

4.9 LAND USE

This section of the Environmental Impact Report (EIR) describes the affected environment and regulatory setting for land use and planning on the proposed project site. It also describes the impacts on land use and planning that would result from implementation of the proposed project, including an evaluation of consistency with relevant plans and programs that have jurisdiction within the project area and on the project site. The evaluation includes a discussion of the proposed project compatibility with surrounding land uses, and provides mitigation measures that would reduce these impacts, as appropriate. The following analysis of the potential conflicts to land use is derived primarily from the listed sources. Where additional information has been used to evaluate the potential impacts, that information has been referenced.

- Propel Vallejo 2040 General Plan.
- Propel Vallejo 2040 General Plan EIR.
- City of Vallejo Code of Ordinances.

4.9.1 ENVIRONMENTAL SETTING

The proposed project is in the City of Vallejo, which is within the western portion of Solano County. Vallejo is the largest city in Solano County and the tenth-largest in the Bay Area. The County is bordered by Napa County to the west and north, Yolo County to the north and east, Sacramento County to the east and Contra Costa to the south (see **Figure 3-1: Regional Map** and **Figure 3-2: Vicinity Map**). Encompassing an area of approximately 50 square miles, the City is characterized by its boundary with San Pablo Bay and the Napa/Sonoma Marshes, the latter which is a northern reach of the San Francisco Bay. To the south the City is bordered by the Carquinez Strait, and to the northeast by unincorporated Solano County open space.

The developable areas of the City area largely urbanized but are predominantly residential in character. The following identifies the characterization of land uses in the City:

- Single-family and multi-family development: approximately 40 percent of the total land area
- Commercial uses, including shopping centers, retail stores, hotels, and gas stations: approximately 8 percent of the total land area
- Industrial and manufacturing uses, concentrated primarily on Mare Island: approximately 5 percent of the total land area
- Vacant and undeveloped land: approximately 6 percent of the total land area
- Wetlands, parks, and natural open space: approximately 41 percent of the total land area.

The approximately 51.3-acre project site is bordered by Turner Parkway to the north; existing commercial uses including an auto dealership and residential development to the south, existing single-family residential uses to the east, and Admiral Callaghan Lane and the I-80 freeway on the west. *Table 3-1: Surrounding Land Uses*, in Chapter 3, Project Description, provides a brief description of the surrounding uses, land use designations in the Propel Vallejo General Plan 2040 (General Plan) and zoning designations in the Municipal Code. A more detailed description of these land uses follows Table 3-1.

ON-SITE LAND USES

The approximately 51.3-acre project site is undeveloped, vacant land. The site is square-shaped on the north, east, and southern boundaries, with the western side angled to the southwest following the alignment of the undeveloped City right-of-way adjacent to Admiral Callaghan Lane. More than 44 acres of the site is covered in non-native annual grassland with some elements of mixed woodland and coyote brush scrub intermixed. The project site contains a small reach of Blue Rock Springs Creek, a perennial stream, which runs east to west in the southwestern corner of the site. A seasonal wetland is in the central portion of the project site. Water is conveyed onto the and off the property through existing underground culverts that ultimately drain off the site through two existing culverts under Turner Parkway approximately 315 feet east of the Turner Parkway at Admiral Callaghan Lane intersection. An existing Pacific Gas and Electric (PG&E) gas pipeline and 15-foot easement traverses the western portion of the project site. An existing Vallejo Sanitation and Flood Control District (VSFCD) sewer main in a 15-foot easement traverses the central portion of the property.

4.9.2 REGULATORY SETTING

The following provides an overview of the regulatory and policy documents that are applicable to the proposed project.

FEDERAL

There are no federal regulations related specifically to land use issues. Certain federal regulations that are applicable to the proposed project, such as for Air Quality and Biological Resources, are discussed in the respective Chapters of the EIR.

