Section 14.09.030.120, Appeals, of the City's Land Use and Development Code.

9.4.2 Required Findings

- A. The proposed project embodies the intended use, building type, building form, and other characteristics as set forth in Section 9.3.
- B. If the proposed project is a mixed-use project, residential use constitutes a minimum of 50 percent of the total gross building square footage.
- C. The proposed project is within the corresponding prototype location as defined in Section 9.3.
- D. The proposed project complies with all applicable objective design standards as set forth in Section 9.5.

9.4.3 CEQA Exemption

The development prototypes fall within the overall envelope of development analyzed as part of the DTSP planning and environmental review processes. A zoning clearance is a nondiscretionary process, and thus is not subject to public hearings or the California Environmental Quality Act (CEQA). If a project is consistent with the provisions of this chapter, it is approved.

9.4.4 Monitoring

The City shall monitor development approvals and infrastructure capacity over time as projects are implemented to ensure that the capacity is adequate to accommodate development.

9.5 Objective Design Standards Checklist

The following design standards checklist is to be applied in the review of development proposals that qualify for ministerial processing in accordance with Section 9.4. The objective standards were developed to provide for clarity and predictability in project requirements; to facilitate superior project design consistent with the purpose and intent of the DDSG; and to expedite project approval by focusing review on compliance with the standards. The provisions of this section build from and incorporate the intent of DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development."

Development proposals shall be found to be in compliance with the applicable objective design standards in the checklist. Applicants may request exceptions and modifications to the checklist through the City's discretionary design review process.

9.5.1 Site Design

Building Orientation and Siting

OS-1 The orientation of buildings follows the traditional and historic development patterns of Downtown, with building fronts parallel to lot lines and the directly adjacent street(s) and sidewalk(s).

Treatments along Streets

- OS-2 Buildings are in compliance with the building placement requirements specified in DTSP Part II, Chapter 11, "Development Regulations."
- OS-3 If located within the Downtown Historic Preservation District Overlay, the project is in compliance with the applicable requirements of DTSP Part II, Chapter 13, "Historic District Standards and Guidelines."
- OS-4 Multi-unit developments of more than two buildings are designed with setbacks that are offset by at least 2 feet to a street wall.
- OS-5 Vertical mixed-use buildings are designed with commercial storefronts on the ground floor and residential units above.
- OS-6 Along all priority pedestrian frontages, buildings are sited toward the front and street-side property line and behind the sidewalk. A minimum of 70 percent of the front façade of each building is located up to the front setback to establish a pedestrian-friendly, continuous street wall.
- OS-7 Façades that front onto a public street are designed with primary entrances parallel to the public right-of-way.
- OS-8 Buildings at street corners are designed to activate both street fronts with windows and doors.

On-Site Open Space

- OS-9 Open space accessible to the general public or customers (e.g., plazas, seating areas, outdoor dining) is highly visible from the public right-of-way.
- OS-10 Private common-use open space available only to residents and employees is centrally located and easily accessible to all persons it is expected to serve.
- OS-11 Multi-unit projects of more than 10 units include delineated private common-use open space. For projects of more than 150 dwelling units, at least 1,000 square feet of common-use open space is provided.
- OS-12 Public- and private-use open spaces are designed at a reasonable size to provide for their intended function and to create a comfortable outdoor living environment.
- OS-13 Windows and entries in adjacent buildings are designed and located to provide visual surveillance of public- and private-use open spaces for the safety and security of residents and users.

Pedestrian and Bicycle Access

- OS-14 A system of pedestrian walkways connects all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- OS-15 Regular connections between on-site pedestrian walkways and the public sidewalk and other planned or existing pedestrian routes or trails are provided. An on-site walkway connects the primary building entry or entries to a public sidewalk on each street frontage.
- OS-16 Pedestrian paths of travel are a minimum of 4 feet wide and ADA compliant.
- OS-17 Pedestrian walkways adjacent to parking areas and driveways have a minimum grade separation of 6 inches.



Sidewalk facility provided in Plan Area neighborhoods (Source: ESA)

Vehicular Access and Parking

- OS-18 Projects are in compliance with the parking lot location and space requirements specified in DTSP Part II,
 Chapter 11, "Development Regulations," and the requirements of Chapter 14.09.230, Parking and Loading, of the City's Land Use and Development Code.
- OS-19 Large surface-parking lots of more than 50 spaces have been avoided in favor of several smaller parking lots, structured parking, and on-street parking. Parking lots that are interconnected by drive aisles are separated by landscaped medians not less than 10 feet in width and planted with trees and landscaping.
- OS-20 Surface parking lots and structured parking are located to the rear of buildings and not adjacent to public roadways. Where parking behind the building is not possible, parking is located on an interior lot.
- OS-21 Parking lots include signage, locations for ingress and egress, and clearly defined pedestrian paths and/or routes.
- OS-22 Parking lots, driveways, and walkways are consolidated with adjacent sites to minimize the number of curb cuts and reduce conflicts with pedestrian and automobile circulation.

Mechanical, Service Areas, and Utilities

- OS-23 Service areas, loading docks, storage areas, trash and recycling bins, and rooftop and ground-mounted mechanical equipment are fully screened from view from adjoining properties and public rights-of-way.
- OS-24 Screening materials are substantial and durable, and match the architectural character of the parcel. Screening plant materials are evergreen to provide an effective year-round screen.
- OS-25 Utility equipment such as boxes, meters, transformers, and panels are installed on secondary building façades instead of primary building façades.
- OS-26 All development that does not provide trash disposal within an indoor common disposal area, or where each unit or tenant does not have their own receptacle, is in compliance with the provisions of Section 14.07.060(I), Trash Enclosures and Recycling Areas, of the City's Land Use and Development Code.

9.5.2 Building Design

Building Materials, Finishes, Textures, and Colors

- OS-27 Exterior finish materials consist of stucco, wood siding, dimensional profile metal architectural siding, fiber cement products, stone, and/or brick. Vinyl, synthetic wood, grooved plywood, exposed concrete block, glazing with mirror finishes, sprayed-on/textured stucco and raw, raised grain, or rough sawn wood is not included.
- OS-28 A combination of building materials is used with a minimum of two materials on any building frontage, in addition to glazing and railings.
- OS-29 Fluorescent, neon, and Day-Glo colors are not used.



Variation in façade color and texture on the Opera House building in Downtown Vacaville (Source: ESA)

Architectural Elements

- OS-30 All elevations visible from the public right-of-way have been designed as building "fronts" with similar building materials, colors, and architectural treatments.
- OS-31 No blank walls (façades without doors, windows, or landscaping treatments) of more than 30 feet in length and fronting on a public street or a public open space are included.
- OS-32 Buildings fronting on a public street have massing breaks that maintain the proportions and spacing of openings on the block, typically every 20–50 feet. Massing breaks include the use of varying setbacks, building entries and recesses, windows, courtyards, or structural bays. Such breaks are a minimum of 18 inches deep and 4 feet wide.
- OS-33 Horizontal and vertical elements are used to articulate mixed-use building façades and create a top, middle, and base to give definition to the building and break its elements down to a more human scale. Building proportions used in new construction or additions are consistent and compatible with the proportions of buildings in the surrounding block.
- OS-34 Doors, windows, floor heights, cornice lines, signage, porches, posts or columns, dormers, gable roof elements, wainscoting, shutters, window boxes, awnings, or similar elements are used along elevations fronting on a public street to reduce the mass of buildings, create visual interest, and enhance the pedestrian experience.

- OS-35 Vertical mixed-use building façades facing a public street are lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Such entries and openings consist of at least 60 percent of the building façade and are located between 2½ and 10 feet above the level of the sidewalk.
- OS-36 Attainable units and market-rate units in the same development are constructed of the same or similar exterior materials and details such that the units are not distinguishable.

Roofs and Parapets

- OS-37 Rooflines are vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof heights and/or forms.
- OS-38 Roof-mounted equipment is fully screened from adjoining properties and public rights-of-way and/or integrated into the roof design.

Doorways and Entrances

- OS-39 The main entrances of buildings along a street-edge façade open directly toward a publicly accessible walkway that connects directly into the adjacent street sidewalks.
- OS-40 At mixed-use buildings, entrances to residential, office, or other upper-story uses are clearly distinguishable in form and location from retail entrances.

OS-41 A mixed-use building street frontage greater than 150 feet in length has multiple pedestrian entrances to access the businesses or residences in the building. The maximum distance between building entrances along the same frontage is no more than 75 feet.



Building entrance that fronts onto the sidewalk in Downtown Vacaville (Source: ESA)

9.5.3 Landscaping

Shrubs and Ground Cover

- OS-42 All unpaved areas are proposed to be planted with irrigated plant materials.
- OS-43 All utility lines, vaults, overhead lines, fire hydrants, and streetlights are indicated on landscape plans to avoid potential conflicts.
- OS-44 The landscape design provides for 3-foot clear spaces (shrub and ground cover plantings) around the circumference of fire hydrants and at the access side of utility boxes.

Sight Distance Triangle

OS-45 At the intersection of roadways or vehicular access points, no plant material with a mature height of greater than 3 feet from the pavement surface is planned within the sight triangle in accordance with Section 14.02.030.140, Measuring Intersection and Driveway Site Distance Visibility, of the City's Land Use and Development Code.

Landscape Design

- OS-46 Deciduous shade trees are proposed around the east, west, and south sides of residences to help reduce cooling loads during the summer and allow solar gain during the winter.
- OS-47 Landscape plans incorporate CPTED design principles.

Parking Lot Shading

OS-48 Parking lot shading is in compliance with Section 14.09.230.080 (F), Heat Island Reduction, of the City's Land Use and Development Code.

Sustainable Landscapes

- OS-49 Plant species are suitable for the Vacaville climate. All new landscaping complies with Division 27, Water Efficient Landscaping, of the City's Land Use and Development Code.
- OS-50 Masonry walls, retaining walls, or solid fences 50 feet in length or longer, and 4 feet in height or taller, are designed to minimize visual monotony through changes in plane, height, material, texture, or significant landscape massing.
- OS-51 Fencing is of an acceptable material including decorative metal, cast concrete, natural stone, brick, textured concrete block, or weathered or painted steel. Chain-link fencing is not proposed within the Downtown Historic Preservation District.

9.5.4 Lighting

- OS-52 Lighting is in conformance with Section 14.09.240.110, Light and Glare, of the City's Land Use and Development Code.
- OS-53 Parking areas and entry drives are lighted to facilitate pedestrian movement and safety meeting CPTED standards. Streets and driveways open to the public have a luminance value of .04 to 1.5 foot-candles and a color range between 4,000 and 5,000 Kelvin. Sidewalks have a luminance value of .03 to 1.0 foot-candles and a color range between 3,500 and 4,500 Kelvin.
- OS-54 Lighting is shielded or otherwise designed to avoid spillover illumination to adjacent streets and properties. A photometrics plan may be required to demonstrate light containment on-site.

9.5.5 Signage

OS-55 All proposed signage is in compliance with Chapter 14.09.260, Signs, of the City's Land Use and Development Code.



Lighting fixture in Downtown Vacaville (Source: ESA)

9.6 Potential Incentives

The DDSG incorporate various regulatory incentives including increased density and intensity standards, raised building heights, decreased setbacks, and reduced parking criteria, all beyond the development conditions previously allowed in Downtown. DTSP Part II, Chapter 11, "Development Regulations," has built in additional regulatory incentives that allow for exceptions to the following:

- A. Maximum density and FAR standards in accordance with Section 11.4(3)(a).
- B. Building heights in accordance with Section 11.4(5).
- C. Minimum setbacks in accordance with Section 11.4(8).
- D. Minimum parking requirements in accordance with Section 11.4(11) and Section 14.09.230 of the City's Land Use and Development Code.

A project applicant may submit a request for an additional regulatory exception as part of the application submittal package for a prototype project as specified in Section 9.4.1. The Community Development Director shall approve the regulatory exception concurrently as part of the prototype approval process. In approving an additional regulatory incentive, the Community Development Director shall find that:

- A. The exception will result in an identifiable benefit to the feasibility of the proposed project;
- B. The exception meets all of the corresponding provisions of DTSP Part II, Chapter 11, and of the City's Land Use and Development Code; and

C. With the exception, the proposed project meets all of the required approval findings specified in DTSP Part II, Chapter 9, Section 9.4.2.

Additional information may be requested by the Community Development Director to demonstrate that the request conforms to the above findings.

Development prototypes may also be eligible for financial incentives, including but not limited to deferred fee payments, fee reductions, and/or certain fee waivers. Such financial incentives shall be considered by the City on a case-by-case basis, shall be reviewed in consideration of any adopted policy and/or criteria, are dependent upon the availability of financial resources, and shall be documented in an agreement or other form as specified by the City. The City will require the applicant to provide substantial facts, such as a development pro-forma or other analysis, that the financial incentives will result in identifiable and actual economic benefit to the feasibility of the proposed project.



Land Use Regulations

Sections:

10.1 Purpose

10.2 Land Use Regulations

10.3 Supplemental Use Regulations

10.1 Purpose

This chapter establishes the permitted and conditionally permitted uses within Downtown.

10.2 Land Use Regulations

Table 10.2-1, "Land Use Regulations," sets the permitted and conditionally permitted uses for zoning districts within Downtown. Use classifications are defined in Chapter 14.02.060 of the City's Land Use and Development Code. In cases where a specific land use or activity is not defined, the Community Development Director may determine that the use or activity is permitted if it is found that it will further the purpose and intent of the DDSG to support active storefronts, housing opportunities, and/or walkability. In such cases, the Community Development Director shall assign the land use or activity to a classification that is the most similar in character. Land uses not listed in Table 10.2-1, and not substantially like the uses in the table, are prohibited.

Numbers in parentheses within Table 10.2-1 refer to the Supplemental Use Regulations in Section 10.3. References in the right-hand column are to the City's Land Use and Development Code. Additional guidance relating to the DHPD Overlay is contained in DTSP Part II, Chapter 13, "Historic District Standards and Guidelines."

TABLE 10.2-1: LAND USE REGULA										
"P" = permitted use; "M" = minor use	permit require	d; "C" = con	ditional use p	permit require	d; "-" = use n	ot allowed				
Land Use Classification	DNL	DNM	DNH	DMU (I)	DC	DGC	DPF (2)	DPR	DOS	Additional Regulations
Residential Uses										
Residential Housing Types	See sub-cl	assifications	below							
Single-Unit Dwelling, Detached	Р	М	-	-	-	-	-	-	-	
Single-Unit Dwelling, Attached	P	P	P	P	P/C (3)	Р	-	-	-	See Section 14.09.270.150. Residential Uses in Commercial and Employment Districts
Duplex	Р	Р	Р	Р	P/C (3)	-	-	-	-	
Multi-unit Dwelling	P	Р	P	P	P/C(3)	Р	-	-	-	See Section 14.09.270.150. Residential Uses in Commercial and Employment Districts
Accessory Dwelling Units	Р	Р	Р	P	Р	-	-	-	-	See Section 14.09.270.040 Accessory Dwelling Units
Mixed-Use	-	-	-	Р	Р	Р	-	-	-	
Live/Work	-	Р	Р	Р	Р	Р	-	-	-	
Group Residential	-	Р	Р	P/C	P/C (3)	-	-	-	-	
Small Residential Care Facilities				transitional			-	-	-	
Supportive Housing				se, and are su sidential uses			-	-	-	
Transitional Housing	the same	district.					-	-	-	
Public/Semi-public Uses										
Colleges and Trade Schools	-	-	-	М	M/C (3)	М	Р	-	-	
Commercial Parking Lots and Structures	-	-	-	М	M/C (3)	М	Р	-	-	
Community Assembly	-	-	-	С	C (3)	М	Р	Р	-	
Cultural Institutions	-	-	-	С	C (3)	М	Р	Р	-	

"P" = permitted use; "M" = minor use	permit require	d; "C" = con	ditional use ‡	permit require	d; "-" = use n	ot allowed				
Land Use Classification	DNL	DNM	DNH	DMU (I)	DC	DGC	DPF (2)	DPR	DOS	Additional Regulations
Day Care Centers	М	М	М	Р	Р	Р	Р	-	-	
Emergency Shelter	-	-	-	С	C (3)	С	С	-	-	
Government Offices	-	-	-	Р	P/C (3)	Р	Р	-	-	
Hospitals and Clinics	See sub-c	assification b	pelow							
Clinic	-	-	-	Р	P/C (3)	Р	Р	-	-	
Instructional Services	-	-	-	М	М	Р	Р	-	-	
Park and Recreation Facilities	Р	Р	Р	Р	Р	Р	Р	Р	Р	
Public Safety Facilities	С	С	С	С	С	С	Р	-	-	
Public and Charter Schools	-	-	-	-	-	-	Р			
Commercial Uses (4)										
Adult-Oriented Business	-	-	-	-	-	Р	-	-	-	See Section 14.09.270.05 Adult-Oriented Business
Animal Care and Boarding	See sub-c	assifications	below							
Pet Day Care	-	-	-	С	С	Р	-	-	-	
Veterinary Services	-	-	-	С	С	Р	-	-	-	
Automobile/Vehicle Sales and Services	See sub-c	assifications	below							
Automobile Brokerage	-	-	-	-	-	Р	-	-	-	
Automobile Rental	-	-	-	-	-	С	-	-	-	
Automobile/Vehicle Sales and Leasing, New Vehicles	-	-	-	-	-	С	-	-	-	
Automobile/Vehicle Sales and Leasing, Used Vehicles	-	-	-	-	-	С	-	-	-	
Automobile/Vehicle Service and Repair, Minor	-	-	-	-	-	P	-	-	-	

"P" = permitted use; "M" = minor use	permit require	ed; "C" = con	ditional use [bermit require	d; "-" = use i	not allowed				
Land Use Classification	DNL	DNM	DNH	DMU (I)	DC	DGC	DPF (2)	DPR	DOS	Additional Regulations
Automobile/Vehicle Service and Repair, Major	-	-	-	-	-	С	-	-	-	
Service Stations	-	-	-	-	-	М	-	-	-	
Washing	-	-	-	-	-	М	-	-	-	
Banks and Financial Services	-	-	-	С	C (3)	М	-	-	-	
Business Services	-	-	-	Р	Р	Р	-	-	-	
Commercial Entertainment and Recreation	See sub-c	lassifications	below	·	1	1				
Cinema/Theater	-	-	-	Р	Р	Р	-	-	-	
Indoor Sports and Recreation	-	-	-	Р	Р	Р	Р	Р	-	
Outdoor Entertainment	-	-	-	-	-	С	С	С	-	
Outdoor Sports and Recreation	-	-	-	-	-	С	Р	Р	-	
Eating and Drinking Establishments	See sub-c	lassifications	below	<u>'</u>						'
Bars/Nightclubs/Lounges	-	-	-	M (5)	M (5)	M (5)	-	-	-	See Section 14.09.270.060 Alcoholic Beverage Sales
Restaurant	-	-	-	P/M (6)	P/M (6)	P/M (6)	-	-	-	See Section 14.09.270.060 Alcoholic Beverage Sales
Tasting Room	-	-	-	Р	Р	Р	-	-	-	See Section 14.09.270.060 Alcoholic Beverage Sales
Farmer's Markets	М	М	М	Р	Р	Р	Р	Р	-	See Section 14.09.270.090 Farmer's Markets
Food Preparation	-	-	-	-	Р	Р	-	-	-	
Funeral Parlors and Interment Services	-	-	-	-	-	Р	-	-	-	
Hookah Lounge	-	-	-	M (5)	M (5)	M (5)	-	-	-	
Lodging	_	_	_	Р	Р	Р	-	-	_	

"P" = permitted use; "M" = minor use p	ermit require	d; "C" = con	ditional use p	ermit require	d; "-" = use r	ot allowed				
Land Use Classification	DNL	DNM	DNH	DMU (I)	DC	DGC	DPF (2)	DPR	DOS	Additional Regulations
Offices	See sub-cl	See sub-classifications below								
Business, Professional, and Technology	-	-	-	Р	P/C (3)	Р	-	-	-	
Medical and Dental	-	-	-	Р	P/C (3)	Р	-	-	-	
Personal Services	-	-	-	Р	Р	Р	-	-	-	See Chapter 9.07, Massage Therapy Regulations, of the Municipal Code
Repair and Maintenance Services, Consumer Products	-	-	-	-	-	С	-	-	-	
Retail Sales	See sub-cl	assifications	below							
Building Materials and Supply Stores	-	-	-	-	-	Р	-	-	-	
Food and Beverage Sales	-	-	-	Р	Р	Р	-	-	-	
General Retail and Merchandise	-	-	-	Р	Р	Р	-	-	-	
Nurseries	-	-	-	С	С	Р	-	-	-	
Industrial Uses										
Custom and Artisan Manufacturing	-	-	-	Р	Р	Р	-	-	-	Must contain a minimum 100 square feet of retail floor area
Food and Beverage Manufacturing	See sub-cl	assification b	pelow							
Small Scale	-	-	-	М	М	Р	-	-	-	
Transportation, Communication	, and Utilit	y Uses								
Communication Facilities	See sub-cl	assifications	below							
Facilities within Buildings	-	-	-	С	P/C (3)	Р	-	-	-	
Telecommunication	See Section	n 14.09.270	. I 60, Telecc	mmunicatio	n Facilities					
Public Works and Utilities	-	-	-	C (7)	C (3)(7)	C (7)	C (7)	C (7)	C (7)	
Transit Stations and Terminals	-	-	-	С	С	С	Р	-	-	

"P" = permitted use; "M" = minor use po	ermit require	1· "C" = cond	litional use t	ermit required	t· "-" = use i	not allowed				
Land Use Classification	DNL	DNM	DNH	DMU (I)	DC	DGC	DPF (2)	DPR	DOS	Additional Regulations
Agricultural Uses				- ()						8
Urban Agriculture	See sub-cla	ssifications	below							
Community Garden	Р	Р	Р	Р	Р	Р	P	Р	-	See Section 14.09.270.180 Urban Agriculture
Market Garden, less than I acre in size	Р	Р	Р	Р	Р	Р	-	-	-	See Section 14.09.270.180 Urban Agriculture
Market Garden, I acre or more in size	М	М	М	М	М	М	-	-	-	See Section 14.09.270.180 Urban Agriculture
Other Uses										
Accessory Uses and Structures	See Section	n 14.09.270.	030, Access	sory Uses; an	d Section 1	4.09.200.02	0, Accessory	Structures		
Animal Keeping	See Sectio	n 14.09.270.	070, Anima	l Keeping						
Drive-Through Facility	See Section	n 14.09.270.	080, Drive-	Through Faci	lity					
Family Day Care	See Section	n 14.09.270.	090, Family	Day Care						
Home Occupations	See Section	n 14.09.270.	IIO, Home	Occupations						
Outdoor Dining and Seating	See Section	See Section 14.09.270.120, Outdoor Dining and Seating								
Outdoor Display and Sales	See Section	See Section 14.09.270.130, Outdoor Display and Sales								
Nonconforming Uses	See Section	n 14.09.220,	Nonconfo	ming Uses, S	ites, and St	ructures				
Temporary Uses (8)	See Section	n 14.09.270.	170. Tempo	orary Uses						

10.3 Supplemental Use Regulations

The following supplemental use regulations correspond to the numbers in parentheses in Table 10.2-1, "Land Use Regulations."

- Use Requirement, DMU District. All developments within the DMU District shall contain a minimum of two different types of uses, one of which shall be residential. Development may be in a vertical mixed-use configuration combining different uses in the same building, or in a horizontal mixeduse configuration combining single-use buildings in a range of uses within a single project or block.
- 2. **Discontinued Use, DPF District.** If a use is discontinued or abandoned, and the public agency owning the facility determines that the site is no longer needed for public use, the Planning Commission shall hold a public hearing in accordance with the provisions of Section 14.04.030.010, Public Hearing Procedure and Notice, of the City's Land Use and Development Code. The Planning Commission shall consider the appropriate rezoning of the site and shall forward a recommendation to the City Council.
- 3. **Priority Pedestrian Frontages, DC District.** Priority pedestrian frontages have been designated along key streets within the DC District as illustrated in **Figure 10.3-1**. These frontages give priority to active ground-floor uses that promote continuous and concentrated pedestrian interactions and flow. Encouraging active uses and transparency along priority pedestrian frontages will encourage more foot traffic in Downtown, allowing more people to support restaurants, retail shops, and other businesses. (See DTSP Part I, Chapter 4, "Development Framework," for additional discussion on priority pedestrian frontages.)

To support the above intent, the following non-active uses are prohibited on the ground floor when directly fronting a priority pedestrian frontage:

- a. Single-Unit Dwelling, Attached
- b. Duplex
- c. Multi-unit Dwelling
- d. Group Residential
- e. Colleges and Trade Schools
- f. Commercial Parking Lots and Structures
- g. Community Assembly
- h. Cultural Institutions
- i. Emergency Shelter
- j. Government Offices
- k. Clinics
- I. Banks and Financial Services
- m. Offices, Business, Professional, and Technology
- n. Offices, Medical and Dental
- o. Communication Facilities within Buildings
- p. Public Works and Utilities

The above uses may be approved elsewhere on the ground floor along a priority pedestrian frontage through a conditional use permit pursuant to Chapter 14.09.300, Use

- Permits. In such cases, the decision maker shall find that: (1) the use(s) does not directly front the priority pedestrian frontage and is fully wrapped by other permitted uses along the frontage; and (2) approval of the conditional use permit will further the purpose and intent of the DDSG.
- Drive-Through Businesses, DMU and DC Districts. Drivethrough businesses are not allowed in the DMU and DC Districts.
- 5. Bars/Nightclubs/Lounges, Safety Plan. Bars, nightclubs, and lounges in Downtown require approval of a minor use permit pursuant to Chapter 14.09.300, Use Permits. The minor use permit shall be accompanied by a safety plan identifying measures to enhance the safety and security of patrons, employees, and the general public and reduce the potential for illegal activities. The safety plan shall be developed within the context of the larger DTSP safety framework, and shall be approved by the Vacaville Police Department.
- 6. Restaurants, DMU, DC, and DGC Districts. Restaurants without a bar or lounge and restaurants where less than one-third of the customer service floor area is devoted to the sale and consumption of alcoholic beverages, and where alcoholic beverages are served only during hours of full food service operation, are permitted. Restaurants with bar or lounge areas that compose more than one-third of the customer service floor area, and/or that serve alcoholic beverages outside hours of full food service operation, require approval of a minor use permit pursuant to Chapter 14.09.300, Use Permits. The minor use permit shall be accompanied by a safety plan approved by the Vacaville Police Department.

- 7. **Public Works and Utilities, DMU, DC, DGC, DPF, DPR, and DOS Districts.** Public works and utility uses shall be fully enclosed within a building or enclosure.
- 8. **Pop-Up Uses.** Temporary gallery, retail, and other pop-up uses may be approved by the Community Development Director in accordance with Section 14.09.270.170, Temporary Uses.

Priority Pedestrian Frontages

Buildings that face Priority Pedestrian Frontages

Legend

DTSP Boundary

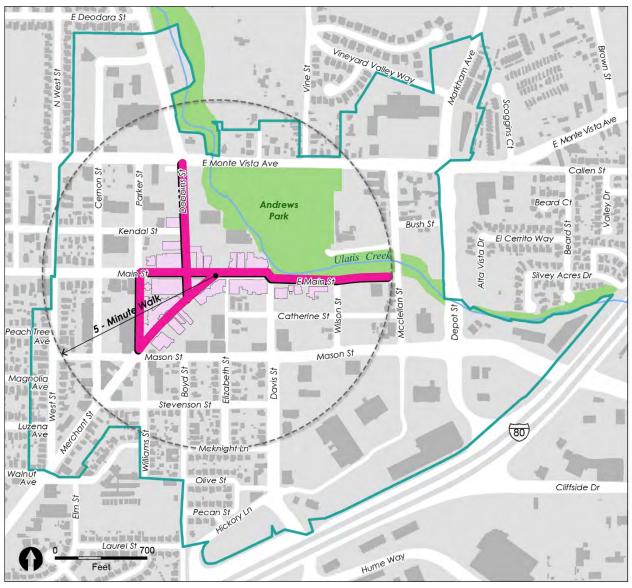


Figure 10.3-1: Priority Pedestrian Frontages

Vacaville Downtown Specific Plan

This page intentionally left blank



Hotive Lifestyles

Development Regulations

Sections:

- 11.1 Purpose
- 11.2 Intent
- 11.3 Development Regulations
- 11.4 Supplemental Development Regulations

11.1 Purpose

This chapter specifies development regulations by zoning district including densities and intensities, building heights, setbacks, and parking.