STATE

California Environmental Quality Act

CEQA establishes that a significant effect on the environment involves an adverse change to the physical environment. Pursuant to the State CEQA Guidelines, a project's impact related to land use planning is evaluated in terms of physically dividing an established community, compatibility with existing land uses and consistency with local plans and other local land use controls (i.e., general plans, zoning codes, specific plans, etc.) such that if conflicts do exist, would the conflict result in a significant environmental impact. This is discussed in additional detail in the methodology and impacts section below.

Subdivision Map Act

Land division are regulated in California through the Subdivision Map Act [Government Code (GC) §66410 et seq.]. A land division occurs when a recorded single parcel or group of contiguous parcels are separated into smaller individual lots. The lots are then recorded on a subdivision map. Per State law, regulation and control of the design and improvement of subdivisions are vested in the legislative bodies of local agencies. Under the Subdivision Map Act, each local agency becomes responsible for the regulation and control of the initial design and improvement as adopted by local ordinance. In addition, the Subdivision Map Act requires that the local ordinance provides for proper grading and erosion control, including the prevention of sedimentation or damage to offsite property (GC, 1974).

California Government Code Section 65860

California Government Code Section 65860 requires zoning to be consistent with an agencies' general plan. Consistency with the general plan is possible only if the local government, in this case the City of Vallejo, has (i) officially adopted a general plan, and (ii) the land uses authorized in the City's Municipal Code must then be compatible with the objectives, policies, general land uses, and programs specified in the General Plan. Both the Propel Vallejo General Plan 2040, adopted in 2017, and the land uses authorized in the Municipal Code are discussed in detail in the Local regulatory setting below.

REGIONAL

The proposed project is subject to several regional planning documents and programs that have varying degrees of regulation overuse of developments within the City and the project site. Regionally, the proposed project is subject to the policies and guidance of, Plan Bay Area, Sustainable Communities Strategy, the Regional Housing Needs Allocation, Metropolitan Transportation Commission, and the Association of Bay Area Council of Governments and are discussed in additional detail below.

Association of Bay Area Governments (ABAG) Projections 2013

The Association of Bay Area Governments (ABAG) is the comprehensive planning agency and Council of Governments for the San Francisco Bay region, inclusive of 9 counties – Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma – and 101 cities and towns including Vallejo. ABAG is responsible for the Regional Housing Needs Allocation (RHNA) which is addressed below. ABAG produces growth forecasts on four-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make project funding and regulatory decisions. The BAAQMD and MTC are discussed in Chapters 4.2 Air Quality, and 4.15 Transportation.

Regional Housing Needs Allocation (RHNA)

Housing Element law requires local jurisdictions to plan for and allow for the construction of a share of the region's projected housing needs, referred to as the RHNA. State law mandates that each jurisdiction provide sufficient land to accommodate a variety of housing opportunities for all economic segments of

the community to meet or exceed the RHNA. As the regional planning agency for the Bay Area, ABAG calculates the RHNA for individual jurisdictions including Vallejo.

The City of Vallejo has been assigned approximately 20 percent (or 1,362 dwelling units) of the total RHNA for Solano County (6,977 dwelling units). The City's RHNA assignment for the Above Moderate Income category is 690 dwelling units. Through calendar year 2018, the City has produced 146 units (10.7 percent) toward its total RHNA of 1,362 units. All of these units are in the Above Moderate Income category, which accounts for 690 units of the total RHNA.

Plan Bay Area, Sustainable Communities Strategy

Consistent with Senate Bill (SB) 375, the Bay Area must develop a Sustainable Communities Strategy that strives to reach the greenhouse gas (GHG) reduction target established by the California Air Resources Board (CARB). SB 375 also requires the region to plan for housing 100 percent of its projected population at all income levels. Plan Bay Area is the region's first regional transportation plan subject to SB 375. The MTC and the ABAG jointly prepared Plan Bay Area (PBA) in response to this requirement; the PBA serves as the long-term Regional Transportation Plan (RTP) for the San Francisco Bay Area as well as the region's Sustainable Communities Strategy (SCS). The PBA was written, in part, to respond to the region's projected population, which is expected to grow to more than 9 million people by 2040. It focuses on accommodating projected growth while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

LOCAL

Locally, Vallejo has authority over deciding the land use of the project site. The City adopted planning documents including the General Plan, Vallejo Zoning Ordinance, 2015-2023 Housing Element, regulate land use within and around the proposed project site. Several land use plans, policies, and regulations apply to the project site. Consistent with CEQA, not every policy that could apply to the project is included here. Rather, the focus of this analysis is on potential conflicts with policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

Propel Vallejo General Plan 2040

California Government Code Section 65300 requires every city and county in California to adopt a comprehensive, long-term General Plan for the physical development of the jurisdiction. A General Plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a General Plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Vallejo's General Plan includes three additional elements: Healthy Community; Arts, Culture, Historic Preservation; and Economic Development. The Propel Vallejo General Plan 2040 is the City's primary land use regulatory tool and describes the means necessary to achieve the community's vision for the future. In May 2015, the City adopted the 2015-2023 Housing Element Update to cover the eight-year planning period from January 2015 through January

2023. The purpose of the Housing Element is to establish a comprehensive, long-term plan to address housing needs in the City of Vallejo. State law stipulates that the Housing Element include certain items, such as a Housing Needs Assessment; goals, policies, and objectives; and implementation programs to work toward achieving those goals. The Housing Element recognizes the importance of the RHNA and mirrors those goals. General Plan goals, policies, and action items related to land use that would be applicable to the proposed project include the following:

- **Policy CP-1.6:** Active Transportation Network. Promote the health benefits of walking and bicycling by providing a convenient and safe network of bicycle paths and routes, sidewalks, pedestrian paths, and trails, including connections with major destinations such as civic facilities, educational institutions, employment centers, shopping, and recreation areas.
- **Action CP-1.6D:** Develop guidelines for public and private projects that promote safe, convenient, and attractive bike and pedestrian facilities, including amenities to enhance bike and pedestrian activity, such as bicycle racks, lockers, street trees, public art, and street furniture.
- **Action CP-1.7C:** Support efforts by stewardship agencies to preserve wetland and open space areas.
- **Policy CP-4.3:** Informed Discussion. Provide decision-makers, project applicants, and residents with information about planning policies and regulations as well as advance notice of upcoming changes, projects or issues.
- **Goal MTC-3 – Interconnected Community.** Improve connections within and between Vallejo's neighborhoods for all travel modes.
- **Policy MTC-1.6:** Public Access. Promote public access to open space and trails.
- **Policy MTC-3.4:** Walking, Biking, and Rolling. Expand the local bicycle and trail network to provide safe, healthy, attractive options for non-motorized travel among destinations in Vallejo, including for wheelchair users.
- **Policy MTC-3.7:** Shared Streets. Facilitate access to and through the District by alternatives to the automobile.
- **Policy NBE-2.5:** Regional Retail and Entertainment. Support a thriving mix of regional retail and entertainment uses near Interstate 80.
- **Policy NBE-2.8:** Infill Development. Promote infill development that targets vacant and underutilized sites for community-desired and enhancing uses that is compatible with surrounding uses.
- **Policy NBE-3.14:** Neighborhood Corridors. Connect the community with mixed-use corridors that function as neighborhood main streets for adjacent residential areas.
- **Policy EET-3.4:** Commercial and Neighborhood Corridors. Enhance commercial corridors to create a vibrant mix of places to live, work, shop, and play.

- **Policy EET-4.2:** Responsible Development. Favor residential, commercial, and industrial development that can mitigate or avoid environmental impacts.
- **Action EET-4.2A:** Continue to incorporate sustainable design elements such as solar panels and water-efficient landscaping into the construction of City-owned and operated facilities.
- **Action EET-4.2B:** Consider adopting thresholds of significance for environmental review of proposed developments under the California Environmental Quality Act.