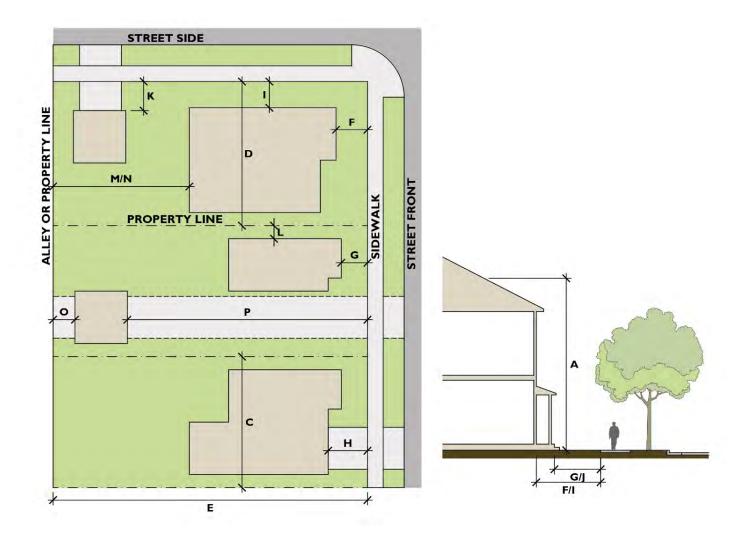
11.2 Intent

The intent of the development regulations in this chapter is to enable higher densities and intensities in Downtown; pull buildings forward toward the sidewalk to enhance pedestrian interaction; and allow flexibility to reflect Downtown's diverse conditions.

11.3 Development Regulations

Tables 11.3-1 through 11.3-9 prescribe the development regulations for zoning districts within Downtown. In the tables, some letters under the column entitled "Key" have been intentionally grayed out when the information does not apply to the district. The numbers in parentheses in the tables refer to the Supplemental Development Regulations in Section 11.4. Section or chapter references are to the City's Land Use and Development Code. Additional design guidance is contained in DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development," and DTSP Part II, Chapter 13, "Historic District Standards and Guidelines."

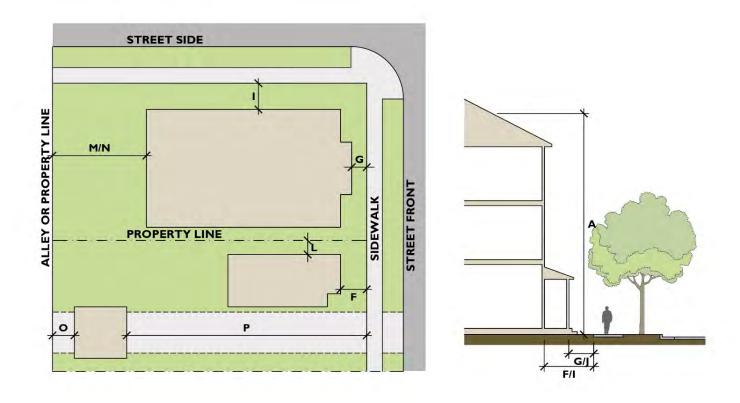
11.3.1 Downtown Neighborhood Low (DNL)



Key	TABLE 11.3-1: DEVELO	PMENT REGULATIONS— PRHOOD LOW (DNL)			
	Building Intensity				
	allowed density range. Residently shall comply with the allowed	andalone residential development shall comply with the ential development that is part of a mixed-use building d floor area ratio (FAR) range and is not subject to the ection 14.02.030.040, Calculating Density.			
	Minimum (2)	3.0 du/ac			
	Maximum (3)	5.0 du/ac along Buck Avenue,8.0 du/ac for all other locations			
	FAR: See Section 14.02.030	0.080, Determining Floor Area.			
	Minimum (2)	N/A			
	Maximum (3)	N/A			
	Building Profile: See Sec	tion 14.09.200.060, Height and Height Exceptions.			
Α	Maximum Height	2 stories, 35 ft.			
В	Minimum Ground-Floor Ceiling Height	N/A			
	Building Site				
	Minimum Lot Area	6,000 sq. ft. along Buck Avenue, 3,600 sq. ft. for all other locations			
С	Minimum Lot Width, Interior	50 ft. along Buck Avenue, 35 ft. for all other locations			
D	Minimum Lot Width, Corner	55 ft. along Buck Avenue, 40 ft. for all other locations			
E	Minimum Lot Depth	90 ft. along Buck Avenue, 70 ft. for all other locations			
	Building Placement				
	Front (7)(8): Measured from Encroachments into Required	n back of sidewalk. See Section 14.09.200.030, d Setbacks.			
F	Building	12 ft. min.			
G	Unenclosed Porch, Stoop, Balcony, Steps	10 ft. min.			
Н	Garage, Street Loaded (only permitted when no alley access available)	18 ft. min.			
	Side Street (7)(8): Measure Encroachments into Require	ed from back of sidewalk. See Section 14.09.200.030, d Setbacks.			
ı	Building	10 ft. min.–15 ft. max.			
J	Unenclosed Porch, Stoop, Balcony, Steps	10 ft. min.			

	DOWNTOWN NEIGHBO	PRHOOD LOW (DNL)
K	Garage, Street Loaded (only permitted when no alley access available)	18 ft. min.
		red from property line. Does not apply to the interior its. See Section 14.09.200.030, Encroachments into
L	Building	5 ft. min.
	Rear (7)(8): Measured from Encroachments into Require	n property line. See Section 14.09.200.030, d Setbacks.
М	Building, Interior	15 ft. min.
Ν	Building, Alley	5 ft. min.
0	Garage, Alley Loaded	5 ft. min.
Р	Garage, Recessed (accessed from street)	5 ft. min., 0 ft. min. when located 20 ft. behind front façade of house
	Open Space	
	Minimum Open Space	N/A
	Parking (11)(12)	
	Location of Surface Parkin accessed from alley where p	g Lots: Measured from back of sidewalk. To be resent.
Q	Front	N/A
R	Street Side	N/A
	Required Spaces: See Chap Standards and Parking Redu	oter 14.09.230, Parking and Loading, for Design action Provisions.
	Residential	
	Studio or 1-Bedroom Unit	I space per unit
	2+ Bedroom Unit	1.25 spaces per unit
	Guest Parking	Multi-family projects with 10 or more units shall provide I guest parking space per every 10 units
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%
	All Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code
		and 2 dyeropinions doub

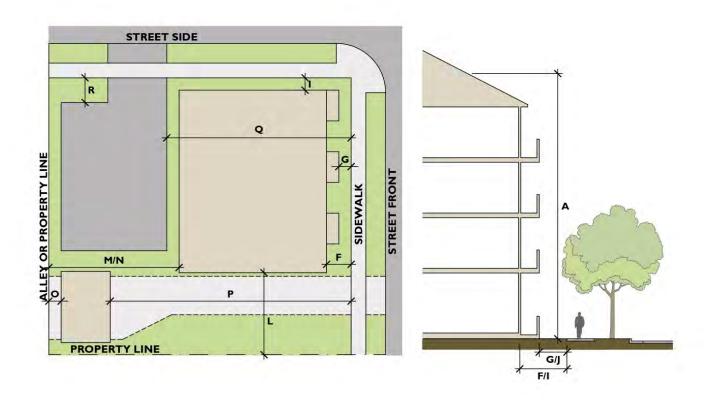
11.3.2 Downtown Neighborhood Medium (DNM)



Key	TABLE 11.3-2: DEVELOR DOWNTOWN NEIGHBO	PMENT REGULATIONS— PRHOOD MEDIUM (DNM)
	Building Intensity	
	allowed density range. Residently shall comply with the allowed	andalone residential development shall comply with the ential development that is part of a mixed-use building d floor area ratio (FAR) range and is not subject to the ection 14.02.030.040, Calculating Density.
	Minimum (2)	8.1 du/ac
	Maximum (3)	20.0 du/ac
	FAR: See Section 14.02.030	0.080, Determining Floor Area.
	Minimum (2)	N/A
	Maximum (3)	N/A
	Building Profile: See Sec	tion 14.09.200.060, Height and Height Exceptions.
Α	Maximum Height	3 stories, 45 ft.
В	Minimum Ground-Floor Ceiling Height	N/A
	Building Site	
	Minimum Lot Area	N/A
С	Minimum Lot Width, Interior	N/A
D	Minimum Lot Width, Corner	N/A
Е	Minimum Lot Depth	N/A
	Building Placement	
	Front (7)(8): Measured from Encroachments into Required	n back of sidewalk. See Section 14.09.200.030, d Setbacks.
F	Building	10 ft. min.–15 ft. max.
G	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.
Н	Garage, Street Loaded	N/A
	Side Street (7)(8): Measure Encroachments into Required	ed from back of sidewalk. See Section 14.09.200.030, d Setbacks.
ı	Building	10 ft. min.–15 ft. max.
J	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.
K	Garage, Street Loaded	N/A

Key	TABLE 11.3-2: DEVELOR DOWNTOWN NEIGHBO	PMENT REGULATIONS— RHOOD MEDIUM (DNM)
		red from property line. Does not apply to the interior ts. See Section 14.09.200.030, Encroachments into
L	Building	5 ft. min.
	Rear (7)(8): Measured from Encroachments into Required	property line. See Section 14.09.200.030, d Setbacks.
М	Building, Interior	15 ft. min.
Ν	Building, Alley	5 ft. min.
0	Garage, Alley Loaded	5 ft. min.
Р	Garage, Recessed (accessed from street)	5 ft. min.
	Open Space	
	Minimum Open Space	Multi-unit projects of more than 10 units shall include delineated private common-use open space. For projects of more than 150 dwelling units, at least 1,000 square feet of common-use open space shall be provided.
	Parking (11)(12)	
	Location of Surface Parking accessed from alley where p	g Lots: Measured from back of sidewalk. To be resent.
Q	Front	N/A
R	Street Side	N/A
	Required Spaces: See Chap Standards and Parking Redu	ter 14.09.230, Parking and Loading, for Design ction Provisions.
	Residential	
	Studio or 1-Bedroom Unit	I space per unit
	2+ Bedroom Unit	1.25 spaces per unit
	Guest Parking	Multi-family projects with 10 or more units shall provide 1 guest parking space per every 10 units
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%
	All Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code

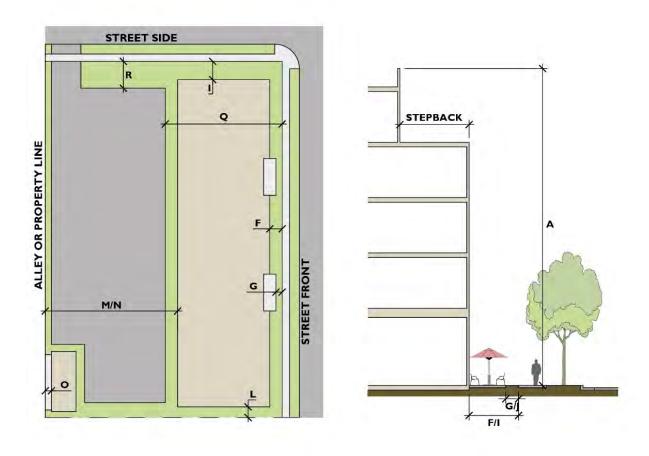
11.3.3 Downtown Neighborhood High (DNH)



Key	TABLE 11.3-3: DEVELOR DOWNTOWN NEIGHBO	
	Building Intensity	
	allowed density range. Reside shall comply with the allowed	andalone residential development shall comply with the ential development that is part of a mixed-use building of floor area ratio (FAR) range and is not subject to the ection 14.02.030.040, Calculating Density.
	Minimum (2)	18.0 du/ac
	Maximum (3)	40.0 du/ac
	FAR: See Section 14.02.030	0.080, Determining Floor Area.
	Minimum (2)	N/A
	Maximum (3)	N/A
	Building Profile: See Sec	tion 14.09.200.060, Height and Height Exceptions.
Α	Maximum Height	4 stories, 60 ft. (4)(5)
В	Minimum Ground-Floor Ceiling Height	N/A
	Building Site	
	Minimum Lot Area	N/A
С	Minimum Lot Width, Interior	N/A
D	Minimum Lot Width, Corner	N/A
Е	Minimum Lot Depth	N/A
	Building Placement	
	setbacks are increased by 5	n back of sidewalk. The minimum and maximum feet along East Monte Vista Avenue to account for the of this roadway. See Section 14.09.200.030, d Setbacks.
F	Building	10 ft. min15 ft. max.
G	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.
Н	Garage, Street Loaded	N/A
	setbacks are increased by 5	nd from back of sidewalk. The minimum and maximum feet along East Monte Vista Avenue to account for the of this roadway. See Section 14.09.200.030, d Setbacks.
-	Building	10 ft. min15 ft. max.
ı		
J	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.

Key	TABLE 11.3-3: DEVELOPMENT REGULATIONS— DOWNTOWN NEIGHBORHOOD HIGH (DNH)	
		red from property line. Does not apply to the interior ts. See Section 14.09.200.030, Encroachments into
L	Building	7.5 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District
	Rear (7)(8): Measured from Encroachments into Required	property line. See Section 14.09.200.030, d Setbacks.
М	Building, Interior	15 ft. min.
Ν	Building, Alley	5 ft. min.
0	Garage, Alley Loaded	5 ft. min.
Р	Garage, Recessed (accessed from street)	5 ft. min.
	Open Space	
	Minimum Open Space	Multi-unit projects of more than 10 units shall include delineated private common-use open space. For projects of more than 150 dwelling units, at least 1,000 square feet of common-use open space shall be provided.
	Parking (10)(11)(12)	
	Location of Surface Parkin accessed from alley where p	g Lots: Measured from back of sidewalk. To be resent.
Q	Front	40 ft. min. if common parking lot (10)
R	Street Side	10 ft. min.
	Required Spaces: See Chap Standards and Parking Redu	ter 14.09.230, Parking and Loading, for Design ction Provisions.
	Residential	
	Studio or 1-Bedroom Unit	I space per unit
		I space per unit I.25 spaces per unit
	Unit	• •
	Unit 2+ Bedroom Unit	I.25 spaces per unit Multi-family projects with 10 or more units shall
	Unit 2+ Bedroom Unit Guest Parking	I.25 spaces per unit Multi-family projects with 10 or more units shall provide I guest parking space per every 10 units Parking requirements for existing buildings are waived for permitted uses unless an existing

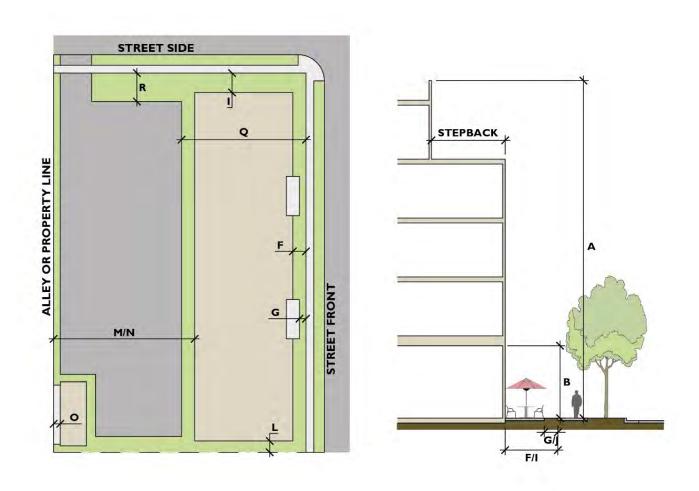
11.3.4 Downtown Mixed-Use (DMU)



Key	TABLE 11.3-4: DEVELOPMENT REGULATIONS— DOWNTOWN MIXED-USE (DMU)		
	Building Intensity		
	Residential Density (1): Standalone residential development shall comply with the allowed density range. Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. See Section 14.02.030.040, Calculating Density. Minimum (2) 18.0 du/ac		
	Maximum (3)	65.0 du/ac	
	FAR: See Section 14.02.03	0.080, Determining Floor Area.	
	Minimum (2)	0.5 FAR	
	Maximum (3)	4.0 FAR	
		ction 14.09.200.060, Height and Height Exceptions.	
Α	Maximum Height	5 stories, 70 ft. (4)(5)(6)	
В	Minimum Ground- Floor Ceiling Height	N/A	
	Building Site		
	Minimum Lot Area	N/A	
С	Minimum Lot Width, Interior	N/A	
D	Minimum Lot Width, Corner	N/A	
Е	Minimum Lot Depth	N/A	
	Building Placement		
	Front (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue to account for the higher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.		
F	Building	0 ft. min.–10 ft. max. (9)	
G	Unenclosed Porch, Stoop, Balcony, Steps	0 ft. min.	
Н	Garage, Street Loaded	N/A	
	Side Street (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue to account for the higher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.		
ı	Building	0 ft. min.–10 ft. max. (9)	
J	Unenclosed Porch, Stoop, Balcony, Steps	0 ft. min.	
Κ	Garage, Street Loaded	N/A	

Key		TABLE 11.3-4: DEVELOPMENT REGULATIONS— DOWNTOWN MIXED-USE (DMU)	
	Side Interior (7)(8): Measured from property line. Does not apply to the interior property line of attached units. See Section 14.09.200.030, Encroachments into Required Setbacks.		
L	Building	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District	
	Rear (7)(8): Measured from Encroachments into Require	m property line. See Section 14.09.200.030, ed Setbacks.	
М	Building, Interior	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District	
Ν	Building, Alley	5 ft. min.	
0	Garage, Alley Loaded	5 ft. min.	
P	Garage, Recessed (accessed from street)	N/A	
	Open Space		
	Minimum Open Space	N/A	
	Parking (10)(11)(12)		
	Location of Surface Parking Lots: Measured from back of sidewalk. To be accessed from alley where present.		
Q	Front	40 ft. min. (10)	
R	Street Side	10 ft. min. (10)	
	Required Spaces: See Cha Standards and Parking Red	pter 14.09.230, Parking and Loading, for Design uction Provisions.	
	Residential		
	Studio or 1-Bedroom Unit	I space per unit	
	2+ Bedroom Unit	1.25 spaces per unit	
	Guest Parking	Multi-family projects with 10 or more units shall provide I guest parking space per every 10 units	
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%	
	All Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code	
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code	

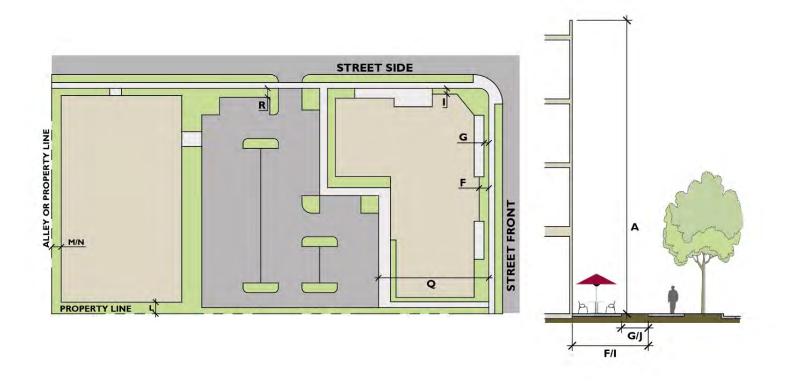
11.3.5 Downtown Core (DC)



Key	TABLE I I.3-5: DEVELOPMENT REGULATIONS— DOWNTOWN CORE (DC)	
	Building Intensity	
	Residential Density (1): Standalone residential development shall comply with the allowed density range. Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. See Section 14.02.030.040, Calculating Density.	
	Minimum (2)	18.0 du/ac
	Maximum (3)	65.0 du/ac
	FAR: See Section 14.02.030.080,	Determining Floor Area.
	Minimum (2)	0.5 FAR
	Maximum (3)	4.0 FAR
	Building Profile: See Section	14.09.200.060, Height and Height Exceptions.
Α	Maximum Height	5 stories, 70 ft. (4)(5)(6)
В	Minimum Ground-Floor Ceiling Height	15 ft. along priority pedestrian frontages (see Figure 4.3-1)
	Building Site	
	Minimum Lot Area	N/A
С	Minimum Lot Width, Interior	N/A
D	Minimum Lot Width, Corner	N/A
Е	Minimum Lot Depth	N/A
	Building Placement	
	Front (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue and Depot Street to account for the higher traffic volume nature of these roadways. See Section 14.09.200.030, Encroachments into Required Setbacks.	
F	Building	0 ft. min5 ft. max. along priority pedestrian frontages (see Figure 4.3-1), 0 ft. min10 ft. max. in all other locations (9)
G	Unenclosed Porch, Stoop, Balcony, Steps	0 ft. min.
Н	Garage, Street Loaded	N/A
	Side Street (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue and Depot Street to account for the higher traffic volume nature of these roadways. See Section 14.09.200.030, Encroachments into Required Setbacks.	
I		
I J	14.09.200.030, Encroachments in	of the min.—5 ft. max. along priority pedestrian frontages (see Figure 4.3-1), 0 ft.

Key	Table 11.3-5: Developmen Downtown Core (DC)	IT REGULATIONS—
	Side Interior (7)(8): Measured from property line. Does not apply to the interior property line of attached units. See Section 14.09.200.030, Encroachments into Required Setbacks.	
L	Building	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District
	Rear (7)(8): Measured from prop Encroachments into Required Setb	erty line. See Section 14.09.200.030, packs.
М	Building, Interior	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District
N	Building, Alley	5 ft. min.
0	Garage, Alley Loaded	5 ft. min
Р	Garage, Recessed (accessed from street)	N/A
	Open Space	
	Minimum Open Space	N/A
	Parking (10)(11)(12)	
	Location of Surface Parking Lot accessed from alley where present	s: Measured from back of sidewalk. To be t.
Q	Front	40 ft. min. (10)
R	Street Side	40 ft. min. along priority pedestrian frontages, 10 ft. min. in all other locations (10)
	Required Spaces: See Chapter 14 Standards and Parking Reduction	4.09.230, Parking and Loading, for Design Provisions.
	Residential	
	Studio or 1-Bedroom Unit	I space per unit
	2+ Bedroom Unit	1.25 spaces per unit
	Guest Parking	Multi-family projects with 10 or more units shall provide 1 guest parking space per every 10 units
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%
	All Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code

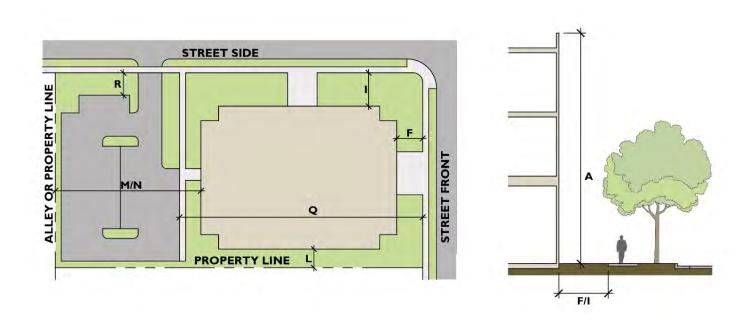
11.3.6 Downtown General Commercial (DGC)



Key	TABLE 11.3-6: DEVELOPMENT REGULATIONS— DOWNTOWN COMMERCIAL GENERAL (DGC)	
Building Intensity		
	Residential Density (1): Standalone residential development shall comply with the allowed density range. Residential development that is part of a mixed-use building shall comply with the allowed floor area ratio (FAR) range and is not subject to the allowed density range. See Section 14.02.030.040, Calculating Density. Minimum (2) 18.0 du/ac	
	Maximum (3)	40.0 du/ac
	FAR: See Section 14.02.030	0.080, Determining Floor Area.
	Minimum (2)	0.25 FAR
	Maximum (3)	4.0 FAR
	Building Profile: See See	ection 14.09.200.060, Height and Height Exceptions
Α	Maximum Height	5 stories, 70 ft. (4)(5)
В	Minimum Ground-Floor Ceiling Height	N/A
	Building Site	
	Minimum Lot Area	N/A
С	Minimum Lot Width, Interior	N/A
D	Minimum Lot Width, Corner	N/A
Е	Minimum Lot Depth	N/A
	Building Placement	
	Front (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue, Depot Street, and Mason Street east of Depot Street, to account for the higher traffic volume nature of these roadways. See Section 14.09.200.030, Encroachments into Required Setbacks.	
F	Building	5 ft. min.–15 ft. max.
G	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.
Н	Garage, Street Loaded	N/A
	Side Street (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue, Depot Street, and Mason Street east of Depot Street, to account for the higher traffic volume nature of these roadways. See Section 14.09.200.030, Encroachments into Required Setbacks.	
ı	Building	5 ft. min.–15 ft. max.
J	Unenclosed Porch, Stoop, Balcony, Steps	5 ft. min.

Key	TABLE 11.3-6: DEVELOR DOWNTOWN COMMERC		
K	Garage, Street Loaded	N/A	
	Side Interior (7)(8): Measured from property line. Does not apply to the interior property line of attached units. See Section 14.09.200.030, Encroachments into Required Setbacks.		
L	Building	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District	
	Rear (7)(8): Measured from Encroachments into Required	property line. See Section 14.09.200.030, I Setbacks.	
M	Building, Interior	0 ft. min., 15 ft. min. adjacent to a DNL, RL, or RLM District	
N	Building, Alley	5 ft. min.	
0	Garage, Alley Loaded	5 ft. min.	
Р	Garage, Recessed (accessed from street)	N/A	
	Open Space		
	Minimum Open Space	N/A	
	Parking (10)(11)(12)		
	Location of Surface Parking accessed from alley where pu	g Lots: Measured from back of sidewalk. To be resent.	
Q	Front	40 ft. min. (10)	
R	Street Side	10 ft. min. (10)	
	Required Spaces: See Chap Standards and Parking Reduc	ter 14.09.230, Parking and Loading, for Design ction Provisions.	
	Residential		
	Studio or 1-Bedroom Unit	I space per unit (II)	
	2+ Bedroom Unit	I.25 spaces per unit (II)	
	Guest Parking	Multi-family projects with 10 or more units shall provide I guest parking space per every 10 units (11)	
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%	
	All Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code (11)	
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code	

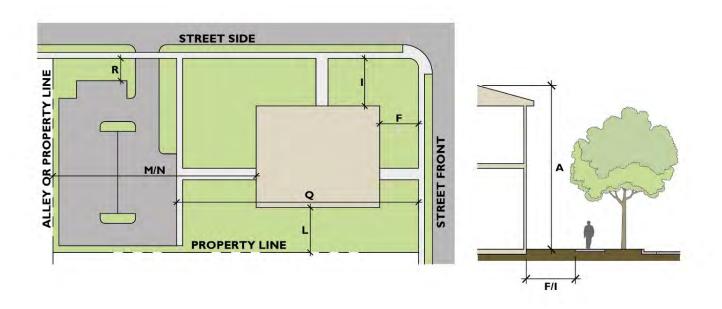
11.3.7 Downtown Public Facilities (DPF)



Key	Table 11.3-7: Development Regulations— Downtown Public Facilities (DPF)		
	Building Intensity		
	Residential Density (1)		
	Minimum (2)	N/A	
	Maximum (3)	N/A	
	Floor Area Ratio (FAR): Se	ee Section 14.02.030.080, Determining Floor Area.	
	Minimum (2)	N/A	
	Maximum (3)	.3 FAR	
	Building Profile: See See	ection 14.09.200.060, Height and Height Exceptions.	
Α	Maximum Height	40 ft.	
В	Minimum Ground-Floor Ceiling Height	N/A	
	Building Site		
	Minimum Lot Area	N/A	
С	Minimum Lot Width, Interior	N/A	
D	Minimum Lot Width, Corner	N/A	
Е	Minimum Lot Depth	N/A	
	Building Placement		
	Front (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue to account finigher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.		
F	Building	I0 ft. min.	
G	Unenclosed Porch, Stoop, Balcony, Steps	N/A	
Н	Garage, Street Loaded	N/A	
	Side Street (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue to account for the higher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.		
I	Building	10 ft. min.	
J	Unenclosed Porch, Stoop, Balcony, Steps	N/A	
K	Garage, Street Loaded	N/A	
	Side Interior (7)(8): Measured from property line. See Section 14.09.200.030, Encroachments into Required Setbacks.		
L	Building	0 ft. min.	

Key	TABLE 11.3-7: DEVELOPMENT REGULATIONS— DOWNTOWN PUBLIC FACILITIES (DPF)	
	Rear (7)(8): Measured from property line. See Section 14.09.200.030, Encroachments into Required Setbacks.	
М	Building, Interior	0 ft. min.
N	Building, Alley	5 ft.
0	Garage, Alley Loaded	N/A
Р	Garage, Recessed (accessed from street)	N/A
	Open Space	
	Minimum Open Space	N/A
	Parking (10)(12)	
	Location of Surface Parking Lots: Measured from back of sidewalk. To be accessed from alley where present.	
Q	Front	10 ft. min.
R	Street Side	10 ft. min.
	Required Spaces: See Chapter 14.09.230, Parking and Loading, for Design Standards and Parking Reduction Provisions.	
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%
	Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code

11.3.8 Downtown Park and Recreation (DPR)



Key	TABLE 11.3-8: DEVELOPMENT REGULATIONS— DOWNTOWN PARK AND RECREATION (DPR)	
	Building Intensity	
	Residential Density (1)	
	Minimum (2)	N/A
	Maximum (3)	N/A
	Floor Area Ratio (FAR): See Section 14.02.030.080, Determining Floor Area.	
	Minimum (2)	N/A
	Maximum (3)	.01 FAR
	Building Profile: See See	ection 14.09.200.060, Height and Height Exceptions
Α	Maximum Height	30 ft.
В	Minimum Ground-Floor Ceiling Height	N/A
	Building Site	
	Minimum Lot Area	N/A
С	Minimum Lot Width, Interior	N/A
D	Minimum Lot Width, Corner	N/A
Е	Minimum Lot Depth	N/A
	Building Placement	
	Front (7)(8): Measured from back of sidewalk. The minimum and maximum setbacks are increased by 5 feet along East Monte Vista Avenue to account for the higher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.	
F	Building	10 ft. min.
G	Unenclosed Porch, Stoop, Balcony, Steps	N/A
Н	Garage, Street Loaded	N/A
	Side Street (7)(8): Measured from back of sidewalk. The minimum and maximu setbacks are increased by 5 feet along East Monte Vista Avenue to account for the higher traffic volume nature of this roadway. See Section 14.09.200.030, Encroachments into Required Setbacks.	
ı	Building	10 ft. min.
J	Unenclosed Porch, Stoop, Balcony, Steps	N/A.
K	Garage, Street Loaded	N/A
	Side Interior (7)(8): Measu Encroachments into Require	red from property line. See Section 14.09.200.030, d Setbacks.
L	Building	10 ft. min.