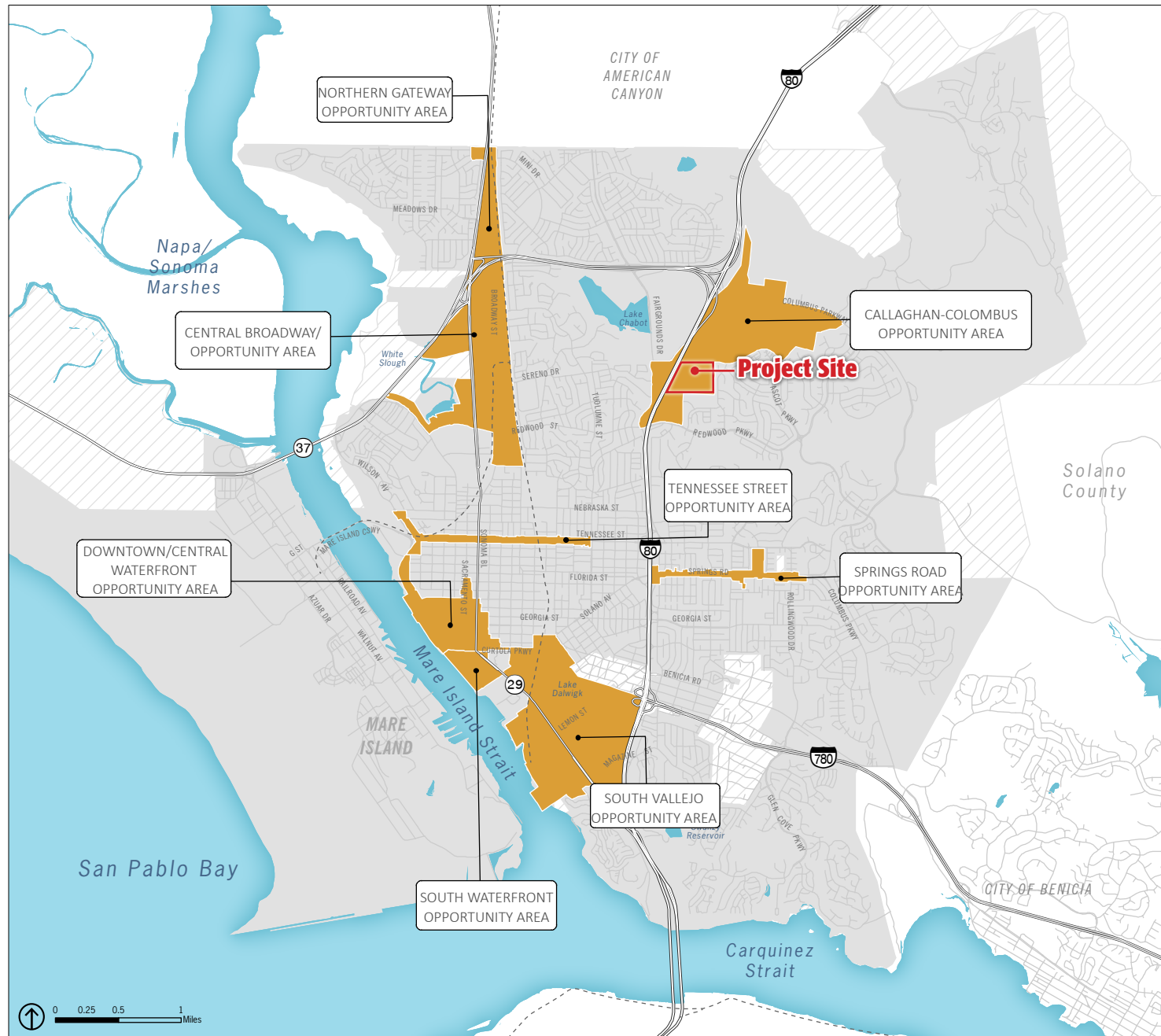
During the General Plan planning process, key opportunity areas were identified where development could expeditiously produce a significant positive impact on quality of life. The areas are generally in locations that have not had the benefit of previously detailed planning efforts or are locations where additional attention was needed to refine and update the community's vision. The General Plan does not lay out specific plans for these areas, but the key opportunity areas are identified as locations where development could expeditiously produce a significant positive impact on quality of life. Through a series of community workshops and online activities held in February and March of 2015, the community at large was invited to help develop a vision for each area and for the entire City with a vision for 2040. There are seven Opportunity Areas within the City. The project site is within the Callaghan-Columbus Opportunity Area. The Callaghan-Columbus Opportunity Area is generally bordered by Columbus Parkway on the north, North Ascot Parkway, Turner Parkway, and Foothill Drive on the east, Redwood Parkway on the south, and Admiral Callaghan Land and I-80, on the west. **Figure 4.9-1: Callaghan-Columbus Opportunity Area**, shows the site in relation to the opportunity area.