Key	TABLE 11.3-8: DEVELOPMENT REGULATIONS— DOWNTOWN PARK AND RECREATION (DPR)	
	Rear (7)(8): Measured from property line. See Section 14.09.200.030, Encroachments into Required Setbacks.	
М	Building, Interior	10 ft. min.
Ν	Building, Alley	5 ft.
0	Garage, Alley Loaded	N/A
Р	Garage, Recessed (accessed from street)	N/A
	Open Space	
	Minimum Open Space	N/A
	Parking (10)(12)	
	Location of Surface Parking Lots: Measured from back of sidewalk. To be accessed from alley where present.	
Q	Front	10 ft. min.
R	Street Side	10 ft. min.
	Required Spaces: See Chapter 14.09.230, Parking and Loading, for Design Standards and Parking Reduction Provisions.	
	Existing Buildings	Parking requirements for existing buildings are waived for permitted uses unless an existing building is expanded by greater than 15%
	Other Uses	Per Section 14.09.230.040 of the City's Land Use and Development Code
	Bicycle Parking	Per Section 14.09.230.060 of the City's Land Use and Development Code

11.3.9 Downtown Open Space (DOS)

TABLE 11.3-9: DEVELOPMENT REGULATIONS— DOWNTOWN OPEN SPACE (DOS)		
Building Intensity		
Residential Density:		
Minimum	N/A	
Maximum	N/A	
Floor Area Ratio (FAR)		
Minimum	N/A	
Maximum	N/A	
Building Profile: See Section 14.09.200.	060, Height and Height Exceptions.	
Maximum Height	20 ft.	
Minimum Ground-Floor Ceiling Height	N/A	
Building Site		
Minimum Lot Area	N/A	
Minimum Lot Width, Interior	N/A	
Minimum Lot Width, Corner	N/A	
Minimum Lot Depth	N/A	
Building Placement		
Front:		
Building	N/A	
Unenclosed Porch, Stoop, Balcony, Steps	N/A	
Garage, Street Loaded	N/A	
Side Street:		
Building	N/A	
Unenclosed Porch, Stoop, Balcony, Steps	N/A	
Garage, Street Loaded	N/A	
Side Interior (7)(8)		
Building	N/A	
Rear (7)(8).		
Building, Interior	N/A	
Building, Alley	N/A	
Garage, Alley Loaded	N/A	
Garage, Recessed (accessed from street)	N/A	

TABLE 11.3-9: DEVELOPMENT REGULATIONS— DOWNTOWN OPEN SPACE (DOS)	
Open Space	
Minimum Open Space	N/A
Parking	
Location of Surface Parking Lots	
Front	N/A
Street Side	N/A
Required Spaces: See Chapter 14.09.230, Parking and Loading, for Design Standards and Parking Reduction Provisions.	
Per Section 14.09.230.040 of the City's Land Use and Development Code	

11.4 Supplemental Development Regulations

The following supplemental development regulations correspond to the numbers in parentheses in Tables 11.3-1 through 11.3-9, "Development Regulations."

- Residential Density, Individual Lots. Individual lots in a subdivision or parcel map may be above or below the density range and individual lots may be further divided or subdivided, provided that the entire original project site remains within the allowed density range.
- 2. Required Minimum Density and Floor Area Ratio (FAR): All development projects shall be approved at no less than the minimum residential density or FAR for the corresponding zone district. Exceptions may be approved through a minor use permit pursuant to Chapter 14.09.300, Use Permits, when the Community Development Director finds that (a) unique and special property conditions exist, such as environmental or infrastructure constraints, that preclude the ability to achieve the minimum residential density or FAR for the zone district; and (b) approval of the minor use permit is consistent with the purpose and intent of the DDSG.
- 3. **Maximum Density and FAR Exceptions.**
 - a. Development Prototypes. Development prototypes shall have no maximum density or FAR standards when the Community Development Director finds that the proposed project is in substantial compliance with the provisions of DTSP Part II, Chapter 9, "Development Prototypes."

- All Other Projects. An exception to the maximum density or FAR standard may be approved for all other projects through a minor use permit pursuant to Chapter 14.09.300, Use Permits, where the Community Development Director makes all of the following findings:
 - The proposed use and structure for which the exception to the density or FAR standard is approved has an equivalent or lower peak-hour traffic generation than uses generally permitted within the applicable zoning district;
 - II. Public facilities and services are available to serve the proposed use and structure; and
 - III. The proposed building massing is compatible with intended development in the zoning district.
- 4. **Maximum Height Adjacent to DNL or RL District.** The maximum height within 40 feet of a DNL District or a Residential Low Density (RL) District (see Chapter 14.09.060, Residential Zoning Districts) is 45 feet.
- 5. Maximum Height Exception, DNH, DMU, DC, and DGC Districts. An exception to the maximum height standard may be approved when the Community Development Director finds that such exception is necessary to achieve the maximum density or FAR for the district, and the proposed building massing is compatible with intended development in the zoning district.

- a. Height exceptions for development prototype projects may be granted as part of project approval where the Community Development Director finds that the proposed project is in substantial compliance with the provisions of DTSP Part II, Chapter 9, "Development Prototypes."
- b. Height exceptions for all other projects may be approved through a minor use permit pursuant to Chapter 14.09.300, Use Permits.
- 6. **Stepback Requirement, DMU and DC Districts.** A minimum 15-foot front and side-street stepback is required above the fourth story. Architectural elements on corners or on an axis with a street termination are exempt.
- 7. **Build-To Lines and Setbacks, Public Utility Easements.**Given the age of Downtown, public utility easements and rights-of-way vary from block to block. Easement boundaries will need to be verified by the Public Works Department, Development Engineering, on a case-by-case basis, and could affect prescribed build-to lines and setbacks.
- 8. **Minimum Setback Exceptions, Development Prototypes.**An exception to the minimum setback standard may be approved for development prototype projects. Such an exception may be granted as part of project approval where the Community Development Director finds that the proposed project is in substantial compliance with the provisions of DTSP Part II, Chapter 9, "Development Prototypes."

- Front Build-To Lines, DMU and DC Districts. A portion of the setback for nonresidential buildings may be increased up to 15 feet if the setback is used as public space for outdoor dining, or as a courtyard or entry area for public access.
- 10. Limitations on Location of Parking, DMH, DMU, DC, and DGC Districts. Off-street parking spaces shall be located to the rear of principal buildings whenever feasible. Surface parking may not be located within 40 feet of a front street-facing property line, or 40 feet of a side-street priority pedestrian frontage. Exceptions may be granted where the Community Development Director makes the following findings:
 - a. The design incorporates habitable space built close to the public sidewalk to the maximum extent feasible; and
 - b. The site is small and constrained such that surface parking located more than 40 feet from the street frontage is not feasible.
- 11. **Parking Reduction, Residential Parking Permit Program.**The required number of residential parking spaces may be reduced by the Community Development Director in accordance with a City-approved shared residential parking permit program.
- 12. **Parking Reductions, City Standards.** The number of parking spaces required by Section 14.09.230.060, Required Parking Spaces, of the City's Land Use and Development Code may be reduced in accordance with Section 14.09.230.050, Parking Reductions. Such reductions may be considered for joint use of parking facilities, off-site parking, transit accessibility, passenger loading areas, motorcycle parking, and other conditions.



Design Regulations and Guidelines for Private Development

Sections:

- 12.1 Purpose
- 12.2 Intent
- 12.3 A Safe Environment
- 12.4 Application and Organization
- 12.5 Site Design
- 12.6 Building Design
- 12.7 Landscaping
- 12.8 Fencing
- 12.9 Lighting
- 12.10 Signage

12.1 Purpose

This chapter describes and illustrates approaches to site, building, and landscape elements, signage, and other design elements that are appropriate for private development and redevelopment projects in Downtown Vacaville.

12.2 Intent

The standards and guidelines in this chapter are intended to further the following overarching design principles:

Build upon those elements that differentiate Downtown from other areas of the city, including its human-scaled Main Street setting and quaint residential neighborhoods.

Embrace mixed-use environments.

Create comfortable, safe, and active spaces for people following the principles of Crime Prevention through Environmental Design (CPTED).

Develop unique and interesting places through architecture, design, and landscape inspired by Downtown's historic context

Ensure a connected, walkable, and healthy environment.

Establish a sustainable and resilient Downtown.

To meet these principles, development in Downtown is expected to be compact, walkable, and vertical in scale, and to complement adjacent development patterns. The use of quality building materials, appropriate architectural designs, street-forward building orientations, and active pedestrian-oriented ground-floor treatments will reinforce Downtown's character and long-term viability.

Special notes regarding nonconformities:

- Nonconforming buildings and structures and land that legally existed at the time these standards and guidelines were adopted may continue as legal nonconformities pursuant to Chapter 14.09.135 of the City's Land Use and Development Code.
- 2. Any building, structure, or land that was in legal existence and conforming to the City's zoning standards in the district in which it was situated, but was made nonconforming by these standards, may continue to exist as a legal nonconforming use pursuant to Chapter 14.09.135 of the City's Land Use and Development Code.

12.3 A Safe Environment

The process of designing security into urban environments is known as "Crime Prevention through Environmental Design," or CPTED. It involves designing buildings and site features to reduce opportunities for predatory and property crime. This approach to design is different from traditional crime prevention practice, which focuses on denying access to a crime target with barrier techniques, such as locks, alarms, fences, and gates. CPTED takes advantage of opportunities for natural access control, surveillance, and territorial reinforcement. CPTED standards and guidelines are woven into numerous sections of this chapter and into DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," and are tagged as "(CPTED)" following the standard or guideline description where applicable. The City seeks holistic solutions for both private and public spaces to create a safe environment in Downtown.

12.4 Application and Organization

This chapter establishes mandatory standards and discretionary guidelines. These standards and guidelines are intended to assist property owners, design professionals, developers, City staff members, and decision makers in the design and review of new development and alterations to existing development. The standards and guidelines identify design elements that in most cases are common to residential, mixed-use, commercial, and other development within Downtown. They focus on form and design; therefore, they should be applied to a project regardless of the type of use.

It is recognized, however, that Downtown Vacaville has a varied character and that some standards and guidelines may not apply to every project or condition. In particular, the more contemporary retail and entertainment centers within the Downtown General Commercial (DGC) District include larger footprint buildings and more auto-oriented uses than other areas within Downtown. As discussed in more detail in DTSP Part II, Chapter 13, "Historic District Standards and Guidelines," there may be special design considerations within the Downtown Historic Preservation District. These variations need to be considered in the design and review of development projects.

Designers are encouraged to use their creativity and local experience to implement innovative, high-quality design solutions aligned with the purpose and intent of the DDSG.

To account for Downtown's varied conditions, each section of this chapter includes both Downtown-wide and zone district–specific design standards and guidelines organized as follows:

Downtown-wide Design—This section identifies the regulations and guidelines applicable to all development in Downtown and includes the following:

- *Design Intent*—The overall vision for the design topic.
- Design Standards—Requirements with which compliance is mandatory. Variations to a standard may be approved only as prescribed in Section 1.6(B).
- Design Guidelines—Recommendations that are applied at the judgment of the City. The intent of a guideline may be achieved through alternative strategies.

Zone District-Specific Design—This section identifies standards and guidelines that are applicable in certain situations in a particular zone district.

12.5 Site Design

The following design standards and guidelines are applicable Downtown-wide, with exceptions called out in the "Zone District-Specific Design" section.

12.5.1 Building Orientation and Siting

Design Intent

Building orientation is an essential element of site design that helps to define pedestrian access and the relationship to the street. In Downtown, buildings should be oriented and sited to reflect the historic development pattern and activate the adjacent streetscape.

Design Standards

- S-1 All sites and lots shall have direct frontage to a public street.
- S-2 The orientation of buildings shall follow the traditional and historic development patterns of Downtown, with building fronts parallel to the lot lines and the directly adjacent street(s)/sidewalk(s).
- S-3 Parking areas shall be easily accessed and located to the rear of the buildings. Parking lots located in a side yard may be permitted in limited situations so as not to break up the building street frontage. Refer to DTSP Part II, Chapter 11, "Development Regulations," for standards on parking lot locations.
- S-4 Service building entries shall be oriented to parking or service

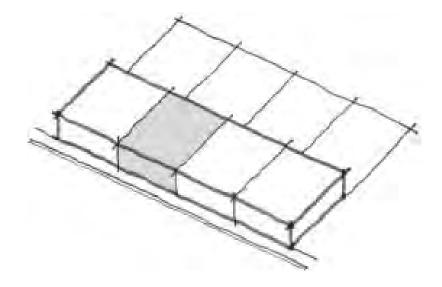


Figure 12.5.1-1: Traditional Development Pattern Buildings are oriented parallel to lot lines and form a continuous street wall

along the main street (Source: Jacobs)

Design Guidelines

- G-1 Buildings adjacent to a plaza, paseo, or other public space should be oriented to that space and should provide direct access to the space when feasible.
- G-2 As shown in **Figure 12.5.1-1**, buildings along priority pedestrian frontages (**Figure 12.5.1-2**) should be designed and oriented to create a continuous building wall along the street. Existing paseos or alleys should be retained where possible. Additional pedestrian paseos should be created when feasible, typically within the middle one-third of a block.
- G-3 New and substantially modified buildings in the Downtown should be oriented to access and use passive solar energy, to the greatest extent possible, except when this conflicts with the historic development pattern in Downtown or creates issues of neighborhood compatibility.

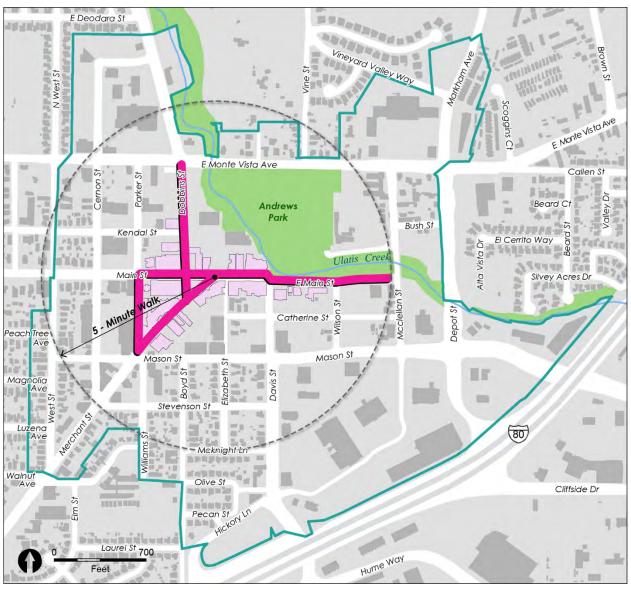


Figure 12.5.1-2: Priority Pedestrian Frontages

Legend

DTSP Boundary

Priority Pedestrian Frontages

Priority Pedestrian Frontages

Buildings that face

12.5.2 Treatments along Streets and Alleys

Design Intent

A build-to line is generally used in urban or downtown settings to define locations where the building façade should be located within a certain distance of the public right-of-way. The street wall may be varied to create usable outdoor public space such as entries, outdoor dining areas, sidewalk seating, public plazas, and other amenities along the public realm. The design intent of setbacks and build-to lines in the context of Downtown is to ensure that buildings are pulled forward toward the sidewalk and street to create a well-defined building edge, consistent with the historic development pattern. Specific standards for building façade treatments are located in Section 12.6.

Design Standards

Buildings shall comply with the building placement requirements specified in DTSP Part II, Chapter 11, "Development Regulations."

Along all priority pedestrian frontages, buildings shall be sited toward the front and street-side property line and behind the sidewalk (**Figure 12.5.2-1**). A minimum of 70 percent of the front façade of each building shall be constructed up to the front setback to establish a pedestrian-friendly, continuous street wall.

Façades that front onto a public street shall be built with primary entrances parallel to the public right-of-way. Buildings on street corners shall be set back to create diagonal corner entries.

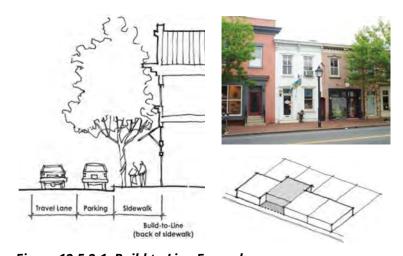


Figure 12.5.2-1: Build to Line ExamplesExamples illustrating that buildings located along a build-to line create a well-defined building edge (Source: Jacobs)

Buildings at street corners shall activate both street fronts with transparent windows and doors. Sun-shade may be provided by awnings or overhangs, as mirrored or dark tinted glass on ground floors is not permitted.

Buildings with rear alleys shall design windows to provide for visual observation of the alley to promote a safe environment. (CPTED)

Overhangs, awnings, bay windows, and upper floors shall not project more than, or shall provide a minimum height clearance of not less than, that which is established in the City's Land Use and Development Code.

Design Guidelines

- G-1 Along all non-priority pedestrian frontages, buildings should be sited toward the front and street-side property line and behind the sidewalk (Figure 12.5.2-1). A minimum of 50 percent of the front façade of each building should be constructed up to the front setback. Multi-unit developments of more than two buildings are designed with setbacks that are offset by at least 2 feet to a street wall.
- G-2 Buildings with ground-floor retail, restaurant, or café uses should have hardscape surfaces within any setback area, to accommodate active public uses (i.e., outdoor dining).
- G-3 Buildings with ground-floor residential uses should have landscaping within the setback area, where applicable.
- G-4 Providing overhead cover for pedestrians (e.g., fabric awnings, projections from the building, umbrellas), in a manner that does not interfere with pedestrian or right-of-way travel, is encouraged.
- G-5 Small, narrow side yards between buildings without a well-defined purpose should be avoided and should not be used as driveways to access parking areas to the rear of buildings. The exception could be a pedestrian paseo per Design Guideline G-2 in Section 12.5.1, "Building Orientation and Siting," as reviewed and approved by the City.

12.5.3 Treatment along Adjacent Uses

Design Intent

A mix of land uses is welcome and expected in Downtown to provide places to live, work, and play. Generally, this mix is harmonious and requires few to no treatments between incompatible land uses. However, in those limited circumstances where nonresidential uses are adjacent to a single-family zoning district, buildings shall be designed and oriented to minimize the visual intrusion into adjoining residential properties.

Design Standards

- S-1 Nonresidential buildings adjacent to a single-family zoning district (DNL or RL) shall comply with the setback and height requirements specified in DTSP Part II, Chapter 11, "Development Regulations."
- S-2 Window, balcony, and deck locations shall be directed away from window areas of adjoining residences (on-site or off-site).

Design Guidelines

- G-1 For new development or redevelopment, where nonresidential uses are located adjacent to a single-family residential zoning district and are not separated by a street or alley, a 6-foot-tall masonry screening wall facing the residential property should be provided, subject to review and approval by the decision maker.
- G-2 Windows in nonresidential and mixed-use projects directly facing adjacent single-family homes are discouraged within 20 feet of the property line of the adjoining residence. Where provided, such windows should be designed as either translucent, louvered, or offset from the windows of existing single-family homes.

12.5.4 On-Site Open Space

Design Intent

Open space shall be provided to improve the overall appearance of Downtown for the enjoyment of residents, visitors, and employees. Open space includes public open space such as planters, plazas, paseos, public art displays (refer to DTSP Part II, Chapter 14, Section 14.4.1), and common open space in private development projects. This section focuses on common on-site open space. Open space within the public realm is addressed in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines." A variety of open space is encouraged in Downtown to promote gatherings, outdoor activities, and connections to the parks and open space system.

Design Standards

- S-1 Public-use open space shall be highly visible from the public right-of-way and accessible to the general public.
- S-2 Private common-use open space shall be centrally located and easily accessible to all persons it is expected to serve.
- S-3 Multi-unit projects of more than 10 units shall include delineated private common-use open space. For projects of more than 150 dwelling units, at least 1,000 square feet of common-use open space shall be provided.
- S-4 Public- and private-use open spaces shall be designed at a reasonable size to provide for their intended function and to create a comfortable outdoor living environment.



Private open space with clear definition between public and private space (Source: Jacobs)

- S-5 On-site open spaces designed for public use shall connect to the on-site pedestrian circulation system, public and private sidewalks, and/or multi-use paths, to provide maximum accessibility to all residents and users.
- S-6 Windows and entries in adjacent buildings shall be designed and located to provide visual surveillance of public- and private-use open spaces for the safety and security of residents and users. (CPTED)
- S-7 Outdoor seating areas, when on private property and visible from the public right-of-way or located on a public sidewalk:
 - Are allowed and encouraged as an accessory use/structure only and shall be architecturally consistent with the primary building they are serving.

- Shall not impede pedestrian activity on sidewalks.
- Shall be enclosed by a perimeter fence and/or wall, which shall be constructed of durable materials such as tubular steel, masonry, landscape planters, and/or a combination thereof, and shall not exceed 36 inches in height with a maximum opacity of 50 percent.
- Shall be maintained in good condition free from damage.
- Shall be subject to review and approval by the decision maker.
- S-8 Mature trees shall be maintained, whenever feasible.

Design Guidelines

- G-1 Common on-site open space amenities such as pocket parks, paseos, and benched seating areas should be designed to serve the anticipated workers, visitors, and residents.
- G-2 On-site open spaces should be designed to take advantage of passive solar orientation, shade in the summer months, and natural breezes, unless there are extenuating conditions that make this infeasible.

12.5.5 Pedestrian and Bicycle Access

Design Intent

Pedestrians and bicycles have priority over automobiles. Facilities shall be designed such that their safety and comfort are addressed. This includes minimizing conflicts along the path of travel, providing clear crossings and adequate lighting, and incorporating amenities for shade, seating, and parking.

Design Standards

- S-1 Internal Connections: A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
 - To the Circulation Network. Regular connections between onsite pedestrian walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
 - To Neighborhoods. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security. (CPTED)
 - To Transit. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances. (CPTED)

- 4. Bike Parking. Except in the case of individual locking bicycle lockers and attended bicycle parking, all bicycle parking spaces shall provide a means of securing the bicycle frame and at least one wheel to a securely anchored rack. Where bicycle parking is not visible from the street, directional signage shall be included at the main building entrance.
- S-2 Pedestrian paths of travel shall be a minimum of 4 feet wide and ADA compliant.
- S-3 Pedestrian walkways adjacent to parking areas and driveways shall have a minimum grade separation of 6 inches.

12.5.6 Vehicular Access, Parking, and Loading

Design Intent

Parking areas should provide vehicular access without compromising pedestrian accessibility or the character of the public realm in Downtown. Downtown parking shall be convenient, accessible, safe, screened from street views, and well landscaped with shade trees to reduce summer heat gain. All parking areas shall be designed in accordance with Chapter 14.09.230.080, Parking Area Design Standards, of the City's Land Use and Development Code.

Design Standards

Surface Parking Lots

- S-1 Projects shall be in compliance with the parking lot location and space requirements specified in DTSP Part II, Chapter 11, "Development Regulations," and the requirements of Chapter 14.09.230, Parking and Loading, of the City's Land Use and Development Code.
- S-2 New surface-parking lots of more than 50 spaces shall be avoided in favor of several smaller parking lots, structured parking, and on-street parking.
- S-3 Surface parking lots and structured parking shall be located to the rear of principal buildings whenever feasible (refer to DTSP Part II, Chapter 11, "Development Regulations"). Where parking behind the building is not possible, parking shall be located in an interior lot.

- S-4 Access to parking on priority pedestrian frontages (Figure 12.5.1-2) shall be evaluated and determined by the Director of Public Works, in coordination with the Director of Community Development.
- S-5 Parking lots shall include signage, locations for ingress and egress, and clearly defined pedestrian paths and/or routes.
- S-6 Access to buildings from rear or side parking lots or alleys shall be well-maintained and kept clear of obstructions.
- S-7 Parking lots, driveways, and walkways shall be consolidated with adjacent sites, whenever feasible, to minimize the number of curb cuts and reduce conflicts with pedestrian and automobile circulation.
- S-8 When feasible and in accordance with City standards, driveways into parking lots shall be located on side streets or through the alley system.
- S-9 Parking lot lighting shall be in accordance with Chapter 14.09.230.080, Parking Area Design Standards, of the City's Land Use and Development Code.

Parking Structures

The following provisions are only applicable to private parking structures as may be proposed by a private developer around the expanded Town Center area.

- S-10 Parking structures shall be designed with architectural features that complement existing commercial, office, and mixed-use buildings in Downtown.
- S-11 All parking structure designs shall include interior lighting within the parking structure and provide safe access and egress routes to or from the parking structure. (CPTED)
- S-12 Entry and exit ramps to parking shall be located midblock or toward service areas as reviewed and approved by the Director of Public Works, in coordination with the Director of Community Development.
- S-13 Pedestrian entries to parking structures shall be clearly marked and well-lit, and shall open onto pedestrian streets and routes.
- S-14 Parking structures shall include signage, locations for ingress and egress, and clearly defined pedestrian paths and/or routes.

Design Guidelines

Surface Parking Lots

- G-1 Use of built bioswales for filtration of site drainage is encouraged. Refer to Section 12.7.3 for additional recommendations for low impact development and stormwater management.
- G-2 Parking lots that are interconnected by drive aisles should be separated by landscaped medians and planted with trees and landscaping where feasible. Where trees are planted, the minimum planter width should be 6 feet, and 8 feet is preferred.
- G-3 Refer to the walkability and pedestrian amenities guidelines in DTSP Part II, Chapter 14, Sections 14.3.4, 14.3.8, and 14.3.9, for additional recommendations on surface parking design.

Parking Structures

G-4 On pedestrian priority streets, parking structures should be located behind buildings to minimize visibility from public streets with a safe and easily accessible pathway from the parking structure to the street front. If this is not possible, parking structures should be designed with retail, office, or other active uses at the street level to avoid monotonous blank walls.



Plant material screening trash enclosure (Source: Jacobs)



Appropriately screened service area with masonry and steel enclosure that matches the adjacent building (Source: Jacobs)

12.5.7 Mechanical, Service Areas, Utilities, and Storage

Design Intent

Areas used for services shall be designed to protect nearby properties and streets from unsightly, noisy, or other noxious environments. Additional requirements for screening of trash and utility enclosures are discussed further in Chapter 14.09, Zoning, of the City's Land Use and Development Code.

Design Standards

- S-1 To the extent possible, service areas, loading docks, storage areas, trash and recycling bins, and rooftop and ground-mounted mechanical equipment shall be fully screened from view from adjoining properties and public rights-of-way.
- S-2 Screening materials shall be substantial and durable, and shall match the architectural character of the parcel. Stucco, wood fencing, or cyclone fencing is not permitted. Screening plant materials shall be evergreen to provide an effective year-round screen.
- S-3 Evergreen vines, evergreen shrubs or trees, or decorative walls or fences shall be used to screen mechanical equipment, loading areas, and other service areas.
- S-4 Roof-mounted satellite dishes and antennas shall be placed as far back from the front roofline as possible and shall not be visible from public streets.
- S-5 Utility equipment such as boxes, meters, transformers, and panels shall be installed on secondary building façades instead of primary building façades.

- S-6 All development that does not provide trash disposal within an indoor common disposal area, or where each unit or tenant does not have their own receptacle, shall be in compliance with the provisions of Section 14.07.060(I), Trash Enclosures and Recycling Areas, of the City's Land Use and Development Code.
- S-7 Outdoor storage shall be permitted only as per Chapter 14.09.134, Supplemental Standards, of the City's Land Use and Development Code.
- S-8 Screening materials shall be substantial and durable, and the screening shall be well-designed. Primarily evergreen plantings shall be used, to provide an effective year-round screen.
- S-9 Electrical transformers and similar utility structures shall be undergrounded or placed away from the entrance of the site. If undergrounding is infeasible due to preexisting site conditions such as a high water table and other underground utilities, the facility shall be enclosed within the building or adequately screened from the view of any public right-of-way.

Design Guidelines

- G-1 To the extent possible, all building-mounted equipment, including but not limited to louvers, pipes, overhead doors, service doors, access ladders, downspouts, conduit, and electrical service boxes, should be painted a color that is consistent with the color scheme of the building to blend into the background of the structure or the site, unless specifically intended to be an architectural element of the building design.
- G-2 To the extent possible, trash receptacles should be centralized and located in the rear of buildings, with alley access for sanitation and recycling trucks. Any structure enclosing these receptacles should be of a similar color and material to the primary building it is serving.
- G-3 Whenever feasible, areas for collecting and loading recyclable materials should be adjacent to the solid waste collection areas.
- G-4 Loading areas should be accessible from side streets or alleys rather than from the front of buildings, where feasible. Such areas should be functionally separated from parking and pedestrian walkways for safety and should provide convenient access for delivery trucks. (CPTED)

- G-5 Commercial storage areas should be screened from exterior views from streets and adjoining parcels by one of the following methods:
 - 1. A minimum 8-foot-wide landscape planter surrounding the commercial storage area.
 - 2. A minimum 6-foot-high masonry concrete wall to provide vertical screening.

All screening plant materials must be irrigated per Chapter 14.27.010 of the City's Land Use and Development Code. The exterior treatment of the wall shall match the architectural character of the parcel.

G-6 When publicly visible, exterior trash and storage areas, service yards, loading docks and ramps, electric and gas meters, irrigation backflow prevention devices, etc., should be screened from view, using landscaping and/or architectural elements that are consistent with the project design.

12.5.8 Zone District-Specific Design

Reserved for future use.

Side Yards

Side yards in the DC District are not preferred. If reviewed and approved by the decision maker, side yards shall be of sufficient width to create usable space between buildings.

Outdoor Storage

TABLE 12.5.8-1: OUTDOOR STORAGE REGULATIONS			
District	Outdoor Storage Permitted:		
DNL, DNM, and DNH Districts	Permitted as an accessory use where it: Occupies less than 200 square feet; Is located outside of all required setbacks, parking and circulation areas, and landscaped areas; and Is not visible from a public right-of-way.		
DC, DMX, and DGC Districts	Not permitted. (All storage must be located within an enclosed building.)		
DPF District	Permitted as an accessory use where it: Is located outside of all required setbacks, parking and circulation areas, and landscaped areas; and Is screened with a minimum 6-foot-high solid fence or wall.		
OS District	Not permitted. (All storage must be located within an enclosed building.)		

Downtown General Commercial

The more contemporary retail and entertainment centers in the DGC District include larger footprint buildings and more auto-oriented uses than other areas in Downtown. As a result, it is recognized that some of the development standards and guidelines in this chapter may not apply to every project or condition in the DGC District. The standards and guidelines should be applied to the extent applicable and feasible. As these sites become denser through redevelopment, it is the intent of the DDSG to move the development patterns toward the other standards and guidelines noted herein. For instance, as existing surface parking lots are reclaimed as development sites, these spaces should attempt to shift buildings toward the adjacent public streets to create a pedestrian-oriented development pattern similar to historic Downtown.

Downtown Historic Preservation District Overlay

Additional standards and guidelines for the Downtown Historic Preservation District Overlay are provided in DTSP Part II, Chapter 13, "Historic District Standards and Guidelines."

Development Prototypes

Additional standards and guidelines for development prototypes are provided in DTSP Part II, Chapter 9, "Development Prototypes."

12.6 Building Design

The following design standards and guidelines are applicable Downtown-wide, with exceptions called out in the "Zone District-Specific Design" section.

12.6.1 Building Height, Massing, and Scale

Design Intent

The size and scale of buildings should be compatible with existing development in Downtown and should ensure a human-scaled environment. To ensure compatibility with existing development in Downtown, new developments should appear similar in massing and scale, appropriate to their location. New buildings and additions to existing buildings should generally fall within the height range of existing buildings along each block. Larger scale buildings containing blank, uninteresting, and unappealing street facing walls shall be avoided. Most commercial buildings in Downtown are one or two stories high, with a high floor-to-ceiling measurement (typically 15 feet or more). Building parapets on one-story commercial buildings create the illusion of higher buildings and help to create the sense of street enclosure along the commercial street.

Design Standards

S-1 Buildings shall comply with the height requirements specified in DTSP Part II, Chapter 11, "Development Regulations."

Design Guidelines

- G-1 Larger-than-average buildings on the same block should break up the mass of the structure with articulation of the structure into smaller components to maintain the traditional human scale.
- G-2 Architectural treatments such as building setbacks, cornice lines, parapets, and header and sill details on upper-story windows, as well as bay windows, shall be used to break up the massing of building façades.
- G-3 Doors, windows, awnings, and detailing should be considered, as they can reduce the appearance of building mass where an otherwise blank wall may exist.
- G-4 New, higher buildings can reinforce the established building heights along a block by stepping back upper floors that are above the average building height for the street. For the Downtown area, this setback should occur starting with the third floor. Refer to item 6 in Section 11.4, "Supplemental Development Regulations," for additional stepback regulations.
- G-5 Buildings on corner lots provide an opportunity for the use of building elements that exceed the average height on the block and that serve as a focal point/gateway entrance for the block.
- G-6 Architectural features such as display windows, pilasters, lattices, and alcoves for product display can provide visual relief to buildings that cannot achieve continuous openings along the street and sidewalk and shall be utilized.

12.6.2 Building Materials, Finishes, Textures, and Colors

Design Intent

Buildings should be constructed with high-quality materials that are durable and enhance the building's character, particularly on the ground floor, where people are most likely to come in contact with the building and can easily see and touch the materials. Color should be used in a way that complements the colors of the surrounding structures, including color palettes from surrounding buildings; adds to the liveliness and character of Downtown; and, where applicable, appropriately reflects Downtown's historical character.

Design Standards

Materials, Textures, and Finishes

- S-1 Exterior finish materials shall consist of stucco, wood siding, dimensional profile metal architectural siding, fiber cement products, stone, and/or brick. Exterior finish materials not permitted are vinyl, synthetic wood, grooved plywood, exposed concrete block, glazing with mirror finishes, sprayed-on/textured stucco and raw, raised grain, or rough sawn wood.
- S-2 A combination of building materials shall be used with a minimum of two materials on any building frontage, in addition to glazing and railings.





Building colors complement the natural materials such as brick and stone found on the building façades (Source: Jacobs)

Colors

- S-3 Fluorescent, neon, and Day-Glo colors are not permitted.
- S-4 Contrasting accent colors are required for architectural details, awnings, and entrances.
- S-5 Colors shall be selected with consideration for the orientation of buildings and historical character of Downtown. Because of sun exposure, colors on south- and west-facing façades will often appear warmer than the same colors on the north or east sides.



Example of appropriate building materials—brick and steel (Source: Jacobs)

Design Guidelines

Materials, Textures, and Finishes

- G-1 Use of materials commonly found in the historic Downtown is encouraged. Stucco, brick, stone, terra-cotta, and tiles are common in historic Downtown Vacaville and shall be considered.
- G-2 In buildings on which more than one material is used, the "heavier" material should be placed below the "lighter materials" (e.g., curtain wall, wood siding, glass window wall, or tile upper story over a brick or stone base).

Colors

G-3 Primary building colors should complement natural materials such as brick, stone, tile, and terra-cotta. Buildings should avoid using more intense colors exclusively as primary design elements. Solutions should include both façade articulation and changes in color. The applicant shall submit a color palette for review and approval.

12.6.3 Architectural Elements

Design Intent

Architectural elements include the treatment of building façades and help create the interface between the building face and the public realm of the street. The historic area along Main Street has a pedestrian-friendly scale of building façades that vary from 1½ to three stories in height. This building pattern creates a regular rhythm of 20- to 50-foot building widths that humanize the public walkways and make it comfortable to stroll along the street. The pattern and rhythm of architectural elements such as window openings, commercial display windows, frequent building entries, ornamentation, awnings, and canopies also contribute to the historic urban streetscape and a comfortable pedestrian experience. This building and public realm relationship is desirable and should be replicated wherever possible in the Downtown core.

Design Standards

Building Façades

- S-1 All elevations visible from the public right-of-way shall be designed as building "fronts" with similar building materials, colors, and architectural treatments.
- S-2 Blank walls (façades without doors, windows, or landscaping treatments) of more than 30 feet in length and fronting on a public street or a public open space are prohibited.

- S-3 Buildings fronting on a public street shall have massing breaks that maintain the proportions and spacing of openings on the block, typically every 20–50 feet. Massing breaks shall include the use of varying setbacks, building entries and recesses, windows, courtyards, or structural bays. Such breaks shall be a minimum of 18 inches deep and 4 feet wide.
- S-4 Buildings on wider lots shall maintain the rhythm of the front façades by breaking the building's façade into small increments of window displays and entries or a change in the building plane, stepping portions of the façade in or out, or changing types or colors of materials. Such façade rhythm shall be maintained in increments of 20–30 feet.
- S-5 Horizontal and vertical elements shall be used to articulate a building façade and create a top, middle, and base to give definition to the building and break its elements down to a more human scale. Building proportions used in new construction or additions shall be consistent and compatible with the proportions of buildings in the surrounding block.
- S-6 Doors, windows, floor heights, cornice lines, signage, porches, posts or columns, dormers, gable roof elements, wainscoting, shutters, window boxes, awnings, and similar elements shall be used along elevations fronting on a public street to reduce the mass of buildings, create visual interest, and enhance the pedestrian experience.

- S-7 Retail and mixed-use building façades facing the street shall be lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Such entries and openings shall consist of at least 60 percent of the building façade and shall be a height between 2½ and 10 feet above the level of the sidewalk.
- S-8 Attainable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.

Reductions

- S-9 The building transparency requirement may be reduced or waived by the decision maker upon finding that:
 - The proposed use has unique operational characteristics with which providing the required windows and openings is incompatible, and
 - 2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.



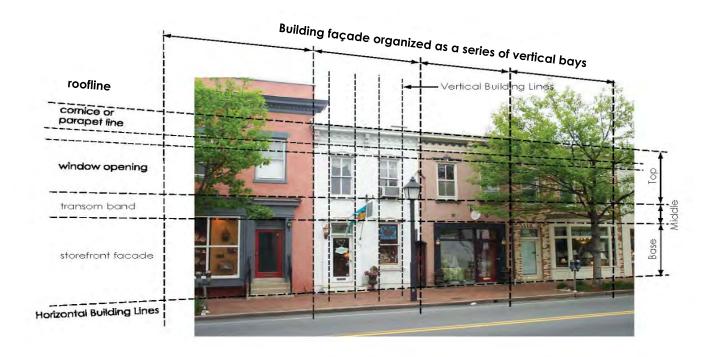
Example of a variety of building rooflines, forms, shapes, and heights (Source: Jacobs)

12.6.4 Roofs and Parapets

Historically, building roofs in Downtown used flat roofs, or pitched or arched roofs hidden behind a parapet. Parapets are often capped with a cornice and provide space for wall-mounted signs. Residential buildings are generally provided with steep-sloped roof forms and articulated with dormers, parapets, and varying shapes and heights. These characteristics shall continue with all new construction.

Design Standards

- S-1 Variation of rooflines and a variety of roof forms, including flat roofs or sloped roof forms, is appropriate in Downtown. In general, nonresidential uses shall use a flat roof and residential uses shall use either a flat or sloped roof.
- S-2 Rooflines shall be vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof heights and/or forms.
- S-3 Building façades shall have a bottom, middle, and top layer of design elements, with articulation at the opening and near the roofline as shown in **Figure 12.6.4-1**.
- S-4 Free-form and geometric roof shapes, including mansard roofs, shall not be permitted.
- S-5 For flat roofs, cornices must be provided. Cornices shall project a minimum of 6 inches and a maximum of 12 inches.



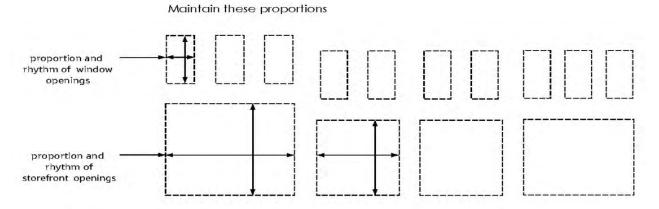


Figure 12.6.4-1: Illustration of Façade Rhythm

- S-6 Residential sloped roofs shall be steeply pitched with multiple shapes and variations. The use of dormers, special corner design elements, and varying roof heights to break down the massing of the roof form is appropriate.
- S-7 Roof-mounted equipment shall be fully screened from adjoining properties and public rights-of-way and/or integrated into the roof design.
- S-8 Roof materials in view of the public streets shall be of highquality, solid materials such as tiles, metal, and terra-cotta.

Design Guideline

G-1 "Green roofs" are encouraged and may be used in lieu of any other roofing materials if reviewed and approved by the decision maker.

12.6.5 Windows, Bays, and Storefronts

Design Intent

Placing windows and doors along a street frontage is one of the best methods of creating visual interest in a building and encouraging an active environment. Storefront windows at the street level can be used to allow pedestrians to see into the structure and improve visual surveillance of the area outside of the building. For commercial buildings, windows allow goods and customers to be viewed, thus creating interaction between the building and the public realm.

Design Standards

- S-1 Windows, entries, and doors shall occupy the wall surface in the ground-floor retail and office spaces along priority pedestrian frontages. Retail display windows and entries shall occupy at least 60 percent of the ground-floor building façade.
- S-2 Buildings shall follow the historic use of windows, in which windows were rectangular and vertically placed on the building façade.
- S-3 Headers, trims, and sills of windows of new buildings shall be well-articulated in design, dimensions, and patterns of historic Downtown architecture. Building façades of the Downtown Core (DC) District follow a consistent pattern of building lines at each floor level, along the eaves of roofs, at the building base on the ground level, and following common windowsill heights (Figure 12.6.4-1).

- S-4 Storefront windows shall be made of clear glass to allow pedestrians to see into the structure and allow interior users to see out onto the street. A minimum of 60 percent visible light transmittance is preferred. Mirrored, smoked, or dark-tinted glass is not allowed. Interior-lighted storefronts are encouraged in the evening hours to provide additional lighting to the sidewalks, increasing safety and security at night. Signage should not cover more than 20 percent of the window surface area. (CPTED)
- S-5 Long, continuous ribbon windows are not permitted.
- S-6 Windows shall not be made completely opaque by signage or other application treatments. However, interior sunscreens or blinds shall be permitted.

Design Guideline

G-1 Windows with articulated mullions and true divided lights are encouraged.

12.6.6 Doorways and Entrances

Design Intent

The entry features of buildings should be clearly visible to pedestrians, with a defined relationship to the street and sidewalk. Recessed entries help break up the massing of a building and can make the entry threshold more immediately apparent to pedestrians. In residential areas, raised stoops and porches help provide a small separation and sense of privacy between the private residence and the public realm along the sidewalk. Considerations shall be given to universal accessibility standards, where applicable. Decorative features such as awnings, canopies, lighting, and signage can also be used to clearly define and articulate an entryway.

This section shall align with Section 12.5.2, "Treatments along Streets and Alleys," as it relates to site design.

Design Standards

Commercial and Office

S-1 The main entrance of a building along a street-edge façade shall open directly onto a publicly accessible walkway that connects directly into adjacent street sidewalks. An entry foyer or landing may be inset into the building façade to prevent doors from opening onto and blocking the public way. Buildings with two frontages at a corner should provide a common entrance. (CPTED)





Corner entries are clearly defined with a unique massing form and articulated with signage, awnings, and lighting (Source: Jacobs)

- S-2 Primary entries shall be located on the primary façade of the building facing a public street and shall provide clear and visible pedestrian access.
- S-3 At mixed-use buildings, entrances to residential, office, or other upper-story uses shall be clearly distinguishable in form and location from retail entrances.
- S-4 Commercial and mixed-use street frontage greater than 150 feet in length shall have multiple pedestrian entrances to access the businesses or residences in the building. The maximum distance between building entrances along the same frontage shall be no more than 75 feet.
- S-5 Windows and entries of ground-floor storefronts shall be compatible with the pattern of retail buildings in Downtown in the neighborhood in which it is located. Historic storefront windows include larger retail window displays and entries with overhanging awnings, a tile base, and a transom with a sign frieze above. Retail storefronts extend the length of the building façade and are approximately 40–50 feet in width. Wider buildings (100 feet wide or more) shall break up the façade length into smaller segments with building columns or pilasters, consistent with the pattern of the commercial block.
- S-6 The size of the entry shall be proportional to building size.
- S-7 New buildings in Downtown shall include details such as sidelights, transoms, columns, and pediment trim that are often inset and embellished on traditional entries.
- S-8 Entries shall be clearly defined with signage and architectural details.

S-9 A Knox key box shall be located adjacent to the front door of the new building. An application is available at the Fire Department Administration Office. The applicant shall submit the application promptly to avoid delays in occupancy.

Residential

- S-1 Primary residential entryways shall be located on major sidewalks to provide clear and visible pedestrian access.
- S-2 The size of the entry shall be proportional to building size.
- S-3 New residential buildings in Downtown shall include trim that is often inset and embellished on traditional entries.

Design Guidelines

Commercial and Office

G-1 Secondary entries may be located at the side or rear of the building to provide access from parking areas.

Residential

- G-2 Secondary entries may be located at the side or rear of the building to provide access from parking areas.
- G-3 Residential mixed-use projects, townhomes, and apartments should provide multiple entries, stoops, and/or porches along the streets whenever possible. Multiple entries to ground-floor flats and townhomes improve the sense of safety and security along the street and help to activate the public realm. (CPTED)

12.6.7 Canopies, Awnings, and Arcades

Design Intent

Canopies, awnings, arcades, and other overhangs are traditional elements of commercial design that articulate the building façade and create variety and interest at the street level. They also provide space for signage, shade windows during the summer to reduce energy use, protect pedestrians from the weather, and provide an opportunity to add color and visual interest to the building.

This section shall align with Section 12.5.2, "Treatments along Streets and Alleys," as it relates to site design.

Design Standards

- S-1 Canopies, awnings, and arcades shall be designed with respect for the size, shape, and placement of the building, unless a unique architectural style encourages something different.
- S-2 Canopies and awnings shall fit within individual bays or structural divisions of the building façade rather than extending beyond a single bay unless the building structure dictates an alternative placement. In no case shall these features exceed a maximum of 6 feet of depth from the building face.
- S-3 Canopies and awnings shall only be internally illuminated where appropriate to the architectural style of the building.

Design Guidelines

- G-1 The use of canopies, awnings, arcades, and overhangs over window displays and entries along the public sidewalk on the ground floor of commercial buildings is encouraged. In no case, however, shall these features interfere with pedestrian or vehicle access in the right-of-way or affect ADA requirements. These features shall be properly maintained in good and functional condition at all times.
- G-2 A variety of solid- and stripe-colored awnings may be considered.
- G-3 Canvas, fire-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, fiberglass, and glass awnings should not be considered.
- G-4 Awnings, canopies, overhangs, bay windows, and miscellaneous entry features may project into the front public right-of-way, provided that they meet the minimum clearance requirements of the City's Land Use and Development Code.
- G-5 Canopies and awnings should be designed to provide window shading to reduce energy use.
- G-6 Awnings and canopies may contain signage, as applicable, that is in compliance with Chapter 14.09.132, Signs, of the City's Land Use and Development Code.

12.6.8 Building Additions and Renovations

Design Intent

Building additions and renovations shall take into consideration the design context, building materials, and colors of both the existing building and the surrounding properties to ensure their compatibility.

Design Standards

S-1 Building additions and renovations shall follow all applicable requirements of the California Building Standards Code and the Green Building Code, as adopted by the City.

Design Guidelines

- G-1 Materials and paints used should complement or be of the same color as or a similar color to the existing building.
- G-2 Architectural design features should complement or be of the same design as the existing building.

12.6.9 Green Building Design

Design Intent

"Green building" refers to both a structure and the application of processes that are environmentally responsible and resource-efficient throughout a building's life cycle: from planning to design, construction, operation, maintenance, renovation, and demolition considering energy use, water use, indoor environmental quality, material selection, and the building's effects on its site.

Design Standards

S-1 Building additions and renovations shall follow all applicable requirements of the California Building Standards Code and the Green Building Code, as adopted by the City.

Design Guidelines

- G-1 Natural climate control features, such as roofs with larger overhangs and trellises or deciduous trees over south-facing windows, are encouraged to reduce energy demand.
- G-2 The use of windows to provide natural light indoors as much as possible is encouraged. Windows should be placed for cross-ventilation and airflow to promote natural cooling.
- G-3 Building materials that are less hazardous and/or are made from recycled materials are encouraged.

12.6.10 Zone District–Specific Design

Reserved for future use.

Downtown General Commercial

The more contemporary retail and entertainment centers in the DGC District include larger footprint buildings and more auto-oriented uses than other areas of Downtown. As a result, it is recognized that some of the development standards and guidelines in this chapter may not apply to every project or condition in the DGC District. The standards and guidelines should be applied to the extent applicable and feasible. As these sites become denser through redevelopment, it is the intent of the DDSG to move building design toward the other standards and guidelines noted herein.

Downtown Historic Preservation District Overlay

Additional standards and guidelines for the Downtown Historic Preservation District Overlay are provided in DTSP Part II, Chapter 13, "Historic District Standards and Guidelines."

Development Prototypes

Additional standards and guidelines for development prototypes are provided in DTSP Part II, Chapter 9, "Development Prototypes."

12.7 Landscaping

The following design standards and guidelines are applicable Downtown-wide, with exceptions called out in the "Zone District–Specific Design" section.

12.7.1 Landscaping and Buffer Areas

Design Intent

Landscape design should take into consideration the level of maintenance and pest management that will be required to sustain the landscape. Designs should be aesthetically pleasing, low maintenance, water conserving, and maintained using an integrated pest management approach.

Design Standards

Planting and Ground Covers

- S-1 Street trees shall be installed with all projects fronting on a public street.
- S-2 All unpaved areas shall be planted with irrigated plant materials.
- S-3 Streetscape elements such as lights, trash cans, benches, tables, bicycle racks, landscaping, and irrigation shall not be located within the public right-of-way, unless they are approved by the decision maker. Refer to DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," for more information.



Install low maintenance vegetation (Source: ESA)

- S-4 Landscape and utility plans shall be coordinated. All utility lines, vaults, overhead lines, fire hydrants, and streetlights shall be indicated on landscape plans to avoid potential conflicts.
- S-5 When locating trees, their canopies should be maintained to ensure a minimum of 10 feet of clearance from the ground on the pedestrian side (higher along equestrian trails) and a minimum of 15 feet from the ground on the vehicular side. Because small trees often cannot meet these criteria, their use and placement must be considered carefully, and they are not considered appropriate as street trees or parking lot shading trees. (CPTED)
- S-6 Regardless of location near an intersection or elsewhere, placement of all proposed streetscape components must meet the requirements set forth within the City's ordinances, Title 24 of the California Code of Regulations, and the Americans with Disabilities Act.
- S-7 Landscaping along the borders of a property is required unless special circumstances demonstrate that it would not be appropriate to do so. Residential single-family properties are exempt.
- S-8 Plant materials shall be planted on the site in the exact number, size, and location shown on approved plans. It is the responsibility of the applicant to ensure that the landscaping is installed in accordance with the plans approved by the City.

 On-site changes must be approved by the City.
- S-9 A 3-foot clear space (shrub and ground cover planting) shall be maintained around the circumference of fire hydrants and at the access side of utility boxes except as otherwise required or approved. Plant materials may not encroach in this space.

Visual Clearance/Sight Distance Triangle

- S-10 Fences shall not exceed 36 inches in height and shall be of an open design.
- S-11 Deciduous trees (and properly trimmed conifers) may be permitted to encroach into the sight visibility triangle, provided that the lowest branch of any such tree shall have a vertical clearance of at least 10 feet from street grade.

Landscape Design

- S-1 Energy conservation within structures shall be addressed by recognizing the sun exposure on the site and providing appropriate tree species that minimize solar heat gain during the summer months and maximize it during the winter. These include deciduous trees on the southern exposure, coniferous and broadleaf evergreen trees along the eastern and western exposures, and evergreens along the northern exposure.
- S-2 Landscape plans shall incorporate CPTED design principles. (CPTED)
- S-3 Root barriers shall be installed where the center of the tree is within 8 feet of paving, curbs, or building walls. Root barriers shall not wrap around the root ball, but instead shall be installed linearly along the length of paving or the back of the curb, as determined by a landscape architect.
- S-4 Commercial projects located next to residential areas and/or residentially zoned areas shall incorporate appropriately sized transitional landscaping along the property lines to provide an effective visual buffer between the different land uses.

Planting Sizes

- S-1 The minimum planting size of shade trees shall be 15-gallon containers with minimum height/spread, at the time of planting, per American National Standards Institute (ANSI) Standards for Nursery Stock.
- S-2 The minimum planting size shall be 15-gallon containers with minimum height/spread, at the time of planting, per ANSI Standards for Nursery Stock.
- S-3 The minimum planting size of evergreen trees shall be 15-gallon containers with minimum height/spread, at the time of planting, per ANSI Standards for Nursery Stock. Evergreen trees shall be used at strategic locations and shall be designed into group plantings to enhance interest, screen objectionable views, enhance privacy, serve as a backdrop for ornamental trees, and block winds.
- S-4 Deciduous shrubs shall be used to provide seasonal color interest. Because of their informal and leafless appearance during dormant months, they should be used in combination with evergreen plants in high-profile areas where a year-round formal aesthetic is desired. Shrubs shall be spaced close enough together to ensure an attractive and mature plant massing effect where desirable. The minimum shrub planting size is a 1-gallon container with minimum height/spread, at the time of planting, per ANSI Standards for Nursery Stock.

S-5 Evergreen shrubs shall be used where a low-level screen or hedge is desired; they may also be used as effective ground covers on slopes. Screen hedges shall offer frequent visual breaks for accent planting. The minimum planting size is a 1-gallon container with minimum height/spread, at the time of planting, per ANSI Standards for Nursery Stock.

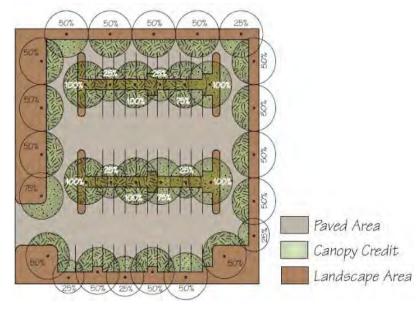


Figure 12.7.1-2: Parking Lot Shading Calculations

Parking Lot Shade Provisions

- S-6 The intent of the shading provisions is to reduce urban heat islands by substantially increasing the shaded areas in parking lots. Cooler parking lot temperatures reduce ozone concentrations by lowering hydrocarbon emissions.
- S-7 Parking lot shading provisions shall apply to all parking and circulation areas, except for areas devoted to truck maneuvering, truck loading areas in front of overhead doors, and vehicle display, sales, and storage.
- S-8 Landscape planting areas within a surface parking lot shall provide shade trees on an average of every four parking stalls to provide visual and solar relief. Trees shall be planted and maintained throughout the parking lot to ensure that, within five years after establishment of the parking facility, at least 50 percent of the parking area is shaded. A plan to maintain and replace trees shall be included.
- S-9 Canopy trees placed in or around parking lots shall not interfere with parking lot lighting requirements.
- S-10 Shading shall be calculated by using the expected diameter of the tree crown at five years. Where tree shade overlaps, the shade area shall not be double-counted. The coverage area may be reduced for landscaping located under power lines and other obstructions that restrict and/or prohibit tree placement (Figure 12.7.1-2).

Parking Lot Sidewalks

- S-11 Pedestrian access from the street, separated from drive aisles, to the front entrance of larger commercial buildings shall be provided where appropriate. Sidewalks in parking lots should have a minimum of 5 feet of net landscaping on at least one side of the walkway or alternate from one side to the other to provide a comfortable walking environment, including shade for pedestrians. Stamped and/or colored concrete or other decorative accent is encouraged for crosswalks within the parking lot.
- S-12 Pedestrian circulation walks shall be designed to provide access to the disabled in compliance with Title 24 of the California Code of Regulations, the Americans with Disabilities Act, and other relevant standards.

Parking Lot Screening

- S-13 Parking areas shall be screened from public streets with low shrubs or decorative screen walls at a 30-inch maximum height from the adjacent top of the curb or sidewalk. Where possible, a landscape area shall be provided between parking areas and the right-of-way.
- S-14 Where planting areas are feasible, the shrubs shall create a semi-continuous 30-inch-high screen within two years of planting. This design objective shall be balanced with CPTED criteria when selecting plant materials. The tree plantings shall provide a mix of large-canopy deciduous shade trees and evergreen trees limbed up to CPTED standards (CPTED).