The project site has a General Plan land use designation of Retail/Entertainment on the western portion of the property; the Mix of Housing Types designation is on the central portion of the project site currently occupied by the wetland area and on the eastern portion of the property. The proposed project is consistent with the existing General Plan land use designations for the project site. The proposed project is consistent with the General Plan goals and policies for new development at this location. **Figure 4.9-2: General Plan Land Use Designations**, identifies the existing land use designations for the project site. The proposed land uses are consistent with the General Plan land use designations.

Retail/Entertainment (RE)

The RE designation provides for general retail, services, and entertainment for local residents as well as consumers and visitors from the wider region. Permitted land uses include shopping centers, auto sales, amusement parks, hotels, restaurants, service stations, marine-related operations, offices, general retail, personal and business services, and similar commercial uses. The maximum permitted Floor Area Ratio (FAR)¹ in the RE Designation is 1.5.

¹ The ratio is determined by dividing the total or gross floor area of the building by the gross area of the lot.



Vallejo General Plan Opportunity Areas

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

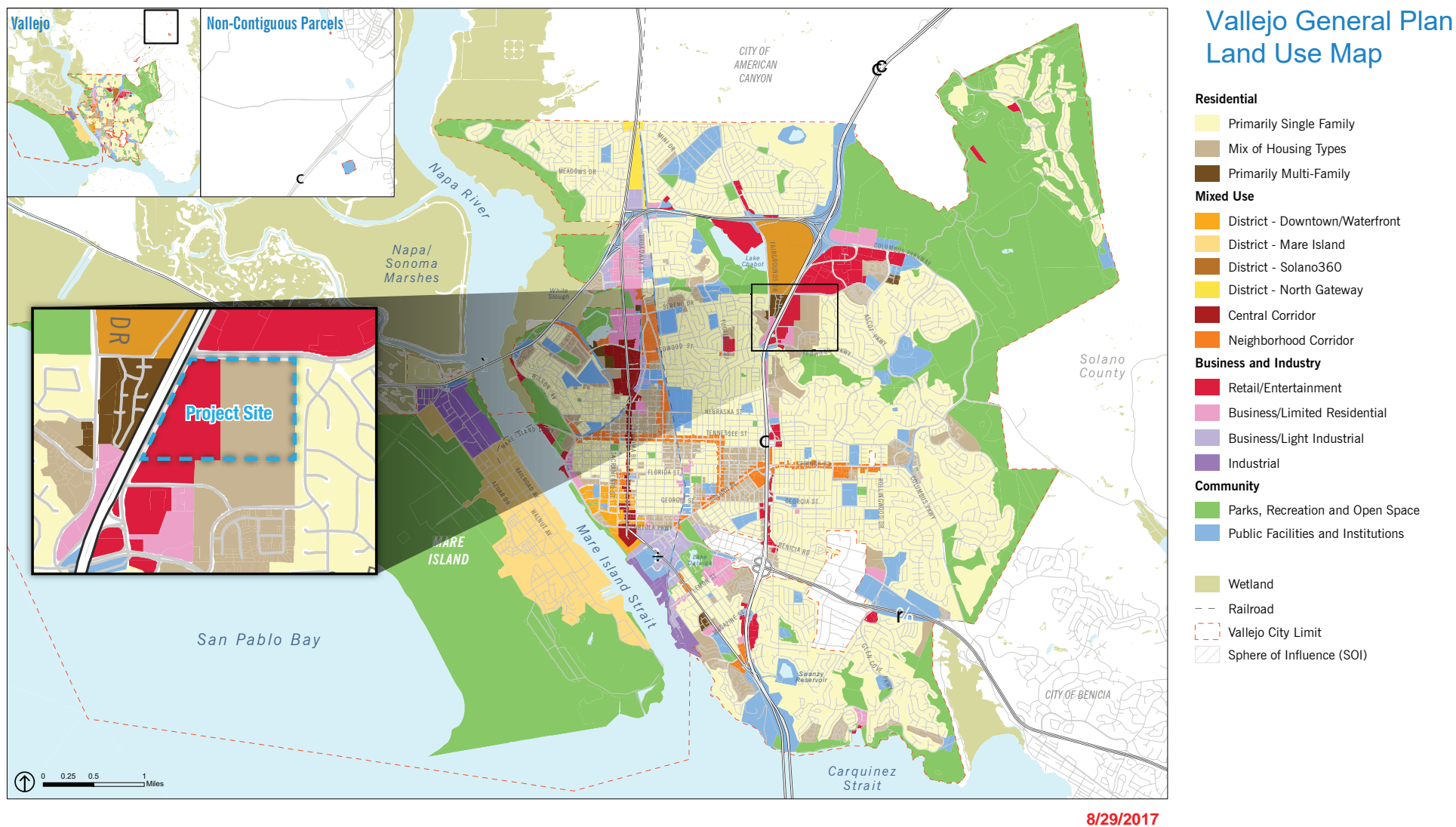
Source: City of Vallejo General Plan 2040, 2017: Map PF-4; ABAG, 2016; PlaceWorks, 2016.

FIGURE 4.9-1: Callaghan Columbus Opportunity Area
Fairview at Northgate Project



Not to scale

Kimley»Horn



Source: City of Vallejo Propel Vallejo General Plan 2040, 2017: Map PF-g

FIGURE 4-9.2: General Plan Land Use Designations