General Landscape Design Standards for Parking Lots

- S-15 Landscape planting shall permit adequate sight distance for motorists and pedestrians entering and exiting a site and shall not interfere with circulation patterns. Vehicular line of sight shall be maintained in all areas throughout a parking lot.
- S-16 Landscaping shall be installed in parking areas to minimize the expansive appearance of parking lots. This landscaping in the parking lot interior should include a mix of fast-growing and longer-lived deciduous tree species (without messy fruit) for provision of summer shade.
- S-17 Landscape planting areas in a surface parking lot shall provide shade trees on an average of every four parking stalls to provide visual and solar relief. Landscape planting areas that are used for separation between banks of parking stalls shall be a minimum of 6 feet in width, measured inside of curbs. An 8-foot-wide planter area is ideal to ensure the long-term survival of the trees.
- S-18 The planting of trees in landscape islands that extend the full length of parking spaces is preferred over trees in smaller planting areas between spaces.
- S-19 Where individual tree planter islands are used between banks of stalls, a minimum of 8 x 8 feet square, or 64 square feet of planting space, shall be provided. The incorporation of subsurface root zone bioretention infrastructure may allow a smaller parking island configuration.

Refer to Chapter 14.09.230 of the City's Land Use and Development Code for additional parking lot standards, including lighting and screening for loading zones and truck parking.



Well-designed parking lot island landscaping with optimal planting space (Source: Jacobs)



Parking lot island of inadequate size and design (Source: Jacobs)

Drive-Thru Lanes

- S-20 Drive-thru businesses are not allowed in the DMU and DC Districts. Refer to DTSP Part II, Chapter 10, "Land Use Regulations."
- S-21 Where allowed, drive-thru lanes that are adjacent to the street shall be screened using low screen walls, berming or mounding, and/or landscaping.
- S-22 Pickup and drive-thru windows oriented toward the street shall be deemphasized through screening and/or architectural treatment.

Design Guidelines

Planting and Ground Covers

- G-1 Plantings should be balanced to achieve an attractive initial appearance while considering the mature size of plants.

 Overplanting that requires later plant removal is not desirable. By alternating tree types, an enhanced aesthetic can be achieved while slower growing trees are established.
- G-2 Proposed new trees should be compatible with an established design program on adjacent parcels, and with the neighborhood pattern, if applicable.
- G-3 In cases where existing protected trees can be removed for new development, substantial additional trees, other landscaping, and/or additional mitigation measures may be required beyond the measures established in these guidelines and regulations.



Drive-thru lanes should be screened by a combination of walls and landscaping (Source: Jacobs)

- G-4 As a general guideline, the following setbacks for trees (measured from center of trunk) should be applied when placing trees adjacent to roadways, walks, buildings, walls, fences, streetlights, ditches, swales, drainage facilities, and miscellaneous utilities, signage, and structures:
 - Large Deciduous Trees (over 25 feet in height): 6 feet minimum, but 8 feet is preferred for the setback from buildings, edges of pavements, backs of curbs, and edges of sidewalks.
 - Small Deciduous Ornamental Trees (under 25 feet in height):
 4-foot minimum, but 6 feet is preferred for the setback from buildings, edges of pavements, backs of curbs, and edges of sidewalks.

- 3. All trees should be set back a minimum of 10 feet from sanitary sewer, storm drain, gas, telephone, electrical main, and water lines and streetlights, and 5 feet from fire hvdrants.
- 4. Tall-growing trees should be planted a minimum of 15 feet to the side of overhead power lines. Only trees that will reach less than 20 feet at maturity should be planted within 15 feet of power lines.
- G-5 Vegetative ground cover that will absorb rainwater and reduce runoff should be used. All irrigated non-turf areas should include a minimum 3-inch layer of wood chip or bark mulch to retain water, inhibit weed growth, and moderate soil temperature. Combustible types of organic mulch are prohibited. Nonporous material should not be placed under the mulch.
- G-6 Inert materials such as gravel, decomposed granite, rock, and recycled glass mulch may be used to minimize water use. These materials should be fully integrated into the overall landscape design, planting, and irrigation and placed such that the materials are not a hazard to pedestrians.
- G-7 Plant material should cover a minimum of 50 percent of the net plantable site (area remaining when buildings and parking are deducted from the total site area). No areas are to be left in bare soil conditions.
- G-8 Plants selected for sloped areas are to be water-conserving plants suitable for erosion control. Varied species and irregular plant spacing should achieve a natural appearance on disturbed or graded slopes. Ground cover other than turf should be used on all slopes exceeding 10 percent.

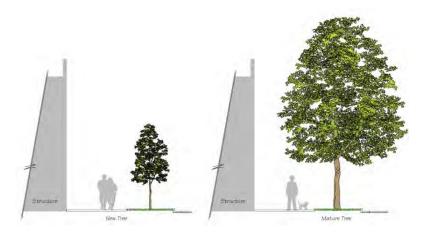
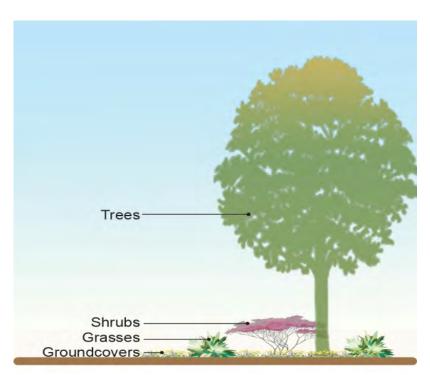


Figure 12.7.1-3: Tree Spacing Adequate space should be planned so that trees may grow to their mature form without excessive pruning (Source: Jacobs)

Landscape Design

- Space devoted to landscaping should be thoughtfully planned from project inception, not space left over after the building and parking have been sited.
- G-10 Tree and shrub planting should be grouped together using massing and form to create strong focal points within the site plan unless circumstances dictate otherwise.
- G-11 Layered landscaping and a mix of deciduous and evergreen trees should be incorporated into the landscape design.
- G-12 Landscaping design should consider maintenance needs and maintenance personnel access, particularly in areas near roadways.

- G-13 Tree and shrub species should be selected with root growth habits that will not cause damage to sidewalks, sound walls, neighboring properties, or overhead and underground utilities.
- G-14 Species with invasive roots should be sited away from hardscape areas.
- G-15 Natural-appearing earthen forms or berms can be incorporated into relatively flat areas to create visual interest, where appropriate. However, good CPTED judgment should be employed when determining berm heights and locations to avoid obscuring natural surveillance.



Layered landscaping (Source: Jacobs)

- G-16 Landscape elements should complement the adjacent architectural design elements. Unarticulated horizontal and vertical walls and fences should consider using various landscape treatments such as trellises, vines, and/or espaliers to visually break up the large surfaces.
- G-17 Special landscape treatments, such as increasing the size of trees, accent trees, decorative structures, water features, accent lighting, and/or special paving, should be provided at primary site entries.
- G-18 Landscaping should emphasize the primary pedestrian entry into commercial and industrial buildings.
- G-19 Annual flower beds can be used to provide an attractive accent element at project and building entries, monument signs, and other focal points where compatible with the adjacent irrigation hydro-zone.
- G-20 Adequate space should be provided so that trees may grow to mature form without excessive pruning (Figure 12.7.1-3).
- G-21 The use of potted plants and hanging flower baskets is discouraged unless an active (daily) landscape management plan is in place.
- G-22 The placement of trees/shrubs relative to freestanding signage and building signs should be designed to avoid visually obscuring the signs when the trees/shrubs reach maturity.

- G-23 Commercial developments larger than 3 acres in size or with multiple buildings should consider incorporating hardscape elements, which provide a focus for the development and create an attractive, usable, people friendly, public open space. Appropriate hardscape elements include plaza areas, patios, courtyards, atriums, and outdoor gathering and eating areas. The design of such areas should be well thought out and take all CPTED principles into account. Interesting design features should be incorporated such as public art (refer to DTSP Part II, Chapter 14, Section 14.4.1), historical references, or fountains.
- G-24 Fountains and other water features are a "high-water-use" landscape area per the City's Water Efficient Landscape Ordinance and must be included in the ordinance's calculation for landscape and irrigation plan sets.

Planting Sizes

- G-25 In certain prominent public gathering areas where an immediate impact is desirable, trees of 24-inch box size or larger may be used to create a strong design element.
- G-26 Ground cover plant sizes may vary from liners or 4-inch pots to 1-gallon size, depending on the species.
- G-27 Ornamental trees are most effective with a dark background provided by architecture or evergreen trees. Multiple- or single-stem, small-scale trees may be used in small-scale pedestrian locations where space is limited and an intimate feeling is desired.

Parking Lot Shade Provisions

G-28 Photovoltaic solar panels on roofed shade structures are an alternative to planting canopy trees for parking lot shade. Photovoltaic structures should be used primarily over interior banks of parking stalls; shade trees with understory plantings are preferred around the perimeter to screen and soften the parking lot area.

Parking Lot Sidewalks

G-29 Walkways should be provided along paths of likely travel through landscape areas to protect plantings from foot traffic.

Parking Lot Screening

- G-30 Landscape design should take into consideration the level of maintenance and pest management that will be required to sustain the landscape. Designs should be able to tolerate the microclimate of the paved areas and should be aesthetically pleasing, low maintenance, water conserving, and maintained using an integrated pest management approach for pest management.
- G-31 Reinforced concrete curbing is recommended at the edges of all planters and paving surfaces adjacent to auto circulation or parking areas unless otherwise designed to promote runoff infiltration into parking lot planters as a low-impact/water quality design measure.

12.7.2 Planting Design and Sustainable Landscapes

Design Intent

Sustainable landscapes contribute to the development of a healthy local community environment and to overall global environmental health. Sustainable landscapes conserve water and other natural resources, clean the air and water, sequester carbon, restore habitat, and increase energy efficiency, among many other social, economic, and environmental benefits. They are restorative and regenerative.

Sustainable design enhances the natural environment and reduces the impact of the built environment. There are many benefits associated with building sustainably, including healthier living environments, reduced costs of heating and cooling, reduced greenhouse gas emissions, local employment opportunities, and safe, livable communities.

A sustainable landscape must also be maintainable. Highly manicured, lushly planted landscapes are not sustainable, nor are they appropriate in a drought-prone climate with constrained water resources. Low-maintenance landscapes that require minimal pruning and reduce waste are encouraged.

Design Standards

S-1 Plant species are suitable for the Vacaville climate. All new landscaping complies with Division 27, Water Efficient Landscaping, of the City's Land Use and Development Code.

Design Guidelines

- G-1 Landscape design should incorporate primarily waterconservative, drought-tolerant native and adapted plant
 species that are appropriate for a Mediterranean climate,
 disease and pest resistant, and suited to site-specific
 conditions, such as soils and solar aspect. Refer to the Water
 Use Classification of Landscape Species Plant Database
 (ucanr.edu/sites/WUCOLS) and the University of California,
 Davis Arboretum All-Stars list of plants for information on lowwater-use plant selections for the region.
- G-2 Turf grass is discouraged except where it has functional use. Refer to the City's Water Efficient Landscape Ordinance for further restrictions on the use of turf grass.
- G-3 The urban tree canopy is the highest priority landscape feature. An optimal tree canopy combined with a simple ground cover treatment is preferable to a dense planting of shrubs and perennials with no trees. Refer to DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," for tree planting requirements within the public right-of-way.
- G-4 While plant massing or groupings of the same species are encouraged for a visual impact and efficient watering hydrozone, a less dense planting of medium to large native shrubs, alone as an accent or in small groupings, is an alternative xeriscape style.
- G-5 Decorative inert and organic mulches, accent boulders, and other ground plane treatments should be combined with low-density native plantings for an attractive xeriscape treatment.

- G-6 Low Impact Development landscape techniques that incorporate plants and mulch materials to help manage and cleanse water runoff are a critical part of sustainable landscape design. Refer to Section 12.7.3, "Low Impact Development and Stormwater Management."
- G-7 The City encourages landscape designers, installers, and maintenance personnel to reference and incorporate the sustainable landscape materials, practices, and principles advocated by green building organizations, such as the Sustainable Sites Initiative (www.sustainablesites.org).
- G-8 The City also encourages developers of large-scale development projects, specific plans, and planned developments to build to the green standards of the Leadership in Energy and Environmental Design—Neighborhood Development (LEED-ND) rating system. Land use goals within LEED-ND of particular import to these guidelines include but are not limited to:
 - 1. Sustainable Development
 - 2. Green Rating System
 - 3. Walkable Neighborhoods
 - 4. New Parks and Open Spaces
 - 5. Open Space Buffers

12.7.3 Low Impact Development and Stormwater Management

Design Intent

It is imperative to consider how a new development will affect existing conditions in the area and to assess the opportunities where Low Impact Development can be implemented feasibly. Low Impact Development is a sustainable practice that benefits supplies of surface water and groundwater and contributes to water quality protection.

Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, and other conveyances to a nearby creek or river, Low Impact Development uses site design and stormwater management to re-create the site's natural stormwater balance.

The goal of Low Impact Development is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall. All projects should incorporate Low Impact Development features into their projects unless significant hardships can be demonstrated that prevent this.

Bioretention is a water quality and quantity control best management practice (BMP) that uses the biological, chemical, and physical properties of plants, microbes, and soils to remove or significantly reduce pollutants from stormwater runoff. Refer to **Figure 12.7.3-1** for a cross section of a bioswale.

Low Impact Development and stormwater in the public right-ofway is addressed in DTSP Part II, Chapter 14, Section 14.3.7.



Tree Well Bioswale Bioretention in a parking lot

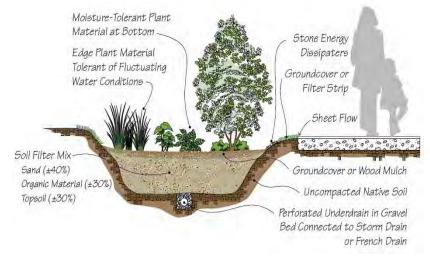


Figure 12.7.3-1: Typical Bioswale Cross Section

Design Standards

- S-1 Stormwater BMPs shall be designed and implemented to reduce the discharge of stormwater pollutants to the maximum extent possible. Impervious hardscape shall be kept to a minimum to decrease stormwater runoff and allow infiltration.
- S-2 Catching, slowing, and retaining water will promote infiltration and removal of pollutants and minimize stormwater runoff using the following:
 - Infiltration basins, trenches, buffer strips, drain fields, or drywells
 - 2. Bioretention areas
 - 3. Vegetated swales

Design Guidelines

- G-1 Where possible, native vegetation and soils should be chosen for stormwater management BMPs. A variety of trees, shrubs, and herbaceous plant materials should be used. Native grass meadows are especially effective at controlling and treating stormwater over a large area.
- G-2 Moisture-tolerant plans should be chosen for the bottom of a bioretention swale or basin. Plants that can tolerate both fluctuating water conditions and drought conditions should be chosen for the side edges.
- G-3 Standing water in a bioretention swale or basin must be able to drain within 72 hours. This may require periodic removal of built-up sedimentation. All BMP treatment options require periodic maintenance.

- G-4 Well-established plants are most effective at treating stormwater.
- G-5 Before occupancy of a new building or site, a formal agreement with the City will be required for the inspection and maintenance of the on-site BMPs.

Design Opportunities

- D-1 Bioswales with curb cuts.
- D-2 Rain barrels (essentially cost-effective cisterns).
- D-3 Directing roof leaders to discharge water to rear lots and side yards or other landscaped areas instead of directly to a drainage piping system.
- D-4 Bioretention or raingardens in lieu of parking islands.
- D-5 Use of green or living roofs where feasible.
- D-6 Interlocking permeable pavers or permeable pavement in areas such as parking spaces and pedestrian crossing areas.
- D-7 Structural soil cell systems, which support healthy urban trees and provide opportunities for stormwater storage, infiltration, and water harvesting on-site.

12.7.4 Zone District-Specific Design

Reserved for future use.

Downtown General Commercial

The more contemporary retail and entertainment centers in the DGC District include larger footprint buildings and more autooriented uses than other areas in Downtown. As a result, it is recognized that some of the development standards and guidelines in this chapter may not apply to every project or condition in the DGC District. The standards and guidelines should be applied to the extent applicable and feasible.

Downtown Historic Preservation District Overlay

Projects located in the Downtown Historic Preservation District Overlay may be exempt from the standards and guidelines in Section 12.7 if they can demonstrate severe hardship because of existing conditions and/or historic preservation considerations.

12.8 Fencing

The following design standards and guidelines are applicable Downtown-wide, with exceptions called out in the "Zone District–Specific Design" section.

12.8.1 Fencing and Wall Design

Design Intent

Fencing and walls may be used to attenuate sound, maintain privacy in residential subdivisions, and screen views of the following:

- 1. Parking lots (except along street frontages)
- 2. Trash disposal areas
- 3. Service and loading/unloading areas
- 4. Ground equipment

Fencing and walls proposed within rights-of-way or easements will be considered on a case-by-case basis. Information on fencing is provided in the following chapters of the City's Land Use and Development Code:

- 1. Chapter 14.09.074.120, Masonry Walls and Fences in Residential Districts
- 2. Chapter 14.09.084.60, Masonry Walls and Fences in Commercial Districts
- 3. Chapter 14.09.095.100, Masonry Walls and Fences in Business Park and Industrial Park Districts
- 4. Chapter 14.09.074.100, Masonry Walls and Fences in Community Facilities Districts

Design Standards

- S-1 Fences used to enclose areas where outdoor consumption of alcoholic beverages at restaurants or bars shall comply with any law as required in the State of California 2020 ABC Act and as may be amended from time to time.
- S-2 Masonry walls, retaining walls, or solid fences 50 feet in length or longer, and 3 feet in height or taller, are designed to minimize visual monotony through changes in plane, height, material, texture, or significant landscape massing. Appropriate methods of articulation include a combination of using regularly spaced columns, providing a defined base and cap, providing more than one color or material, and/or altering the height of the wall. Pop-outs or recessed areas that provide planting areas should be considered to create variations in the wall massing.
- S-3 The materials selected for fences and walls shall be compatible with the architecture of associated buildings and shall be durable and have a timeless design motif. The following types of fences are encouraged:
 - 1. Decorative metal fences
 - 2. Solid walls made of cast concrete, natural stone, brick, and/or textured concrete block
 - 3. A combination of solid wall with decorative metal.
 - 4. Weathered or painted steel
 - 5. Brick and natural stone should not be painted.

Walls constructed of timbers, railroad ties, or sheet pilings are not acceptable.

- S-4 All fence posts for wood fences adjacent to City-owned or City-maintained parcels shall use Master-Halco steel posts or approved equal.
- S-5 Chain-link fencing is not permitted in the Historic District of Downtown.
- S-6 Fencing and walls that are visible from a public right-of-way shall have an attractive cap and articulated façade.
- S-7 Landscaping between fences/walls and public streets shall be added to soften their appearance and to deter graffiti. The landscaping shall be placed close to the wall/fence so that individuals are not able to hide between the wall/fence and the landscaping (CPTED). Anti-graffiti coatings must be used on all masonry walls.
- S-8 When a fence/wall parallels a walkway, a 36-inch-minimum planting strip shall be provided between the sidewalk and fence, where possible.
- S-9 Commercial projects located next to residential areas and/or residentially zoned areas are required to incorporate appropriately sized, dense landscaping and a solid masonry wall along the property line to provide an effective buffer between the different land uses.

Design Guidelines

- G-1 The height of decorative fences and walls should be minimized, where possible. Berming or mounding can be used with the walls where a taller height is needed.
- G-2 Fencing and walls should be designed as an integrated part of the site where possible, rather than as a separate fence, e.g., planter wall, or continuation of an architectural wall.

12.8.2 Zone District-Specific Design

Reserved for future use.

Downtown Historic Preservation District Overlay

Projects located in the Downtown Historic Preservation District Overlay may be exempt from the standards and guidelines in Section 12.8 if they can demonstrate severe hardship because of existing conditions and/or historic preservation considerations.

12.9 Lighting

The following design standards and guidelines are applicable Downtown-wide, with exceptions called out in the "Zone District–Specific Design" section.

12.9.1 Building and Site Lighting

Design Intent

Lighting should be provided on the site and on buildings to improve the safety and security and pedestrian-friendly character of Downtown during the evening hours. The form, quality of light, and character of the lighting contribute to the attractiveness and distinctiveness of Downtown. The design and placement of lighting shall complement existing lighting and shall be compatible with the character of each district.

Lighting within the public right-of-way is subject to City approval and is further defined in DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines."

Design Standards

- S-1 Lighting shall be in conformance with Section 14.09.240.110, Light and Glare, of the City's Land Use and Development Code.
- S-2 Parking areas and entry drives shall be lighted to facilitate pedestrian movement and safety meeting CPTED standards. In accordance with the design criteria developed by the Illuminating Engineering Society, the following standards shall be required:
 - 1. Streets and driveways open to the public shall have a luminance value of .04 to 1.5 foot-candles and a color range between 4,000 and 5,000 Kelvin.
 - 2. Sidewalks shall have a luminance value of .03 to 1.0 foot-candles and a color range between 3,500 and 4,500 Kelvin.
- S-3 Light fixtures shall be installed on buildings in appropriate locations and shall not obscure major architectural features. (CPTED)
- S-4 The material, size, color, design, and brightness of exterior light fixtures shall be considered when selecting a light fixture.
- S-5 Lighting shall provide an even illumination level.
- S-6 Lighting shall be of an energy efficient design (LED preferred).
- S-7 Lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
 A photometric plan may be required to demonstrate light containment on-site and compliance with CPTED standards.

- S-8 Specific locations and design considerations include the following:
 - Paths. Through-covered or open courtyards should be illuminated to eliminate blind spots and create a safe level of lighting (CPTED).
 - 2. Storefronts. Lighting should be designed to illuminate the entry doorways and public sidewalk in front of stores in the evening.
 - 3. Alleys. New construction or substantial renovation within 20 feet of the property line that abuts an alley should include light fixtures that illuminate the back doors and alley.

Design Guidelines

- G-1 Neon lighting may be permitted if reviewed and approved by the decision maker.
- G-2 In the DMU and DC Districts, pedestrian-scale lighting fixtures along the sidewalk, at the edge of the property, are encouraged to enhance pedestrian safety and the walkability of Downtown. Refer to DTSP Part II, Chapter 14, "Streetscape and Public Spaces Guidelines," for more information regarding the public right-of-way standards and guidelines. (CPTED)
- G-3 Exterior illumination of building walls, landscaping, walkways, public art (refer to DTSP Part II, Chapter 14, Section 14.4.1), and parking areas should be incorporated into the development to provide an opportunity to highlight unique architectural characteristics.
- G-4 Suspended cable lights may be used for animating and downlighting pedestrian passages, open structures, outdoor dining areas, and other exterior locations. Lighting systems should be provided that enhance the public realm and create a positive and safe atmosphere. (CPTED)
- G-5 If light fixtures are visible, they should have a low enough intensity or adequate diffusing lenses to minimize their glare. The emphasis should be on lighting the ground plane, landscape, or building surface with downcast and cutoff fixtures.

- G-6 In the DMU and DC Districts, bollard lights can be strategically used along pedestrian walkways to supplement pole lighting and can function as physical barriers between different travel modes.
 - Parking Lots. Parking lot lighting must complement the building lighting fixtures and should be illuminated to eliminate blind spots and create a safe level of lighting (CPTED).

12.9.2 Zone District-Specific Design

Reserved for future use.

Downtown Historic Preservation District Overlay

Projects located in the Downtown Historic Preservation District Overlay may be exempt from the standards and guidelines in Section 12.9 if they can demonstrate severe hardship because of existing conditions and/or historic preservation considerations.

12.10 Signage

The following design standards and guidelines are applicable Downtown-wide with exceptions called out in the "Zone District–Specific Design" section.

12.10.1 Downtown-wide Signage Design

Design Intent

Signage should relate in placement and size to other site and building elements. It should enhance the character and attractiveness of streets in Downtown, while minimizing the appearance of clutter. These guidelines serve to supplement, but not contradict, the signage regulations in Chapter 14.09.260 of the City's Land Use and Development Code.

Design Standards

- S-1 All proposed signage shall be in compliance with Chapter 14.09.260, Signs, of the City's Land Use and Development Code.
- S-2 Signs shall not obscure important architectural elements such as windows, cornices, or decorative details.
- S-3 The materials and colors shall be compatible with those of the building and the adjoining buildings. Refer to the City's signage master plan and for more information.
- S-4 Installations shall be professionally designed and fabricated with high-quality materials such as metal, stone, and wood.

- S-5 Signs shall be wall mounted, projecting, combined with awnings, or placed on windows consistent with the character of Downtown, including the Downtown Historic Preservation District.
- S-6 Multiple signs detract from the building's overall appearance and shall be discouraged. Therefore, a sign program shall be provided for multi-tenant buildings to coordinate all signs to create a consistent and compatible image that is reviewed and approved by the Community Development Director.
- S-7 Individual shop signs on a single storefront or multi-tenant building shall be designed to relate to each other in size, color, lettering style, and/or building placement.
- S-8 All other signage standards shall be established by the City's Sign Ordinance, and the number of signs used shall be consistent with the ordinance.
- S-9 Animated, moving, flashing, blinking, reflecting, and revolving signs that detract attention from the buildings and historic character of Downtown Vacaville shall not be permitted, in accordance with the City's Sign Ordinance.
- S-10 Cabinet and pole-mounted signage is not permitted.
- S-11 Exposed conduit and tubing are not permitted. All transformers and other equipment shall be concealed.

Design Guidelines

- G-1 Combined directories located at the building entry for multitenant buildings are encouraged.
- G-2 Signage shall be modest in scale and appearance and shall complement, not overpower, the building structure.



Signs should be designed to relate to and enhance the character of the building and/or site (Source: Jacobs)

12.10.2 Zone District–Specific Design

Reserved for future use.

Downtown Historic Preservation District Overlay

Projects located in the Downtown Historic Preservation District Overlay may be exempt from the standards and guidelines in Section 12.10 if they can demonstrate severe hardship because of existing conditions and/or historic preservation considerations.



Multi-tenant building directories like the directory shown above are encouraged (Source: Jacobs)



Historic District Standards and Guidelines

Sections:

- 13.1 Purpose
- 13.2 Intent
- 13.3 Using the Historic District Design Standards and Guidelines
- 13.4 General Design Standards
- 13.5 Historic Architectural Resources
- 13.6 Noncontributing and New Construction
- 13.7 Resources and References
- 13.8 Glossary of Terms

13.1 Purpose

This chapter provides guidance to property owners and stewards, decision makers, designers, and architects when working with the historic resources in the Downtown Historic Preservation District (DPHD) Overlay. This guidance is intended to balance the needs of a vibrant, dynamic Downtown commercial area with the unique historic character that the built environment on Main Street provides.

13.2 Intent

The development standards in this chapter are intended to achieve the following objectives:

- A. **Applicability.** Establish where and when the provisions of this chapter apply, and outline the typical review and permit process for construction within the DHPD Overlay.
- B. **Historical Context.** Establish the historical significance and character-defining features of the Vacaville Main Street Historic District. This information should be used as a starting point for considering alterations and new construction that may be subject to the provision of these design standards and guidelines.
- C. **General Requirements.** Establish design review criteria with regard to common alterations, additions, and new construction within the DHPD Overlay.

- D. **Rehabilitation.** Provide reasonable design flexibility in the rehabilitation of historic resources while ensuring that the basic historic and architectural presentations of the resources are retained and enhanced.
- E. **New Construction**. Provide a set of design parameters that are based on the historical relationships, designs, and characteristics common throughout the DHPD Overlay. These parameters are intended to guide the design and construction of new buildings and major additions within the DHPD Overlay. The goal is to develop a cohesive, visually compatible Downtown area that mixes contemporary development with the historic resources.



Main Street, Downtown Vacaville, ca.1930 (Source: Vacaville Heritage Council)

13.3 Using the Historic District Design Standards and Guidelines

The design standards and guidelines in this chapter apply to all properties located within the DHPD Overlay. The majority of the overlay is applied to an area more commonly known as the Main Street Vacaville Historic District (Historic District), but it also includes the former St. Mary's Catholic Church at 600 Merchant Street. The Historic District is generally bounded by the alleys on the north and south sides of Main Street, extending from Parker Street on the west to the Old Town Hall building on the east. The Historic District also includes a short segment of Merchant Street extending southwest from Main Street.

The following information provides guidance on how to apply the various sections of these standards and guidelines to projects within the DHPD Overlay.

13.3.1 Where and When the Standards and Guidelines Apply

Design review is required for plans submitted for land use approval or building permit(s), including new and revised uses, structures, or site improvements, or expansions to existing uses (Vacaville Municipal Code, Section 14.09.290).

These design standards and guidelines are applicable to individual historic resources and contributors to the Historic District, to noncontributing buildings and vacant parcels within the DHPD Overlay boundaries, and to 600 Merchant Street. Depending on the historic status of the building, different sections of this chapter may apply.

13.3.2 How to Apply This Chapter to a Project

Property owners and building stewards should consult these design standards and guidelines when planning for alterations to uses or the appearance of buildings located within the DHPD Overlay. The standards and guidelines should be referenced as early in the project design and planning process as possible to ensure project compliance from the beginning and limit the number of subsequent project changes, and possibly avert delays. They should be used in conjunction with the Vacaville Municipal Code, including the section on Zoning and Land Use, as well as applicable laws and regulations such as CEQA and the California Historical Building Code, as applicable.