Fairview at Northgate Project

Mix of Housing Types/Medium Density (R-MH)

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

Zoning

The City of Vallejo Zoning Code, referred to as the Municipal Code, is one of the chief tools for implementing the recommendations found in the General Plan. Where the General Plan establishes a broad vision and framework for land uses in the City and provides policies and actions to manage development through 2040, the Municipal Code implements the General Plan with specific standards that regulate development. The City's zoning regulations and subdivision approvals must be consistent with the General Plan. The existing zoning of the project site is Pedestrian Shopping and Service. As a part of the proposed project, the entire project site would be rezoned to Mixed Use Planned Development (MUPD).

The MUPD is a special zoning district. Per Chapter 116.112.010, the purpose of the MUPD is "to create and establish regulations for a mixed-use district, in which residential, commercial and/or industrial uses are developed as an integral unit." Chapter 16.112.010 Title and Purpose defines these elements of the MUPD zone as follows:

As part of the planned development procedure, development standards listed in Section 16.112.030 are required to be met by the project. These standards are evaluated based on the following summarized criteria:

- A) Size and location of the site;
- B) Circulation patterns;
- C) Topography, vegetation, grading;
- D) Preservation of natural resources;

- E) Surrounding land uses;
- F) Mix of uses;
- G) Architecture;
- H) Public Improvements;
- I) Development Intensity;
- J) Landscaping; and
- K) Intent and purpose of the project and consistency with the General Plan and purpose of the district.