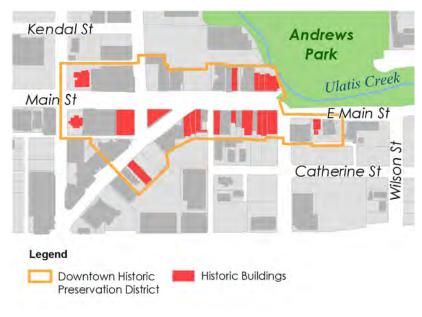
13.3.3 Project Planning Application Process

Projects subject to design review include changes or expansion of use and changes to or expansions of buildings within the DHPD Overlay. In addition, all exterior modifications to buildings—historic and nonhistoric—within the DHPD Overlay are subject to design review for compliance with the Historic District Design Standards and Guidelines.

The Director or their designee will review projects for conformance with the DHPD Overlay Design Standards and Guidelines according to the provisions of Vacaville Municipal Code Section 14.09.290.

13.3.4 Contributing and Noncontributing Resources

As presented in DTSP Part II, Section 4.8, "Historical Resources and Historic Preservation," the Downtown area contains a mixture of contributing and noncontributing resources. Different sections of this chapter apply to parcels depending on their classifications as contributing or noncontributing buildings within the Main Street Historic District.



Map of the historic buildings within the DHPD Overlay

Vacaville Downtown Specific Plan

Within the DHPD Overlay, the following properties are considered contributing resources:

300 Main Street

301 Main Street

344 Main Street

350 Main Street

400-412 Main Street

438 Main Street

500 Main Street

513 Main Street

519 Main Street

520-524 Main Street

528 Main Street

534-536 Main Street

547 Main Street

548 Main Street

549 Main Street

554 Main Street

555-559 Main Street

560 Main Street

620 East Main Street

301 Merchant Street

307 Merchant Street

349 Merchant Street

Also within the DHPD Overlay is the School Street Bridge, a California Register–listed historic resource, and the former St. Mary's Catholic Church (600 Merchant Street). All other properties within the DHPD Overlay are considered noncontributing resources.

Depending on the historical status of the building as a contributor or noncontributor, and the extent of the proposed modifications, different sections of this chapter should be referenced:

Section 13.4, "General Design Standards," provides direction on a number of considerations that apply to all construction types, regardless of the historic status of the subject building.

Section 13.5, "Historic Architectural Resources," presents guidance for owners and stewards of contributing historic resources regarding treatments specific to historic resources.

Section 13.6, "Noncontributing and New Construction," provides analogous information for nonhistoric properties within the DHPD Overlay.

13.4 General Design Standards

The following design standards apply to all parcels in the DHPD Overlay, regardless of historic status. They are intended to provide a baseline for project design that ensures a cohesive architectural and aesthetic setting throughout the historic district. These design standards and guidelines are a framework within which a wide range of compatible design solutions is permitted.

For additional information regarding general design standards for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.6, "Building Design." A brief presentation of historical background, incentives, terminology used in this chapter, and architectural styles common in the DHPD Overlay can be found in DTSP Part I, Chapter 4, Section 4.8.1, "Benefits and Incentives for Historic Preservation," and Section 4.8.4, "Historic Context."

13.4.1 General Principles and Goals

Exterior Color

Exterior color is an easy way to provide compatibility between buildings from a variety of eras, or across a building façade on which modifications have been executed in different materials. Color can bring unity and can highlight features that are unique or historically important. The goal is to employ a range of harmonious colors that highlights architectural features and avoids monotonous and blank wall surfaces as a way to strengthen the overall impression of the DHPD Overlay zone as a distinct, unified area within Vacaville.

Historically appropriate use of color within the DHPD Overlay includes muted or neutral base colors. Brighter, more modern, or otherwise unconventional color choices can then be applied as secondary or accent colors in limited areas to highlight design features, or to otherwise draw attention to specific parts of a building façade, like door and window trim, cornices, a frieze band, or panels. Many major paint manufacturers have lines specifically designed for historic building exteriors. These are excellent starting places to begin selecting colors.

For additional information regarding exterior colors and materials for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.6.2, "Building Materials, Finishes, Textures, and Colors."

Standards

- S-1 Exterior colors shall be based on historical paint palettes and shall be compatible with neighboring structures.
- S-2 Secondary paint colors used to highlight architectural features shall be compatible with the primary color and with color palettes found on neighboring buildings.

Guidelines

- G-1 Where possible, native vegetation and soils should be chosen for stormwater management BMPs. A variety of trees, shrubs, and herbaceous plant materials should be used. Native grass meadows are especially effective at controlling and treating stormwater over a large area.
- G-2 The use of paint as a method to unify a building façade where repairs or modifications differ materially from the historic fabric is encouraged.
- G-3 Muted, natural colors should be used as the primary color. Greater variation in tone and brightness of paint color is appropriate to highlight specific architectural features such as cornices, window and door trim, window surrounds, or other decorative elements.
- G-4 High-gloss paint should be avoided.

For more information, see:

Benjamin Moore: https://www.benjaminmoore.com/en-us/color-overview/color-palettes/historical-collection

Sherwin-Williams: https://www.sherwin-williams.com/ homeowners/color/find-and-explore-colors/paint-colors-by-collection/historic-collection

California Paints Historic and 20th Century Paint Digital Fan Deck: https://www.californiapaints.com/find-my-color/digital-fan-deck



530 Main Street in Downtown Vacaville (Source: ESA)

Secondary Façades

Secondary façades are those sides of a building that have lesser prominence. They may be a rear façade, or sides of the building that face alleys or vacant lots. Traditionally, secondary façades were designed to be utilitarian, with very little architectural ornamentation such as trim, cornices, window surrounds, or storefronts. Today, they often face parking lots and are used either for secondary entries to a first-floor commercial space, or for outdoor dining. Of course, they may still provide access to back-of-house functions such as restaurant kitchens, storage rooms, or offices. Although they are sometimes visible, secondary façades typically do not have the level of detail or the historical importance of street-facing façades.

Standards

- S-1 Design features on secondary façades shall be compatible with those on the primary façade, although they may be executed in a simpler form, use different materials, or have different sizes.
- S-2 Secondary façades shall be smaller in scale and simpler in form than primary façades.

Guidelines

- G-1 Where code compliance requires modifying openings, paths of travel, or other features, those modifications should be located on secondary façades to the greatest extent possible.
- G-2 Greater modification should be permitted on secondary façades. This includes new or modified storefronts and entries, new or modified window and door openings, and additions.
- G-3 Large secondary wall surfaces should be broken up with murals or other creative applications of paint and color.

Awnings and Balconies

Canvas awnings have historically been used to shade storefronts in the DHPD Overlay zone. They are most often found at the first-floor level, but may sometimes be appropriate for upper floors as well. Awnings not only provide shade but help to articulate commercial façades, and they serve as additional means to make a commercial storefront stand out when viewed from the street. Like paint, awnings can be fabricated in a range of colors and patterns. Because they are generally considered temporary features, greater ranges in colors and patterns are acceptable. It should be noted that for most architectural styles in the DHPD Overlay, fabric awnings are appropriate, while metal and glass awnings are not.

For architectural styles such as Art Deco and Streamline Moderne, which are found on several smaller commercial buildings in the DHPD Overlay, metal and glass canopies would be acceptable. These features are not temporary, as they are incorporated directly into the building's design and integrated into entries and storefronts.

Balconies were used as part of many historical styles from the late 19th and early 20th centuries. They could be part of second-floor galleries or placed on top of first-floor entry porches. It was also common to add architectural features such as railings to mimic balconies at upper-floor windows. These features help to break up the façade, provide visual interest, and sometimes add a small amount of usable outdoor space to upper floors.

For additional information regarding architectural elements, including awning, balcony, and canopy standards for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.6.3, "Architectural Elements," and Section 12.6.7, "Canopies, Awnings, and Arcades." DTSP Part I, Chapter 4, Section 4.8.4.2, "Architectural Styles," contains more information regarding architectural styles common in the DHPD Overlay.

Standards

- S-1 The size and scale of the awnings shall be proportionally appropriate to the building. Oversized awnings that cover more than the storefront or hide the majority of the primary façade are not allowed.
- S-2 Awnings shall not hide the entire building façade or cover important architectural features.
- S-3 Awnings, canopies, and balconies must conform to California Building Code Chapters 3202.2 and 3203.3 unless otherwise noted.
- S-4 Awning anchors shall be located to avoid damage to characterdefining features. Where there is a secondary cornice or string course above the storefront, the awning anchors should be above or below these features to avoid damaging the decorative element. This may mean adjusting the height of the awning to be sensitive to the design of the building.
- S-5 On historic buildings, balconies and galleries shall be permitted only when documentary evidence supports their reconstruction.

S-6 On new construction, balconies and galleries shall be designed in scale with the building and aligned with similar features along the street.

Guidelines

- G-1 Canvas awnings are traditional within the DHPD Overlay and are an acceptable element of storefronts. The size, scale, and placement of awnings should be based on historical documentation when possible.
- G-2 A range of colors and patterns is available. Solid colors are generally encouraged, although two-toned awnings may also be acceptable. Colors should be harmonious with the adjacent buildings.
- G-3 Retractable and automated awnings are encouraged to allow for seasonal variations in light and temperature control.
- G-4 Metal awnings and glass awnings are not compatible with the character within the DHPD Overlay and should be prohibited. However, metal canopies may be allowed for those styles that typically used such features. These would include the Art Deco and Streamline Moderne styles.

For more information, see:

Preservation Brief 44—The Use of Awnings on Historic Buildings, Repair, Replacement and New Design: https://www.nps.gov/tps/how-to-preserve/briefs/44-awnings.htm

Roofs

Historic roof shapes and profiles are important character-defining features of the various architectural styles within the DHPD Overlay. They contribute to the feeling and general appearance of the area. Historic roof shapes and profiles frame both the streetscape and the views through the area and help to define it as a commercial space from a particular period of time. They are also functional features of a building that require maintenance and are frequently altered to allow for more light (skylights), improve energy efficiency (solar panels), support mechanical equipment (compressors, elevators, fans), or accommodate new uses (rooftop decks). Roof decks and roof additions are discussed in Section 13.5.5, "Minor Additions."

For additional information regarding roof and parapet standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.6.4, "Roofs and Parapets."

Standards

- S-1 Mechanical equipment must be located away from primary façades, out of public view where possible. Where such a location is not possible, parapets shall be used to conceal rooftop mechanical equipment from public view unless the historical design of the building prohibits their use.
- S-2 Parapets on new construction shall be proportionally appropriate to the size and shape of the building. Excessively tall parapets or "false fronts" are prohibited.

S-3 Roof forms shall be based on historical precedence.
Introduction of new roof forms not currently found within the
DHPD Overlay is prohibited. Refer to the discussion of common
architectural styles in the Overlay zone in DTSP Part I,
Chapter 4, Section 4.8.4.2, "Architectural Styles."

Guidelines

- G-1 Compatible roof forms in the DHPD Overlay include flat, shallow gable, or shed roof designs. Mansard, free-form, and geometric roof shapes are not historically appropriate, do not date to within the period of significance for the historic district, and should be discouraged.
- G-2 Projecting cornices are common on many historical styles but are also not found on more contemporary styles. Application of projecting cornices to new construction in the DHPD Overlay should not be required.
- G-3 Installation of solar panels within the DHPD Overlay is encouraged where appropriate. Such installations should not be visible from the public right-of-way and should not cast glare on adjacent buildings and structures.

13.4.2 Site Design

The DHPD Overlay area is Vacaville's original commercial district. It represents a continuum of development strategies, from pedestrian-oriented commercial centers to automobile-oriented commercial development. Site design within the DHPD Overlay follows the standards and guidelines of the larger Downtown area. Therefore, unless otherwise stated, all provisions of DTSP Part II, Chapter 12, Section 12.5.5, "Pedestrian and Bicycle Access," and Section 12.5.6, "Vehicular Access, Parking, and Loading," also apply within the DHPD Overlay.

Parking

Parking within the DHPD Overlay follows the standards and guidelines of the larger Downtown area. Therefore, unless otherwise stated, all provisions of the Downtown Vacaville Design Standards with regard to parking also apply within the DHPD Overlay.

Landscaping

Landscaping is an important part of establishing a pedestrian-friendly Downtown. Trees and planters contribute to the character of the streets in a unique way. In addition to the standards in DTSP Part II, Chapter 12, Section 12.7, "Landscaping," and in Section 13.4.3, "Outdoor Areas," the following standard and guideline apply within the DHPD Overlay.

Standard

S-1 Landscaping shall not be located immediately adjacent to building walls unless it is self-contained in planters or pots.

Guideline

G-1 Whether used for screening purposes or decoration, the use of vines or other plants that are directly attached to the building surface is discouraged. If such features are used, they should be trained to a secondary, ideally self-supporting structure (trellis, wires, wire grid) to limit direct growth on the building surface.

13.4.3 Outdoor Areas

Within the DHPD Overlay, open space shall enhance the streetscape and augment interior building uses where appropriate. This may include outdoor seating areas associated with adjacent restaurant uses, pedestrian-friendly alleys to promote circulation to side or rear-facing businesses, or public seating areas located within the public right-of-way.

Features included in outdoor spaces may include planters, seating areas, temporary partitions, benches, public art, or other objects that serve to enhance the public's experience of the space.

For additional information regarding open space standards for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.5.4, "On-Site Open Space."

Standards

- S-1 Features located in outdoor areas shall not obscure characterdefining features or prohibit the use of adjacent historic resources.
- S-2 Features shall be reversible in nature, with limited physical connections to building façades.

13.4.4 Signage

In addition to the standards and approval processes set forth in Chapter 14.09.260, Signs, of the Vacaville Municipal Code, there are additional standards for signs in the DHPD Overlay.

Commercial Signage

Like architectural styles and trends, commercial signage has changed a great deal since construction of the first buildings within the DHPD Overlay. The style, shape, size, and materials of signs can be character-defining features of the historic district where they are associated with historical uses, businesses, or types of commercial enterprises that were historically important to the development and success of the commercial district.

New commercial signage must respond both to the business owner's current need to promote the establishment, and to the character of the building and the DHPD Overlay. Therefore, careful consideration of new commercial signs is required. In addition to the design standards and guidelines for the Downtown Commercial District, the following design standards and guidelines are also applicable within the DHPD Overlay.

Vacaville Downtown Specific Plan



Gillespie's Store signage

Standards

- S-1 Historic signs shall be retained, repaired, and reused as character-defining features of buildings.
- S-2 Signs shall be proportionally appropriate for the buildings. This includes size, placement on the façade, graphics used, and the size of the graphics selected.
- S-3 Signs shall be attached in locations of existing signage, or in historically appropriate areas. New attachment points shall be limited to the greatest extent possible.
- S-4 Signs shall be compatible with the historic design of the buildings and shall not cover or otherwise obscure characterdefining features.

- S-5 Unless supported by documentary evidence or otherwise appropriate to the use of the building (e.g., barber poles for a barber shop), projecting or three-dimensional signage is not allowed.
- S-6 Signs shall not extend above the tops of buildings and shall be oriented to the pedestrian at street level.
- S-7 Historic painted signage shall be retained. New construction shall not obscure or otherwise cover historic painted signage.
- S-8 Painted lettering on upper-floor windows shall be permitted.
- S-9 All signs, lights, brackets, and other attachment devices shall comply with the general standards as set by the City's Land Use and Development Code.

Guidelines

- G-1 Blade signs are encouraged. They can be fabricated in a variety of shapes, colors, and forms, have minimal attachments, and are appropriate for a variety of commercial enterprises.
- G-2 Restoration of historic painted signage should be permitted. Historic colors and placement should be supported by documentary evidence. Re-creation of historic painted signage is permitted only when substantial documentary evidence is available to support re-creation.
- G-3 Signs constructed of materials appropriate to the buildings' construction era and style should be used. Durable materials such as painted metals, ceramic, and weather-rated woods are encouraged.

- G-4 Signs should be externally illuminated to the greatest extent possible. Exceptions to this would include neon signs for buildings constructed after circa 1920.
- G-5 Under-canopy signs should not be internally illuminated and should be illuminated with concealed fixtures.
- G-6 Simple and bold lettering should be used, in fonts appropriate to the style of the building.

For more information, see:

Preservation Brief 25—The Preservation of Historic Signs: https://www.nps.gov/tps/how-to-preserve/briefs/25signs.htm

13.4.5 Public Spaces

Although these standards and guidelines focus primarily on publicly accessible commercial spaces within the DHPD Overlay, uses within the public right-of-way also influence the character of the area and flavor the pedestrian experience. Parklets crafted from parking spaces and underutilized areas, public art, outdoor seating areas, and street furniture all invite people to slow down and more fully experience the area.

Refer to DTSP Part II, Chapter 12, "Design Regulations and Guidelines for Private Development," for further guidance on the use and design of public spaces.



Public realm in Downtown Napa (Source: ESA)

13.4.6 Exterior Lighting

Exterior lighting is essential for public safety and security, and for wayfinding during the evening hours. It can be used to highlight architectural features, illuminate commercial signage, guide pedestrians to entrances, and allow for outdoor dining. In all cases, lighting should be bright enough to provide visibility, but should avoid causing unnecessary glare and should not be overly bright or harsh. The number of fixtures, their placement, their style, and their purpose should all be considered when determining appropriate exterior lighting for each building and business.

For additional information regarding exterior lighting standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.9.1, "Building and Site Lighting."

Standards

- S-1 Exterior commercial lighting shall be shielded, shall be focused to prevent glare, and shall have light in an appropriate temperature range that is compliant with criteria provided in DTSP Part II, Chapter 12, Section 12.9.1, "Building and Site Lighting."
- S-2 Light fixtures shall be compatible with building designs.
- S-3 Lighting shall be installed in a manner to avoid damaging character-defining features.

Guidelines

- G-1 Historically appropriate light fixture designs can vary depending on the design of the building but should be specific to the period of significance, date of construction, or current design appearance of the building. Contemporary interpretations of historic designs may be used.
- G-2 Fluorescent lighting or lighting in a bright white temperature range should be avoided.
- G-3 The minimum number of fixtures possible to achieve adequate lighting should be used. The fixtures should employ the minimum number of surface attachments possible.
- G-4 Where possible, existing anchor points should be used for installation of new lights to avoid unnecessary damage to façade materials.

13.5 Historic Architectural Resources

Planning a project on a contributing resource within the DHPD Overlay should include consideration of the building's historical significance and character-defining features. As presented in DTSP Part I, Chapter 4, Section 4.8.5, "Planning a Project Within the DHPD Overlay," there are a number of factors that should be considered.

Historical significance

Architectural style

Existing condition

Historical and intended use

Architectural context of adjacent and nearby buildings

Appropriate solutions, guided by the Secretary of the Interior's Standards

A project that is developed with these factors in mind must then consider the following standards and guidelines for working with historic buildings in the DHPD Overlay.



530 Main Street in Downtown Vacaville (Source: ESA)

Standards

- S-1 Restoration shall be supported by documentary evidence. For more information, refer to DTSP Part I, Chapter 4, Section 4.8.2.1, "Secretary of the Interior's Standards," and Section 4.8.3.2, "Documentary Evidence."
- S-2 The historical style of a building shall be retained and shall not be altered by the addition of elements from other architectural styles, even when those styles are found within the DHPD Overlay.
- S-3 Significant publicly accessible interior spaces and features that are character-defining shall be retained.



Parts of a building façade (Source: Vacaville Heritage Council)

Guidelines

- G-1 Repair before replacing. Historical materials are often of higher material or artistic quality than modern replacements. They provide direct evidence of the building's history and should be retained in place whenever possible.
- G-2 Replace in kind where possible. When repair is not an option because of extensive damage or missing features, replacement materials should approximate the original as closely as possible. Replace wood with wood, preferably with the same species and/or quality. Replace metals with like metals to avoid galvanic deterioration. Replace brick with units of similar size and shape and mortar with mortar of similar strength, color, and composition. In limited instances, contemporary materials may be substituted to maintain the overall design aesthetic.
- G-3 Avoid painting surfaces that have historically remained unpainted.
- G-4 Understand the building's construction through investigation and research. Historical photographs, building permits, remaining physical evidence discovered through selective demolition, and existing conditions can all be used to support the restoration of missing features or to support design choices for repairs and rehabilitation.

13.5.1 Architectural Details

Storefronts

Storefronts are a critical element of the DHPD Overlay. The style, configuration, materials used, and evolution of storefronts serve as ways to date the appearance of the building, mark trends in commercial design, and understand the evolution within the DHPD Overlay as a whole. They are often altered, sometimes multiple times over the course of a resource's history. These alterations have a direct and immediate impact on architectural character within the DHPD Overlay.

For this reason, original and historic storefronts should be retained, repaired, and restored where possible. It is important to note that some altered storefronts may not be original, but still may be historic. For example, the application of large glass tiles, commercially known as Vitrolite or structural glass, was a popular modernization trend in the 1920s and 1930s. This material is historic but is not likely to be original to the late-19th-century buildings to which it was typically applied. Regardless of materials, the placement of entries, display windows, lighting, and signage plays a part in maintaining the historical character within the DHPD Overlay. The following design standards and guidelines specifically address these features.

Standards

- S-1 Original storefronts shall be retained and rehabilitated. Where select original and historic materials and components remain, they too shall be retained, repaired, and incorporated into the new storefront design. This includes cast iron, stone, tile, and wood trim.
- S-2 New storefronts, or modifications to previously altered storefronts, shall reference historical designs. Refer to DTSP Part I, Chapter 4, Section 4.8.4.2, "Architectural Styles," for common designs found within the DHPD Overlay.
- S-3 Historical placement and configuration of doors and windows shall be maintained.
- S-4 Rear and side entries shall be permitted in those areas where their installation and operation does not alter the character-defining features of the building.
- S-5 Rear entries and storefronts shall be subject to design review.

Guidelines

- G-1 New storefronts should be compatible with the historical style of the subject building.
- G-2 Where original door and window locations have been modified, new designs should reference existing historical documentation to locate new doors and windows in historically appropriate locations. Where historical documentation is not available, period- and style-appropriate placement is encouraged.
- G-3 Designing a rear entrance or secondary storefront to a contributing building requires thoughtful consideration. In general, the rear entrance must respond to the same needs as the storefront, only at a reduced scale. These needs include identification signage, display, and a pleasant entry. The need for service access and security must also be considered.
- G-4 Recessed storefront entries on street-facing façades are encouraged. These were a typical feature of commercial design in the late 19th and early 20th centuries.

For more information, see:

Preservation Brief 11—Rehabilitating Historic Storefronts: https://www.nps.gov/tps/how-to-preserve/briefs/11storefronts.htm

Preservation Brief 27—The Maintenance and Repair of Architectural Cast Iron: https://www.nps.gov/tps/how-to-preserve/briefs/27-cast-iron.htm]

Cornices

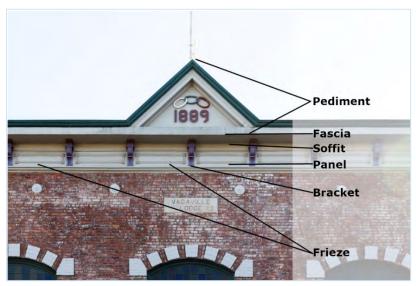
Cornices help to define and articulate building façades. Their styles, sizes, proportions, and materials changed over time, marking the tastes, trends, and technological improvements of the age. They can be made of wood, pressed and galvanized metal, terra cotta, cast stone, or brick. They are generally located at or near the roofline, on a parapet, or between floors of a building. Commercial buildings often have a large cornice at the roofline and a smaller secondary cornice, sill plate, or string course between the first floor and the upper floors of a building to distinguish between building uses. The material, placement, size, and condition of cornices is usually determined by the style of the building. Therefore, careful consideration is necessary when repairing or replacing these features.

Standard

S-1 Where original cornices remain, they shall be repaired and rehabilitated. Where repair is necessary, repairs shall be made in-kind or with a compatible contemporary material. This includes brick corbels, primary and secondary cornices, and projecting sills.

Guidelines

- G-1 The maximum amount of serviceable original material should be retained.
- G-2 Where the original material is no longer serviceable, compatible materials should be used. Metal cornices should be replaced with metal, wood with wood, etc.
- G-3 New cornices should reference historical designs, but should not replicate them without documentary evidence to support such designs. Contemporary cornices can be constructed of a variety of materials, but should be compatible with the historical architectural style of the building.



Parts of a cornice (Source: ESA)

Roofs

Along with cornices, roofs define the upper edge of the historic district. They form a visual boundary that marks the end of the built environment and are a character-defining feature for the historic district and each building in the DHPD Overlay. They provide a sense of rhythm and scale to the streetscape. They also can provide a place for new additions, uses, or mechanical equipment to limit impacts at the street level. As both important functional and aesthetic elements, roofs often sustain a high level of modification over time that must be balanced with the character of the contributing historic resources.

For additional information regarding roof and parapet standards for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.6.4, "Roofs and Parapets."

Standards

- S-1 Original roof shapes shall be retained. Where roofs have been inappropriately altered, restoration to the original form, or a close approximation, shall be permitted. Such restoration shall be supported by documentary evidence.
- S-2 Contemporary roofing materials, such as composite shingles and rolled roofing, shall be permitted. Where roofs are visible from the public right-of-way, materials shall be dark in color. Flashing shall be unobtrusive.

Guidelines

- G-1 Exotic roof forms that were not historically found in the DHPD Overlay should be avoided.
- G-2 Simple roof forms are encouraged. These include rectangular and simple gable roofs, and/or utilization of parapets to mask low-profile roofs. Mixing roof forms is discouraged.

For more information, see:

Preservation Brief 4—Roofing for Historic Buildings: https://www.nps.gov/tps/how-to-preserve/briefs/4-roofing.htm

Accessory Features

Many buildings have features that are necessary for use of the building, but that are not directly associated with the historical significance of the resource, such as mechanical equipment, utilities, trash and storage, and gutters and downspouts. These features should be compatible in design and/or located in a place or in a manner that does not detract from the aesthetics of the resource or from the character within the DHPD Overlay.

For additional information and further guidance regarding accessory feature standards for the entire Plan Area, refer to DTSP Part II, Chapter 12, Section 12.5.7, "Mechanical, Service Areas, Utilities, and Storage," and to Section 13.6.2, "Accessory Structures and Accessory Dwelling Units."

Standards

- S-1 Exterior light fixtures shall approximate period-appropriate designs and details. The specific style and/or period of significance for the property shall be the basis for design selection.
- S-2 Trash containers shall be located away from primary façades and screened from public view.
- S-3 Exterior plumbing, electrical lines, or other utilities on any façade in public view shall be relocated, enclosed, or screened from public view.
- S-4 Gutters and downspouts shall be inconspicuous unless they are an intentional component of the design of the façade. Such designs shall be supported by documentary evidence.

Guideline

G-1 Accessory features may be enclosed for aesthetic purposes and security. Enclosures should be designed to be compatible with the primary building, and in compliance with other design standards and guidelines in this document.

13.5.2 Materials and Finishes

A range of materials and finishes can be found throughout the DHPD Overlay. These include historic brick masonry, concrete, clay tile, wood, stucco, glass block, cast iron, pressed metal, and ceramic tile, among others. These original and historic materials provide a direct connection to the building's construction and usage through time. Each material or finish should be maintained, repaired, and/or incorporated into new designs in manner that highlights its characteristics.

When designing modifications to historic materials, it is important to have a basic understanding of how these materials perform and what treatments are appropriate to prolong their usable life, or to replace them with compatible materials that will not damage the surrounding historic fabric. The National Park Service has a range of material-specific publications that may be helpful when planning for projects on historic resources.

Standards

- S-1 Historic masonry (e.g., brick, concrete, clay tile) should be treated and maintained in a manner that will preserve it and should not be treated in a manner that will deface it or accelerate deterioration. Sandblasting and high-pressure water sprays shall not be permitted.
- S-2 Brick façades shall not be covered by synthetic brick or stone, asbestos or wood shingles, vinyl, aluminum, or composite siding, or by other synthetic materials.

- S-3 Exterior repairs shall be made with in-kind materials of similar dimensions, texture, composition, and placement. These include repairs to historic masonry as well as wood and metal finishes.
- S-4 New elements shall be of compatible and differentiated materials. Installation of design features that replicate historic designs shall not be allowed in locations where no historical documentation exists to support such choices.

Guidelines

- G-1 Surface preparation and cleaning should use the gentlest methods possible. Treatments that disrupt the fired surface of brick, terra cotta, or glazed items should be avoided.
- G-2 Where masonry units need repointing, mortar mixes should approximate the original in strength, color, and aggregate size.
- G-3 Painting of unpainted historic brick or wood shingles is discouraged.
- G-4 Existing stucco or plaster finishes should remain. Removal of stucco and plaster from masonry surfaces often results in extensive damage to the underlying material. This can accelerate damage and/or require secondary treatments to stabilize the surface.
- G-5 Vinyl and aluminum siding should be removed where possible and new installation of these siding materials should be avoided. These materials are incompatible with the characteristics and materials palette of the Historic District.

13.5.3 Windows

Historical windows serve multiple functions. First, they are important character-defining features that help convey the significance of historic structures. Second, they establish patterns that define the architectural appearance of the building. Third, they define the connection between the street and interior spaces; they provide articulation of the façade and daylight the interior. Historical windows are among the first features noticed and should be retained.

Older architectural styles tend to have a wider variety of window types, shapes, and configurations than are seen in modern construction. These windows are usually made of wood and can be fixed, double hung, casement, or awning type. Historic decorative windows including beveled, stained, and etched glass are also found in windows and doors. Steel windows were also common on more industrial-style buildings in the 20th century. They too can be repaired and many units can be retrofitted with energy-efficient glazing.

Windows can be repaired by re-glazing and patching and splicing elements such as muntins, the frame, sill, and casing. Using interior storm windows is an excellent means of providing energy efficiency at a lower cost than replacement units. In cases where the historic window is irreparable, a new replacement window should match the original in design.

Standards

- S-1 Original window sizes and configurations shall be retained.

 Where replacement units are necessary, they shall match the original in size, material, operation, and type.
- S-2 Blocking existing openings to accommodate standard sash sizes or to otherwise accommodate design modifications to the interior or exterior shall not be permitted.
- S-3 All glass shall be clear and smooth unless there is documentary evidence to support the use of textured or colored glass.

Guidelines

- G-1 Where supported by documentary evidence, original window openings should be reconstructed. Replacement window units should match the original to the greatest extent possible.
- G-2 True divided lite window units are historically appropriate and should be used when replacing historically inappropriate windows. Simulated divided lite windows may be used where the visual appearance of the window closely approximates the shadow lines and aesthetic appearance of true-divided lite windows.

For more information, see:

Preservation Brief 9—The Repair of Historic Wooden Windows: https://www.nps.gov/tps/how-to-preserve/briefs/9wooden-windows.htm

Preservation Brief 13—The Repair and Thermal Upgrading of Historic Steel Windows: https://www.nps.gov/tps/how-topreserve/briefs/13-steel-windows.htm

Saving Windows, Saving Money—Evaluating the Energy Performance of Window Retrofit and Replacement: https://forum.savingplaces.org/connect/community-home/ librarydocuments/viewdocument?DocumentKey=59eab0e4f0f4-45c5-97c8-147a8def82ae&CommunityKey=00000000-0000-0000-0000-000000000000&tab=librarydocuments



Primary and secondary entrances are complementary on the Opera House (Source: ESA)

13.5.4 Doors

Like windows, doors serve multiple functions that range from supporting a cohesive design to establishing circulation and use patterns. They are the primary feature through which people directly interact with the building. As such, they must be highly durable and visually compatible with both the storefront and the overall building design.

Storefront doors are generally more transparent and more highly ornate than service doors. The location of the door, its visibility, and its function all factor into the selection of an appropriate door. Original doors should be retained where possible. If a replacement is necessary, it should be compatible in design with the original (or with the historical style of the building) while meeting all necessary code and accessibility standards.

Standards

- S-1 Original door sizes and configurations on primary façades shall be retained. Where replacement units are necessary, they shall match the original in size, material, operation, and type.
- S-2 Doors on secondary façades shall be compatible with doors on the primary façade, but can differ in size, material, and design.
- S-3 Blocking existing openings to accommodate standard door sizes or to otherwise accommodate design modifications to the interior or exterior shall not be permitted.

Guidelines

- G-1 New door openings on primary façades, where not supported by documentary evidence, should be avoided. Each historic resource should have no more than the current or historical number of door openings, whichever is greater.
- G-2 Where new door openings are required by code, they should be located on secondary façades whenever possible.

13.5.5 Minor Additions

Minor additions are those projects that qualify for minor design review, as defined in Chapter 14.09.290.020(A) of the Vacaville Municipal Code. These include projects submitted for land use approval or a building permit and include changes to or expansion of use as well as new construction and additions. In the DHPD Overlay, these are defined as:

- 1. Changes in use or building exterior or site alterations.
- 2. Additions or new construction up to 5,000 square feet.

Standards

- S-1 Additions shall be located on secondary façades, at the rear of the property, or at the roof level. Roof-level additions shall be stepped back from the front façade to minimize visibility from ground level.
- S-2 Additions that cover less than the full floor plate shall be set back from the primary façade to limit views of the new construction from the street.
- S-3 Additions shall be designed with proportions that maintain the massing characteristics of the subject building and its architectural style.
- S-4 Additions shall not obscure or demolish character-defining features.
- S-5 Character-defining additions and alterations that occurred during the period of significance shall be retained.
- S-6 Additions to historic resources shall be compatible with but differentiated from the original structure to avoid a false sense of history.

Guidelines

- G-1 Additions should not alter the predominant massing of the original resource. For example, buildings with a predominantly horizontal massing should not be altered to have a predominantly vertical massing through rooftop additions.
- G-2 Additions should draw inspiration from the historical design, but should not attempt to replicate character-defining features found on the original buildings. Using a similar material and color palette, using similar proportions of features, and maintaining wall-to-window ratios are all ways to design contemporary additions that are sensitive to historic designs while still reading as new construction.

For more information, see:

Preservation Brief 14—New Exterior Additions to Historic Buildings: Preservation Concerns: https://www.nps.gov/tps/ https://www.nps.gov/tps/ how-to-preserve/briefs/14-exterior-additions.htm

13.6 Noncontributing and New Construction

In addition to the design standards and guidelines in Section 13.4 and Section 13.5, new construction in the DHPD Overlay is subject to the additional standards and guidelines in this section. The following discussion provides specific guidance for development of new projects in the historic commercial core of Vacaville that both highlight contemporary aesthetics and complement the adjacent historic resources.

13.6.1 Contextual Design Parameters

Contextual design does not mean re-creating a particular building, employing a historical style for new construction, or making a new building "look old." Part of the character within the DHPD Overlay is the authenticity of the contributing resources. A goal of new construction is to respect that authenticity by designing infill buildings that differ from the historic buildings but share enough common design features to also be compatible. At its simplest, a compatible infill design would be similar in height, shape, and organization to the historic buildings in its immediate vicinity. Choices of materials, patterns and proportions of windows and doors, and color choices can also be used to create a building design that is instantly recognizable as "new," but in a way that does not distract or overwhelm the adjacent contributing historic resources.

Location

Siting new construction on the lot to maintain street patterns, sight lines, and the street wall is an important first step toward maintaining the character within the DHPD Overlay. On some blocks, this may mean placing the primary building at the front lot line and building out to the side lot lines as well. On other blocks, maintaining public rights-of-way for through-block passages or providing rear access via alleyways is appropriate.

For additional information regarding new construction standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.6, "Building Design."

Standards

- S-1 New construction shall be sited to align with the primary façades of adjacent buildings. Within the DHPD Overlay, this means that all buildings shall be sited at the street-facing lot line.
- S-2 New construction shall be sited to maintain spacing between buildings that is compatible with patterns within the DHPD Overlay.

Guidelines

- G-1 Greater flexibility with regard to street orientation may be appropriate for corner parcels. Depending on the prominence of the streets and adjacent parcels, it may be appropriate to have the primary façade face a certain street, or it may be appropriate to have two primary façades that face both streets.
- G-2 Pedestrian entries for buildings on corner parcels may consider established patterns on one or both of the relevant streets.

Historic Adjacencies

Adjacent buildings provide a context for new construction. The scale, styles, proportions, and uses in adjacent historic buildings should be used as parameters for designing infill buildings that are compatible with the most basic architectural elements within the DHPD Overlay. These include such parameters as building height and massing, floor heights, window and door sizes, proportion, and placement, roof lines, transparency ratios, and trims and moldings.

Standards

- S-1 New construction shall be compatible with, but shall not replicate, the historical styles of adjacent buildings.
- S-2 New construction shall include floor heights and façade organization similar to those of adjacent buildings.



Use adjacent buildings as guides for floor heights and organization on new construction (Source: ESA)

Variation

New construction should not replicate historic resources. However, the new buildings should not become a focal point within the DHPD Overlay by being radically different from the surrounding neighborhood. Basic forms and shapes should be maintained. Colors and features should also follow the standards in Section 13.4, "General Design Standards." However, variation in style and design is welcomed and serves to provide a continuum of development and use within the DHPD Overlay that mirrors the history of Main Street Vacaville from the 19th century through the present day.

Standard

S-1 New construction shall be rectangular or cubical in form. Curved or polygonal shapes shall be prohibited.

Guidelines

- G-1 The principal directional expression of new façades may be horizontal or vertical.
- G-2 Façades of one-story buildings should be organized into three horizontal or vertical bands: storefront, solid wall space above storefront, and cornice with or without parapet. Two-story buildings should be organized into three or four horizontal bands: storefront, horizontal band (optional), second floor, and cornice (with or without parapet). These bands should align with those of adjacent buildings.
- G-3 Designs for new construction should reference the full range of historical styles and details within the DHPD Overlay. They are not limited to the color, materials, size, organization, or style of the buildings immediately adjacent to the subject lot.

13.6.2 Accessory Structures and Accessory Dwelling Units

As defined in Chapter 14.02.050 of the City's Land Use and Development Code, accessory structures are small, nonhabitable, detached structures such as storage sheds, covered patios, and trash enclosures. Accessory dwelling units are small detached or attached dwelling units designed for independent living facilities. Both are subject to the provisions of design review within the DHPD Overlay. Further guidance on construction of accessory structures, including accessory dwelling units is found in Land Use and Development Code Section 14.09.200.020 and Section 14.09.270.040.

Standards

- S-1 All accessory structures and accessory dwelling units within the DHPD Overlay shall be subject to design review for conformance with the DHPD Overlay Design Standards and Guidelines, as well as any other design review as stipulated in Section 14.09.200.020 and Section 14.09.270.040(D)(10) of the City's Land Use and Development Code.
- S-2 Detached accessory structures shall be located near the rear lot line to provide adequate separation from the historic structure.

Guideline

G-1 Accessory structures should use materials and colors that are compatible with the historic resource. Application of the same materials is not required.

13.6.3 Compatible Types and Uses

Drawing inspiration from adjacent and nearby historic resources is one way to create a compatible contemporary design. Incorporating or maintaining rooflines and heights found elsewhere on the block helps to reinforce the rhythm of design from the street level. Designing buildings for compatible uses is another way to help reinforce the character within the DHPD Overlay. Storefront commercial spaces should be placed in areas with other storefront commercial spaces, and civic and institutional buildings should be near existing current and former civic and institutional buildings; and industrial yet historically appropriate uses, such as gas stations, should be placed at the edges of the DHPD Overlay, where they were located during the period of significance.

Standards

- S-1 New uses within a historic resource shall be compatible with the character and physical restrictions of the building. Uses that require extensive modifications to the building should be avoided.
- S-2 Where possible, historical building uses shall be retained. For example, restaurants shall be located in buildings that are currently or historically have been used for that purpose.
- S-3 Uses shall be located in appropriate areas, adjacent to existing like uses. Unrelated uses that break up the street wall shall not be introduced, nor shall new circulation patterns be introduced at mid-block locations.

Guidelines

- G-1 Uses that require significant additions to or modifications of a building within the DHPD Overlay are discouraged.
- G-2 Where modifications are required to facilitate new uses, those modifications should be located on the secondary façade for exterior alteration. Interior modification should limit the removal of original walls and new openings in original walls. Modifications to the primary façade are discouraged.

13.6.4 Compatible Forms and Details

Scale and Massing

New construction that respects the massing and scale of the historic district's contributors helps to reinforce and enhance the visual continuity and quality of the district overall. Scale includes not just the overall height of adjacent buildings, but also the sizes and proportions of building features. Maintaining similar floor heights, ratios of windows to solid wall, shapes and placement of architectural details, and other techniques help contemporary construction contribute to, rather than distract from, the overall setting and feeling of the DHPD Overlay.

For additional information regarding scale and massing standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.6.1, "Building Height, Massing, and Scale."

Standards

- S-1 New primary façades shall be rectangular, with proportions that are consistent and compatible with adjacent historic resources.
- S-2 The human scale of façade design shall be maintained: Long expanses of blank walls shall be avoided, storefronts shall be broken into sections that are similar to traditional storefront design, and buildings shall incorporate design features that provide vertical and horizontal articulation to break up larger building masses.

Guideline

G-1 The directional expression of windows and doors should be vertical, although several vertical elements may be combined to form a horizontal opening. Exceptions to large expanses of horizontal windows may be made if such window forms are appropriate to the architectural style of the building.

Height and Density

Some variation in height is common when buildings are constructed at different times and with different purposes. However, those variations in the height and density of development should not be sudden or radically different from the surrounding streetscape. Along with scale and massing, the overall building height, floor heights, density of uses, and ornamentation contribute to the setting and feeling of the streetscape.

Standards

- S-1 New construction shall have floor-to-floor heights that appear similar to those of adjacent buildings within the HP Overlay District.
- S-2 Taller portions of a building shall be located away from the primary façade. These setbacks are similar to those required for additions to historic buildings.

Guidelines

- G-1 Massing divisions—base, middle, cap—should be incorporated where such features are found elsewhere on the adjacent or facing street wall. This can include projecting elements such as a continuous sill, string courses, or secondary cornices.
- G-2 The scale of the street-level storefronts and entry should be proportional to the overall height of the building and consistent with the floor-to-floor heights of adjacent buildings. Double-height entries, or storefronts that span more than one floor, are discouraged.

Materials and Finishes

High-quality materials and finishes promote building longevity, reduce maintenance, and establish a level of quality that was typically found in late-19th- and early-20th-century commercial districts. Durable materials provide a sense of permanence and promote the established character of the DHPD Overlay as one that has remained viable and vital throughout Vacaville's history.

For additional information regarding material and finish standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.6.2, "Building Materials, Finishes, Textures, and Colors."

Standards

- S-1 New construction shall use durable, high-quality materials that are compatible with the materials found on adjacent buildings or within the DHPD Overlay. These include but are not limited to brick, stone, cast stone, and stucco.
- S-2 New construction shall use finishes with textures that were historically found during the period of significance for the DHPD Overlay. Smooth or lightly textured stucco, exposed brick, wood siding, and limited use of tile and glass panels are appropriate. Highly textured veneers such as faux stone, clinker brick, or highly textured stucco shall be avoided.

Guidelines

- G-1 Different materials may be used to separate a storefront from the upper floors of a building. These could include tile, glass panels, high-quality brick veneer, variations in texture for stucco finishes, or other treatments to differentiate the first floor from the upper floors of multistory buildings.
- G-2 The color and texture of exterior finishes should be consistent with the color and textures found within the DHPD Overlay. Choices for new construction are not restricted to the color or texture of adjacent construction but should have precedence within the DHPD Overlay.
- G-3 The use of industrial materials as exterior finishes (corrugated metal, rough sawn wood, exposed concrete block) is discouraged.

- G-4 New materials that are similar in character and durability may be appropriate as substitutions for some historic materials when applied to new construction. For example, fiber cement board products, if similar in texture and pattern and painted in appropriate colors, may be acceptable alternatives to wood siding.
- G-5 The use of obviously synthetic materials that poorly mimic traditional building materials is discouraged.
- G-6 Highly reflective materials and finishes are discouraged.

Form, Features, and Design

New construction should both blend in with the existing buildings and be clearly understood to be a contemporary addition within the DHPD Overlay. Compatible and differentiated design draws on the established forms, proportions, material palette, and patterns and applies them to new buildings, constructed in modern materials using modern design trends and aesthetics. The intent is for infill construction to become a cohesive part of the DHPD Overlay while not necessarily replicating buildings or designs that already exist.

For additional information regarding architectural element standards for the entire Downtown Specific Plan area, refer to DTSP Part II, Chapter 12, Section 12.6.3, "Architectural Elements."

Standards

- S-1 New construction shall approximate the character of the historic district by including details, façade organization, proportions, and designs that are compatible with those found in the DHPD Overlay.
- S-2 Replication of historic elements in new construction shall not be permitted.
- S-3 Storefronts on primary façades shall approximate the forms, materials, organization, and proportions of historic resources within the DHPD Overlay.
- S-4 New construction shall use a wall-to-window ratio that is similar to that found on adjacent historic buildings. This ratio shall be applied both to commercial storefronts and on upper floors.

Guidelines

- G-1 Contemporary interpretations of design details, façade organization, proportions, and designs are encouraged.
- G-2 Recessed storefront entries with flanking showcases are encouraged.
- G-3 Simple compositions are more appropriate than overly complicated or ornate designs. Less is more when working within a physical context that includes a range of historical styles.
- G-4 New construction should have a cohesive design and should avoid eclectic mixes of elements from multiple historic architectural styles.
- G-5 Windows mounted flush with the exterior façade should be avoided to the greatest extent possible. Inset windows create shadows and façade articulation that is characteristic of many historical styles.
- G-6 New construction should arrange commercial space entries that are clearly identifiable through a combination of location, architectural detailing, and/or signage.

13.7 Resources and References

13.7.1 National Park Service

The National Park Service (NPS) was established in 1916 to preserve unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of current and future generations. NPS cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout the United States and the world.

NPS is a bureau of the U.S. Department of the Interior and is led by a director nominated by the President and confirmed by the U.S. Senate. The Director is supported by senior executives who manage national programs, policy, and budget in the Washington, D.C., headquarters and seven regional directors responsible for management of national parks and program implementation.

In addition to park management, NPS oversees a number of programs focused on documentation and recognition of our shared cultural legacy. These programs include the National Register, the Heritage Documentation Programs (Historic American Building Survey, Historic American Engineering Record, and Historic American Landscape Survey), the Secretary of the Interior's Standards, countless technical publications, and a wide range of local assistance programs.

National Park Service—
www.nps.gov/orgs/1345/whatwedo.htm

National Register of Historic Places—
www.nps.gov/subjects/nationalregister/index.htm

Heritage Documentation Programs— www.nps.gov/hdp/

13.7.2 California Office of Historic Preservation

The California Office of Historic Preservation (OHP) administers federally and state-mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources.

The idea of an office of historic preservation began in 1953 with the establishment of the History Section of the Division of Beaches and Parks (the precursor to today's California Department of Parks and Recreation [State Parks]). Eventually, in 1975, the OHP was officially established within the offices of the Director of State Parks. The formation of the OHP was an outgrowth of the passage of the National Historic Preservation Act of 1966, which called for the creation of a state agency to implement provisions of the law, including preparation of a comprehensive historic preservation plan and a statewide survey of historical resources. Since the OHP's inception, its responsibilities have grown to include statewide oversite and implementation of a variety of federal and state preservation laws and departments.

The OHP administers a variety of statewide programs including the California Register, the Certified Local Government program, environmental compliance review, policy development, technical assistance, and public outreach.

Office of Historic Preservation ohp.parks.ca.gov/?page_id=1054

13.7.3 National Trust for Historic Preservation

The National Trust for Historic Preservation (National Trust) is a privately funded nonprofit organization that works to save America's historic sites, tell the full American story, build stronger communities, and invest in preservation's future. The National Trust provides technical guidance to a wide range of organizations, supports government lobbying efforts as related to cultural resources, administers the Main Street America program, provides insurance solutions for owners of historic properties, and offers a continually evolving range of conferences, workshops, forums, and case studies to help guide preservation efforts at all levels.

National Trust of Historic Preservation—savingplaces.org

13.7.4 Historic Tax Credit Programs

Federal Historic Preservation Tax Incentives Program

The Federal Historic Preservation Tax Incentive Program encourages private-sector rehabilitation of historic buildings and is one of the nation's most successful and cost-effective community revitalization programs. The program is administered by NPS and the Internal Revenue Service in partnership with state historic preservation offices. In California, the OHP's Architectural Review and Incentives Unit provides consultation and architectural review based on conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

20% Historic Rehabilitation Tax Credit—<u>www.nps.gov/tps/tax-incentives/before-you-apply.htm</u>

Federal Historic Preservation Tax Incentives Program ohp.parks.ca.gov/?page_id=25007

California State Historic Tax Credit

The California State Historic Tax Credit program was signed into law on October 9, 2019. The program is administered by the California Tax Credit Allocation committee and the OHP. Funding for the program is contingent upon annual budget allocation. At the time of publication, this program is under development with an anticipated commencement date of late 2021.

California State Historic Tax Credit ohp.parks.ca.gov/?page id=27495

13.7.5 California Main Street America

Main Street America is a network of more than 1,600 neighborhoods and communities across the United States. In 1986, California joined this national movement to improve the quality of life in America's towns, cities, and neighborhoods by reinvigorating the economic health of local historic Main Street central business districts.

The California Main Street Program unites the forces of local economic redevelopment and historic preservation to build and enhance diverse downtown areas. By providing training and technical assistance, it is one of the most effective programs to help revitalize the historic commercial cores of towns and cities across the state. The California Main Street Program offers select cities and unincorporated towns a proven framework to preserve the historic character of downtown areas by attracting businesses, capital investors, and consumers. The program is administered through the OHP in partnership with the California Main Street Alliance. In turn, the California Main Street Program is part of a network of more than 1,600 neighborhoods and communities across the United States that comprise Main Street America. This subsidiary of the National Trust provides guidance, trainings, coordination of national initiatives, and forums for members to engage in local revitalization efforts.

California Main Street Program (OHP Website)–
ohp.parks.ca.gov/?page_id=23484#:~:text=The%20California%
20Main%20Street%20Program%20unites%20the%20forces,cor
es%20of%20towns%20and%20cities%20across%20the%20state

 ${\it Main Street America - \underline{www.mainstreet.org/about-us}}$

California Main Street - www.californiamainstreet.org/home

13.7.6 Preservation Briefs

Preservation briefs provide information on preserving, rehabilitating, restoring, and maintaining historic buildings. These NPS publications help owners of historic buildings recognize and resolve common problems before beginning work. The briefs are especially useful to Historic Preservation Tax Incentive Program applicants because they recommend methods and approaches for rehabilitating historic buildings that are consistent with their historic character.

Preservation Briefs - <u>www.nps.gov/tps/how-to-preserve/</u> <u>briefs.htm</u>

13.7.7 Secretary of the Interior's Standards for Rehabilitation

The Standards for Rehabilitation are the most commonly applied of the four approaches to historic preservation. Accessing the federal tax credits and other financial incentives requires adherence to these principles. Therefore, there are many sources of good guidance on how to apply the Standards for Rehabilitation to a range of building and project types. The following are all from the NPS and should be used as a starting point toward more fully understanding the rehabilitation approach.

Secretary of the Interior's Standards for Rehabilitation www.nps.gov/tps/standards/rehabilitation.htm

Applying the Standards for Rehabilitation www.nps.gov/tps/standards/applying-rehabilitation.htm

Illustrated Guidelines for Rehabilitating Historic Buildings www.nps.gov/tps/standards/rehabilitation/rehab/index.htm

Interpreting the Standards Bulletins www.nps.gov/tps/standards/applying-rehabilitation/ standards-bulletins.htm

Planning Successful Rehabilitation Projects www.nps.gov/tps/standards/applying-rehabilitation/ successful-rehab.htm

13.8 Glossary of Terms

The following glossary of relevant terms used in this chapter is excerpted from the Vacaville Municipal Code.

14.09.105.020 Definitions.

Alteration means any exterior change or modification, through public or private action, of any designated historic resource or any property in an historic district including exterior changes to, or modifications of, the structure, architectural details, or visual characteristics such as color and surface texture, grading, surface paving, new structures, removal of trees and other natural features, disturbance of archaeological sites or areas and placement or removal of any exterior objects such as signs, plaques, light fixtures, street furniture, walls, fences, steps, planting and landscape accessories affecting the visual qualities of the property.

Contributing building means a structure within an historic district which retains scale, mass, and other architectural characteristics to the degree that it contributes to the sense of time and place of the immediate area and the district. The building may have individual architectural significance or it may be one of a grouping of background buildings that jointly contribute to the character of the area and the district.

Contributing buildings may reflect interim modifications if those modifications do not irreparably detract from the character of the building or if the modifications reflect an architectural style or particular era important to the development of the City.

Contributing buildings shall also include structures that have strong historical ties to activities, events, or individuals important in the development of the City.

Designated Historic Building means any improvement on an individual site that has been recognized by the City of Vacaville for its historical significance through application of DHPD Overlay.

Exterior architectural feature means the architectural elements embodying style, design, general arrangement, and components of all of the outer surfaces of an improvement; the kind, color, and texture of the building materials and the type and style of all windows, doors, lights, signs, and other fixtures appurtenant to such improvement.

Historic District means any area which has been recognized by the City of Vacaville for its historical significance through the application of the DHPD Overlay.

Improvement shall mean any building, structure, place, parking facility, fence, gate, wall, work of art, or other object constituting a physical betterment of real property or any part of such betterment.

Noncontributing building means a structure within an historic district that in its present condition does not contribute to the sense of time and place of the immediate area and the district. Noncontributing buildings may include buildings constructed after the time period featured in an historic district or buildings in which the historic characteristics have been irreparably modified. They may also include buildings that, while not contributing at present, may become contributing through the application of the design criteria.

Preservation means the identification, study, protection, restoration, rehabilitation, or enhancement of historical improvements.

14.18.222.010 Definitions.

Historic structure means any structure that is:

- A Listed individually in the National Register of Historic Places (a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- B Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- C Individually listed on a State inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- D Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states without approved programs.

Vacaville Downtown Specific Plan

This page intentionally left blank



Streetscape and Public Spaces Guidelines

Sections:

- 14.1 Purpose
- 14.2 Design Framework
- 14.3 Streetscape
- 14.4 Public Art
- 14.5 Exterior Lighting

14.1 Purpose

The purpose of the Streetscape and Public Spaces Guidelines is to better connect Downtown Vacaville with surrounding neighborhoods and support a vibrant Downtown business environment by creating a more walkable, bicycle-friendly environment for residents, employees, and visitors. To meet this purpose, the guidelines address roadways and alleys, bicycle and pedestrian facilities, landscaping and street furnishings, transit and alternative travel modes, lighting, wayfinding, and other placemaking elements.

14.2 Design Framework

14.2.1 Design Context

Specific goals for the streetscape and public spaces in Downtown include:

- Improve connectivity in and around Downtown to offer desirable choices for all travel modes.
- Manage parking resources in Downtown to promote a "park-once-and-walk" environment.
- Create a vibrant and attractive built environment to reinforce Downtown's unique brand.

Increase the perception of personal safety in Downtown to support activity and investment.

Reinforce Downtown as a lively entertainment, cultural, civic, and dining destination.

This chapter primarily establishes the design guidelines for public streets, open spaces, and parking areas, with standards specified in some areas. These standards and guidelines are to be applied in combination with other chapters that apply to a particular parcel adjacent to the public right-of-way in the design of new development and alteration to existing development in Downtown.

All public and private developments in the Downtown area shall be subject to the City's design review process to ensure consistency with the Downtown Design Standards and Guidelines. Approvals are subject to the regulations of the zoning district in which the property is located and/or the design standards and guidelines adopted as part of the DTSP.

A wide variety of land uses are adjacent to the public right-of-way and streets Downtown. This chapter provides recommendations that apply to the typical adjacency, but recognizes that there are unique situations in which these adjacencies may require a deviation from the standards and guidelines.

If the City determines that a project meets the design intent for each element, the standards and guidelines may be waived at the administrative level of approval.

14.2.2 Design Principles

Safety

Help pedestrians and bicyclists, regardless of skill level, feel safe while using public facilities and reduce instances of accidents and fatalities. Some resources related to safety include:

Crime Prevention through Environmental Design (CPTED). Refer to DTSP Part II, Chapter 12, Section 12.3, "A Safe Environment." CPTED standards and guidelines are tagged as "(CPTED)" following the standard or guideline as applicable.

Lighting criteria from the Illuminating Engineering Society.

Walkability standards from the National Highway Traffic Safety Administration (U.S. Department of Transportation).

Comfort

Preserve Vacaville as a place to live, work, and visit and focus on improving quality of life and public heath by supporting walking, bicycling, and active lifestyles. Specific elements of this document that support comfort include:

Shade. Street trees and urban tree canopies over public sidewalks and bikeways to encourage more activity and reduce exposure to heat and ultraviolet rays.

Wayfinding. Clear directional and information signage that facilitates ease of movement and safety.

Aesthetics/Amenities. Create desirable spaces for the public with site furnishings, art, gathering nodes, and other features that encourage community interaction.

Accessibility

Increase pedestrian and bicycle connections to and from major destinations and reduce occurrences of obstacles that may hinder access. Some resources related to safety include:

The Americans with Disabilities Act (ADA).

Barrier-free design criteria established by the U.S. General Services Administration.

14.2.3 Design Standards

The City of Vacaville Public Works Standards will prevail, except where specific alternative standards are required by the DTSP. In addition, alternative standards may be allowed by the decision-maker when the proposed solutions meet the baseline safety and maintenance criteria established in the Public Works Standards, as determined through the City's approval process.

14.3 Streetscape

14.3.1 Complete Streets

Design Intent

To create a safe and convenient biking and walking environment, appropriate, context-sensitive design features should be considered for every aspect of the streetscape. Individual site features compete within a limited public right-of-way. Therefore, it is important to provide amenities that optimize the utility of each user including pedestrians, bicyclists, and motorists.

Design Standards

Reserved for future use.

Design Guidelines

The National Association of City Transportation Officials (NACTO) provides a solid foundation for these elements that the City has built upon to create a street environment that is unique to Vacaville. The typical NACTO "complete-street" model emphasizes the importance of considering each user zone while designing a multimodal/complete street. It is important to note that the goal is not to incorporate all zones noted below on every street, but rather to consider the appropriate zones that fit within the context of a specific corridor. The NACTO model is organized in zones (refer to **Figure 14.3.1-1**, "Street Zones (per NACTO Standards)") as follows:

Frontage Zone

Pedestrian Zone

Vacaville Downtown Specific Plan

Furnishing Zone

Bike Zone

Curb/Parking Zone

Travel Lane Zone

Median Zone

- G-1 Frontage Zone. The Frontage Zone is the space between the building front and the through pedestrian zone. The Frontage Zone is typically provided as a buffer between people walking by and building operations, such as opening doors, using outdoor seating, and stopping to view a window display. In residential areas, the Frontage Zone may provide a buffer between the sidewalk and improvements on the adjacent property, such as a fence or a hedge. The minimum width of the Frontage Zone should typically range from 3 to 5 feet, depending on typology. Common elements/features include:
 - Seating such as benches or seat walls
 - Landscaping and trees
 - Pedestrian-oriented lighting
 - Bicycle parking
 - Public art
 - Sidewalk cafés
 - Sandwich boards, fixtures, and stairs

- G-2 Pedestrian Zone. The Pedestrian Zone is the main accessible throughway for people to walk. Sidewalks should be incorporated on both sides of the street wherever possible. They should provide a straight path that lines up with crosswalks to facilitate convenient walking and clear lines of sight. The Pedestrian Zone should remain free of obstructions to avoid tripping hazards. Surfaces and slopes must be compliant with the ADA and should remain slip resistant when wet. Lighting should illuminate this zone to create a safe walking environment, and widths should be enough for the anticipated volumes of people. The width of the Pedestrian Zone should be 5–7 feet minimum in residential areas and 8–12 feet minimum in commercial and Downtown areas.
 - Sidewalks
 - Bus stops
 - Public art

G-3 Furnishing Zone. The Furnishing Zone, located between the Pedestrian Zone and the Curb/Parking/Landscape Zone, provides space for public space elements that enhance the experience of people walking. The Furnishing Zone also serves as the primary separation between people walking on the sidewalk and vehicular traffic or parking. Landscaping, street trees, furniture, litter and recycling bins, transit shelters, utility equipment, and parking meters should all be placed within the Furnishing Zone where space permits. In urban areas, café seating can sometimes be provided within the Furnishing Zone in locations where the Frontage Zone is not wide enough to accommodate it.

Placement of these items within the Furnishing Zone should leave the Pedestrian Zone free of obstacles. Common elements/features include:

- Street landscaping and trees
- Street lighting
- Public seating and outdoor-use elements (like outdoor dining)
- Bus shelters
- Vehicular and pedestrian wayfinding
- Bicycle parking
- Bollards
- Parking meters
- Utilities such as power and light poles

- G-4 Curb/Parking/Landscape Zone. The Curb/Parking/Landscape Zone occupies the space between the travel way and/or bikeway and the Furnishing Zone, typically including the street curb, drainage gutter, parking, street trees, and in some cases, other elements. The Curb/Parking/Landscape Zone should remain clear of vertical obstacles that could impede truck access, especially delivery trucks. Where trees are considered in this area, they must be species that can be easily maintained away from truck access. This zone may also be expanded to include sidewalk-level separated bicycle lanes (raised bicycle lanes) or elements that expand the sidewalk into the roadway, such as parklets or stormwater filtration basins. In more rural settings, the Curb/Parking/Landscape Zone may also include swale areas for roadway drainage. Common elements/features include:
 - Curb and gutter
 - Parking
 - Stormwater quality features and swales
 - Temporary or permanent curb extensions
 - Tree planters or parklets
 - Bollards

- G-5 **Bikeway Zone**. Depending on the context, usage, and available right-of-way, the Bikeway Zone can be accommodated in different ways—through a conventional bicycle lane that is level with the travel way, though a shared bicycle—vehicular travel lane, or through a physically separated design element that provides a striped or vertical buffer between bicyclists and vehicles. Dedicated bicycle lanes should be marked with bicycle pavement markings. The placement of the Bikeway Zone within the right-of-way varies, as it can be placed in any of the following areas:
 - Between the Curb/Parking/Landscape Zone and the Travel Lane Zone
 - Between the Curb/Parking/Landscape Zone and parked cars
 - Between the Furnishing Zone and the Curb/Parking/ Landscape zone
 - Between the Pedestrian Zone and the Furnishing Zone

Bicycle facilities can be designed as one-way lanes on each side of a bi-directional travel street, one-way on one-way vehicular travel ways, contraflow to the direction of travel, or two-way on the same side of the street, often referred to as "cycle tracks." Common elements/features include:

- One-way or two-way bicycle lane(s)
- Bicycle lane buffer (painted or physical)

G-6 **Travel Lane Zone**. The Travel Lane Zone supports nearly all transportation options, and consequently, is the most critical part of any street design. The Travel Lane Zone is not just about moving motorized vehicles; its design affects multimodal mobility, the safety and comfort of walkways and bikeways, and the ability to cross the street. Complete-streets projects prioritize safety above all else for all street users. Different travel lane design guidelines exist for the different roadway classifications and land use contexts. Minimum lane widths should generally range from 10 to 12 feet, with narrower lanes typically installed on roadways with posted speeds of 25 mph or less. The number of lanes and lane widths are typically designed with a focus on the anticipated vehicle mix on a specific street. For example, on streets that are anticipated to have higher rates of heavy vehicles and buses, lanes usually are a minimum of 11 feet wide. When the right-of-way does not allow meeting this guideline for all lanes on a multi-lane street, the outside lanes can be designed as 11 feet, while the inside and center lanes can be narrower. Moreover, bicycle lane design is often integrated as part of the travel way design. While increased spatial and physical separation between bicycles and vehicles is needed on high-speed, high-volume streets, low-volume, low-speed streets can benefit from a shared-space approach, often referred to as "sharrows." Common elements/features include travel lanes delineated by pavement markings.

- G-7 **Median Zone**. The Median Zone is the area in the street typically separating two-way traffic. The separation is achieved through either pavement markings or a physical, raised, or depressed separation, such as a raised concrete median or a depressed/swale median. Depending on available width, medians can serve a diverse and versatile function for street users. Medians can enhance safety for both vehicles and nonmotorized users. For example, physical medians provide a buffer between bidirectional traffic that reduces the occurrence and severity of head-on crashes. Additionally, if right-of-way allows for a minimum median width of 6 feet, a pedestrian refuge island can be installed in the median to create a "refuge" area for pedestrians and bicyclists crossing the street. On multi-lane, higher volume streets, pedestrian refuge islands can be "actuated" or signalized to allow a two-step crossing for pedestrians; this is especially important as pedestrians often struggle to find appropriate and safe gaps in traffic to cross streets.
- G-8 Additionally, for wider multi-lane roadways, pedestrian refuge islands are sometimes installed as an offset, where the pedestrian would have to change direction in the middle of the refuge island for increased alertness, and face opposing traffic. Moreover, medians can be placed at intersections where left turns need to be prohibited; these medians are often referred to as "median channelization islands." Common elements/ features include:
 - Pavement markings
 - Raised concrete island
 - Depressed/swale median
 - Landscaped median
 - Pedestrian refuge island
 - Mid-block signalization

The attributes of the various elements within the streetscape zones are further qualified on the following pages. These include both general design and aesthetic considerations and specific recommendations for placement and potential solutions.

CONCEPTUAL DESIGN



Street Zones

(Source: Jacobs)

Figure 14.3.1-1: Street Zones (per NACTO Standards)

14.3.2 Roadways and Alleys

Design Intent

Downtown Vacaville has an established network of public roadways. In general, the roads in Downtown are performing well from the standpoint of vehicular and pedestrian circulation; most streets have amenities to make them safe and comfortable for multiple users. Therefore, the public roadway guidelines focus primarily on vehicular and bike travel to reconfigure the space between the existing curbs to provide Class II bike lanes, street trees, and less asphalt pavement dedicated to vehicular uses.

Roadways

Design Standards

S-1 A higher intensity of light shall be provided on designated routes from parking lots to primary commercial streets or locations.

Design Guidelines

- G-1 Decorative streetlight poles (such as "acorn-style" fixtures) should be incorporated throughout Downtown and the design should ensure an even distribution of light on all pedestrian walkways.
- G-2 Sidewalks should transition to a unified scoring pattern.
- G-3 The design should ensure that the Pedestrian Zone (as previously defined) occupies at least 50 percent of the sidewalk width (i.e., 8 feet for the standard 16-foot sidewalk, where feasible), or no less than 5 feet, whichever is greater.

Alleys

Design Standards

S-1 Public entrances and/or business use of the alley frontage shall be permitted.

- G-1 Refuse storage for multiple properties should be consolidated to minimize the amount of space dedicated for trash collection.
- G-2 Outdoor seating should be provided where space allows.
- G-3 Murals and other art should be provided on building façades.
- G-4 Where feasible, infill development is allowed along the alley to create a continuous building edge.
- G-5 Dwelling units should be provided above garages that face the alleys.
- G-6 Trees should be planted on private property where space allows.
- G-7 Development should provide lighting that illuminates the alley and consider decorative/artistic lighting.

Vacaville Downtown Specific Plan



Activated alley example (Source: Jacobs)

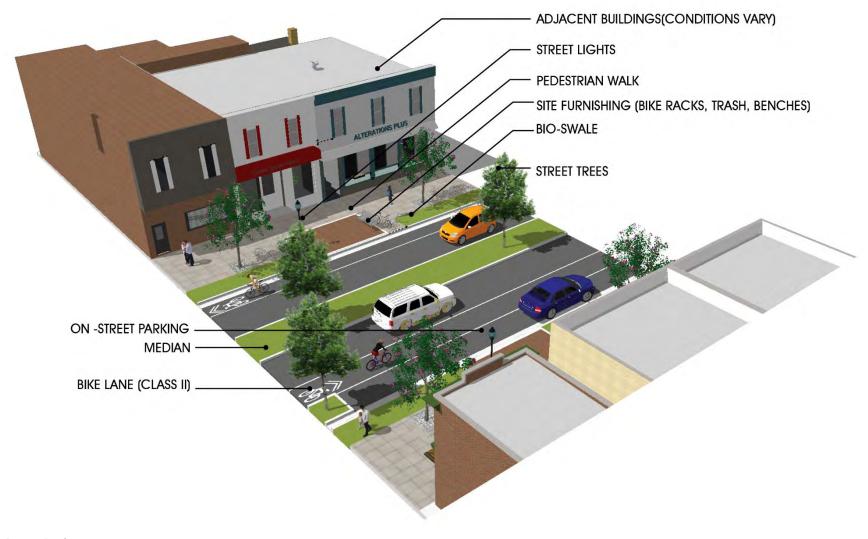
14.3.3 Bicycle Facilities

Design Intent

Downtown Vacaville has a well-developed network of public roadways that generally meet the needs of bicyclists, except for the perimeter of Downtown, where relatively wide streets with high traffic volumes and speeds create a constraint to safe and convenient bike travel to Downtown. Additional Class II facilities on streets within Downtown and Class I facilities on publicly owned property are needed (Figure 14.3.3-1 and Figure 14.3.3-2).

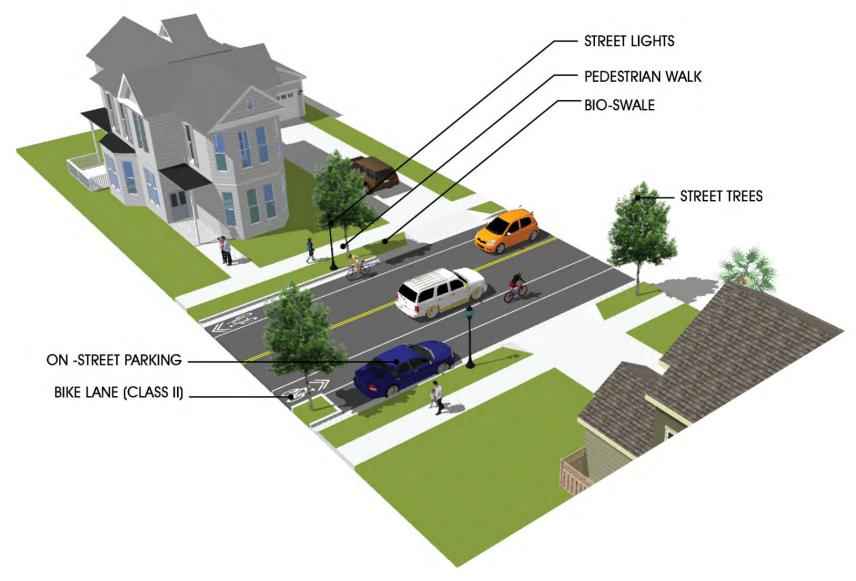


Trail in Andrews Park in Downtown Vacaville (Source: ESA)



Source: Jacobs

Figure 14.3.3-1: Urban Street Prototypes



Source: Jacobs

Figure 14.3.3-2: Neighborhood Street Prototypes

Design Standards

Reserved for future use.

Design Guidelines

- G-1 Design should follow NACTO standards for bicycle facilities (nacto.org).
- G-2 Development should emphasize routes that connect the neighborhoods to Downtown, schools, and other major destinations including Vacaville High School and Buckingham Academy.
- G-3 Connections under I-80 (Davis Street and Mason Street) should be emphasized.
- G-4 Development should utilize existing utility easements (e.g., Pacific Gas and Electric Company) or remnant rail right-of-way, or available City street right-of-way where possible, to add Class I facilities.

14.3.4 Pedestrian Amenities

Design Intent

Encourage walking within Downtown.

Design Standards

Reserved for future use.

- G-1 Activating the Street Edges. The pedestrian sidewalk experience in Downtown Vacaville should be enhanced by active buildings. These include storefronts on retail and commercial streets, stoops, porches, and visible building or courtyard entrances on residential streets, and the avoidance of blank walls and exposed parking garages. This edge can also be defined with architecture such as residential flats, townhouses, lofts, or retail and commercial space. Vacaville's climate is ideal for outdoor dining, and sidewalk cafes are an excellent way of activating the streetscape and energizing the pedestrian environment by creating an interface that bridges the public and private realms.
- G-2 Encouraging Pedestrian Traffic. Retail activity is a critical component of maintaining a vibrant and active Downtown. It supports the area's employment and residential function, but it also is the component that makes the urban core an interesting and exciting place to be and a destination for visitors who neither work nor live there. Continuity and diversity are important to the success of the retail environment. Too much dispersion of retail activity or too much duplication in the type of retail will undermine retail viability.

- G-3 Parking Connections. There are numerous surface parking lots near the Downtown core that are owned and operated by the City of Vacaville. These lots are strategically oriented to provide convenient access to adjacent businesses and residential uses, but are often difficult to find, not clearly identified with signage, and/or poorly lit. This critical aspect of the pedestrian experience should be upgraded with sidewalks that have good lighting, clear sight lines, and pedestrian amenities with intuitive linkages to adjacent public roadways and buildings.
- G-4 **Sidewalk Network**. Connecting sidewalks by filling in current gaps is critical to creating a viable and equitable pedestrian facility network. A safe and convenient sidewalk network should provide sidewalks on both sides of the street.
- G-5 Pedestrian Comfort and Safety. Shade trees, pedestrian crosswalks, bulb-outs, benches, and drinking fountains are just a few amenities that help create a more conducive walking environment. These elements are covered in other sections of this chapter in more detail, but are ultimately the most important elements of pedestrian comfort (refer to Figure 14.3.4-1).

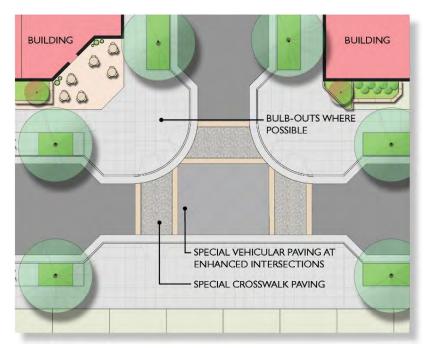


Figure 14.3.4-1: Bulb-Outs and Sidewalk Scoring Pattern

14.3.5 Street Trees and Landscaping

Design Intent

Promote a consistent urban shade tree canopy and ground plane landscaping within the public right-of-way.

Design Standards

S-1 Street trees are required as part of new development or in replacement for damaged or removed street trees.

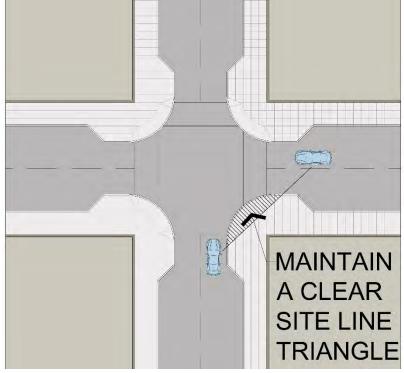
- G-1 **Tree Canopies.** Tree canopies should not conflict with the safe movement of pedestrians and vehicles. When locating deciduous trees, their canopies should be maintained to ensure a minimum of 8 feet of clearance from the ground on the pedestrian side and a minimum of 15 feet from the ground on the vehicular side. Because small deciduous trees and ornamental canopies often cannot meet these criteria, their use and placement must be carefully considered.
- G-2 Natural Surveillance. Design features should be used to increase the "see and be seen" visibility qualities of a property or building. The proper placement of landscaping increases the ability to observe users and deter crime by making any inappropriate behavior more easily noticeable to a passing individual, police patrol, or private security. (CPTED)
- G-3 Natural Access Control. Elements such as shrubs, fences, and gates should be employed to control access and promote safety. (CPTED)

- G-4 **Territorial Reinforcement.** Design elements such as sidewalks, low walls, landscaping, and paving patterns should be employed to delineate private, semi-private, and public spaces. A well-maintained space that appears to be "owned" will tend to discourage disruptive behavior and encourage positive social interaction. (CPTED)
- G-5 **Maintenance.** Care and maintenance allow for the continued use of a space for its intended purpose and serve as an additional expression of ownership. Proper maintenance protects the public health, safety, and welfare on all existing premises by establishing minimum requirements and acceptable standards. (CPTED)



CPTED—Avoid plantings that create hiding places (Source: Jacobs)

- G-6 **Sustainability.** Highly manicured, lushly planted landscapes are not sustainable, nor are they appropriate in a drought-prone climate with constrained water resources. Low-maintenance landscapes that require minimal pruning and reduce waste are encouraged.
- G-7 Intersection Visibility. At the intersection of roadways or vehicular access points, trees, shrubs, and other landscape features must meet the City of Vacaville Public Works Standards, defined as drawing 3-04A. The visibility concept is described in Figure 14.3.5-1.



(Source: Jacobs)

Figure 14.3.5-1: Sight Visibility Triangle

14.3.6 Street Furnishings

Design Intent

Promote a consistent level of site furnishings within the public right-of-way. Encourage outdoor seating and dining within the public right-of-way adjacent to activated storefronts.

Note: Any permanent street furnishings placed in the public right-ofway shall be approved by the City.

Design Standards

Reserved for future use.

- G-1 Whenever possible, site furnishings should be locally designed and fabricated, ideally by local artists, to promote placemaking and support the local arts culture. Variety in site furnishings should be considered to allow for increased visual interest and spontaneity throughout Downtown. Furnishings may also be commissioned before other streetscape improvements, stored, and then reinstalled following infrastructure upgrades.

 Whenever possible, the furnishings described below should be designed as public art that contributes to the unique character of Downtown.
- G-2 Benches should be designed to be functional for sitting and ergonomically designed for comfort. Benches near bus stops or places where people might be seated for an extended period should include back support.

- G-3 Deterrents to skateboarding and sleeping should be considered.
- G-4 Vandalism should be deterred using durable materials.
- G-5 Bollards should be provided for visual interest and to create a unique streetscape. They can also provide functional benefits for lighting and traffic control.
- G-6 Trash and recycle bins should be provided at strategic locations and a regular pickup schedule should be maintained to discourage litter.
- G-7 Bike racks should be located frequently, conveniently, and visibly near public gathering spaces and active building entrances, but not in areas that would cause the bikes to intrude into the walkway.

14.3.7 Low Impact Development and Stormwater Management

Design Intent

The goal of Low Impact Development is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall. Refer to DTSP Part II, Chapter 12, Section 12.7.3, "Low Impact Development and Stormwater Management," for more details.

Design Standards

Reserved for future use.

Design Guideline

- G-1 Within the roadway right-of-way, water should be caught, slowed, and retained to promote infiltration and removal of pollutants and minimize stormwater runoff using:
 - Infiltration basins, trenches, buffer strips, drain fields, or drywells.
 - Bioretention areas in the public right-of-way or public parking lots.
 - Vegetated swales located on individual building sites or in the public right-of-way.

14.3.8 Accessibility

Design Intent

Provide barrier-free access along all public walkways. Upgrade crosswalks, ramps, and sidewalks to current ADA standards. The path of travel within the public realm includes sidewalks, curb ramps, and crosswalks. Each of these features must meet minimum code criteria and should seek to exceed these minimums whenever possible.

Design Standard

S-1 **Sidewalks**. To achieve barrier-free design and comply with the ADA, development shall incorporate a minimum 4-foot-wide clear path around all obstructions.

- G-1 **Sidewalks**. Private development is encouraged to provide at least 6 feet of walkway along active storefronts.
- G-2 **Curb Ramps.** Private development is encouraged to provide adequate space adjacent to public ramps and crosswalks for intersecting circulation, and to align building entrances or site features with the crosswalks to improve circulation.
- G-3 **Crosswalks**. Private development is encouraged to coordinate with the City during the planning stages of a project to explore where crosswalks could enhance accessibility.

14.3.9 Vehicular Parking

Design Intent

Provide safe parking for residents and visitors that is located within a reasonable distance of Downtown destinations.

Design Standards

Reserved for future use.

Design Guideline

- G-1 Visibility between surface parking lots and the entrances to storefronts, lighting, and safety after dusk are key considerations. Specific guidelines for public parking facilities include:
 - Lighting. Surface parking lots should have consistent safety lighting as noted in Section 14.5, "Exterior Lighting."
 - CPTED. Landscaping should adhere to the guidelines noted in Section 14.3.5, "Street Trees and Landscaping."
 - Signage. Signage and wayfinding features should adhere to guidelines noted in Section 14.3.10, "Signage and Wayfinding."



Branding signage (Source: Jacobs)

14.3.10 Signage and Wayfinding

Design Intent

Provide signage and wayfinding that make it safe and convenient to navigate Downtown.

Design Standards

Reserved for future use.

- G-1 **Branding Signage.** The brand identity of the Downtown should be established and reinforced. The existing Blade Sign program should be maximized to incorporate unique blade signs along the sidewalk.
- G-2 **Information and Directional Signage.** Informational and directional signage should be placed at entrances to Downtown and at critical nodes or decision points.
- G-3 **Freeway Marquee Signage**. Signs should be placed along I-80 to notify drivers that they are approaching Downtown and give them sufficient time to exit the freeway to get to Downtown.
- G-4 **Downtown Gateway Signage**. Downtown Gateway signage should not be in an obscure location. Such signage should be visibly marked and located at Downtown entries.
- G-5 **Wayfinding and Placemaking Signage.** Signage in the public right-of-way that helps with wayfinding and placemaking is encouraged.

14.4 Public Art

14.4.1 Public Art and Murals

Design Intent

Provide art installations in the public right-of-way and murals on existing and proposed building façades that inspire, activate, and energize Downtown. The public art must be approved by a City design review process for consistency with the design intent of the DTSP and for safety and operational compliance with local codes. Create unique public spaces through art elements.

Design Standards

- S-1 Sculpture art shall be installed in locations where it will not create ADA access impacts or safety hazards.
- S-2 The art installations shall meet public safety criteria established by the Unified Building Code. These may include criteria such as the following:
 - Structural stability
 - Surface finishes that are safe to touch
 - Nontoxic paints and finishes
 - Non-offensive content



Wall mural example (Source: Jacobs)



Artistic bike parking creates a unique pedestrian experience (Source: Jacobs)

Design Guidelines

- G-1 Public art is encouraged in public spaces.
- G-2 The use of sculptures, murals, water elements, carvings, frescoes, mosaics, and mobiles is highly encouraged.
- G-3 Artwork should be located to be visible by the public and relate to the adjacent building or project in scale and concept.
- G-4 The design and materials of the artwork should be durable against weather and vandalism and should not require extensive maintenance.
- G-5 Murals should be on façades that are not located along the public roadways, but instead should be focused on frontage such as side yards, parking lots, or alleys.

14.5 Exterior Lighting

14.5.1 Downtown-wide Lighting

Design Intent

Lighting should be fully or partially directional to eliminate unnecessary light pollution.

Design Standards

Reserved for future use.

Design Guidelines

G-1 Lighting in the district should conform to the traditional acornstyle pole fixtures already established along Main Street. Light fixtures should be the LED type to conserve energy. Lights should be fully or partially directional to eliminate unnecessary light pollution.

Various lighting types should be considered in the streetscape designs:

- G-2 **Light Art Installations.** A defining feature throughout the Downtown area could be the use of light art installations. These could be strategically positioned between regular light poles, resulting in functional, human-scaled lighting.
- G-3 Accent Lights (In-Ground Lights). The use of in-ground lighting (integrated with paving) to create an artistic and functional wayfinding and placemaking element is highly desirable, especially on key streets such as Main Street and Merchant Street.

- G-4 **Pole Lights.** Human-scale pole lighting (acorn fixtures 15–25 feet in height) should be used as needed to achieve functional lighting along the sidewalks. Pole light spacing should be coordinated with street trees during the design phase to minimize spatial conflicts.
- G-5 **Bollard Lights.** Bollard lights can be strategically used along pedestrian walkways to supplement pole lighting and can function as physical barriers between different travel modes.

Specific locations and design considerations include the following:

- G-6 **Paths.** Through-covered or open courtyards should be illuminated to eliminate blind spots and create a safe level of lighting.
- G-7 **Storefronts**. Lighting should be designed to illuminate the sidewalk in front of stores in the evening.
- G-8 **Alleys.** New construction or substantial renovation within 20 feet of a property line that abuts an alley should include light fixtures that illuminate the alley.
- G-9 **Parking Lots.** Parking lot lighting must complement the building's lighting fixtures and should be illuminated to eliminate blind spots and create a safe level of lighting.

G-10 Location and Design. Lighting should be accomplished in a manner that does not create glare for pedestrians or adjacent properties. If light fixtures are visible, they should have a low enough intensity or have adequate diffusing lenses to minimize their glare. The emphasis should be on lighting the ground plane, landscape, or building surface with downcast and cutoff fixtures. Existing acorn-style pole lights can be upgraded to have a light shield within the globe.



Lighting in Downtown Livermore (Source: City of Vacaville)

14.5.2 Street and Sidewalk Lighting

Design Intent

Provide a consistent intensity and color range of lighting on all public streets and walkways within Downtown.

Design Standards

Reserved for future use.

Design Guidelines

Using the forthcoming Downtown Vacaville Lighting Master Plan as the basis, the City will install publicly owned light fixtures throughout Downtown. Guidelines for the lighting plan include:

- G-1 The plan should include coordination between light fixtures and trees.
- G-2 The fixtures selected should meet the dark-sky criteria.
- G-3 Energy-efficient lamps should be selected except where decorative (i.e., like string lights) or art lighting is installed.
- G-4 Glare toward adjacent properties should be avoided.
- G-5 City lighting plans should include lighting intended to illuminate the path of travel from public parking lots to primary commercial destinations.
- G-6 Pedestrian-scale lighting should be provided in alleys and walkways that connect parking lots to commercial entrances.

14.5.3 Storefront Lighting of Public Sidewalk

Design Intent

Encourage private landowners to supplement public walkway lighting with additional sources of lighting.

Design Standards

Reserved for future use.

- G-1 Storefront lighting should be complementary to the public lighting directly adjacent to the property. Individual building owners can make an enormous impact on the quality of lighting along the street directly adjacent to their buildings. Guidelines for storefront lighting include:
 - Minimization of Glare—Visibility between the interior and exterior spaces promotes safety for the public realm.
 Window glazing, blinds, and other window treatments should support transparency between ground-floor building uses and the public sidewalk.
 - Quality—Storefront lighting should complement the intensity and color range of the public lighting.
 - Fixtures—Storefront lighting should complement the character of the building façade.
 - Prohibited—No neon or blinking lights are permitted.

Vacaville Downtown Specific Plan

This page intentionally left blank