4.9.3 STANDARDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project would have a significant impact related to land use and planning, if it would:

- Physically divide an established community.
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.9.4 PROJECT IMPACTS AND MITIGATION

METHODOLOGY

For the purposes of this analysis, relevant planning documents, particularly the City General Plan and the Zoning Ordinance, were evaluated. The proposed project was qualitatively assessed to determine whether it would conflict with any applicable land use plan, policy, or regulations. If the proposed project was determined to conflict with a relevant plan, a determination was then made as to whether the conflict or inconsistency would result in a significant physical environmental impact that would otherwise be mitigated or avoided without implementation of the proposed project.

IMPACT	WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?
LU-1	(LESS THAN SIGNIFICANT IMPACT)

The approximately 51.3-acre project site is undeveloped, contains no permanent structures, and would not require removal of any existing residences or businesses. The project site is bordered by Turner Parkway to the north; multi-family condominiums and apartments and an auto dealership to the south; single-family residences to the east; and Admiral Callaghan Lane and I-80 to the west. There is no vehicular or pedestrian access on the property. The project site is fenced and signed with “no trespassing” signs. Along the eastern property line, the site is separated from the adjacent residences by six- to eight-foot-tall wooden fences. To the south, the multi-family residences are approximately 30 feet higher in

elevation than the project site. A chain-linked fence separates the project site from the auto dealership. Between these two areas, PG&E maintains a gated private access road to their easement.

The project proposes 178 single-family residences in the eastern portion of the project site, and a Costco, associated gasoline station and four building pads for community commercial in the western portion of the project site divided by an approximately 5.1-acre open space/wetland. Commercial uses would total 179,688 sf of which 152,138 sf would be for the Costco. The community commercial uses could include a restaurant with a drive-thru, restaurants, health and fitness clubs, medical clinics, pharmacies, salons, laundry, clothing, convenience stores, and other related services.

The proposed project would not introduce any roadways or infrastructure that would bisect or transect the existing land uses. To provide access to the site, the proposed project includes improvements to Admiral Callaghan Lane to accommodate increased vehicle flow and to Turner Parkway. As a part of the widening of Admiral Callaghan Lane along the project frontage, a sidewalk would be provided. Vehicular access to the commercial center would be provided from three driveways from Admiral Callaghan Lane. The residential area on the east would be accessed from two new local roadways from Turner Parkway. The proposed project is designed to encourage pedestrian connectivity within the project area as well as to surrounding locations. The project incorporates numerous sidewalks, paseos, and a trail designed to promote a pedestrian and bicycle-friendly environment, to encourage alternative transportation between the commercial and residential project elements and improve access to the proposed open space.

As noted, the existing property is fenced and there is no legal access to the site. Upon completion, the proposed project would result in new land use on the currently undeveloped site that would increase connectivity by providing new walkways, trails, and access to open space. The proposed project would not physically divide the existing land uses or areas or any other established community. The project site is currently undeveloped and there are no existing uses and the site is not legally accessible to unauthorized persons. The proposed project is surrounded by existing commercial and residential development, but as discussed, the project site is not legally usable in its current state. The proposed project would result in the development of residential and commercial uses with a 5.1-acre open space/wetland in the central portion of the project site between the proposed uses. The proposed project includes new internal roadways and pedestrian connectivity, a pedestrian corridor adjacent to the easterly side of the proposed open space, and a new sidewalk along Turner Parkway. The sidewalk would connect to the residential used to the east and extend westerly to improvements on Admiral Callaghan Drive and the proposed commercial uses. These new land uses that would be available for use by surrounding residents, including roadway improvements and pedestrian improvements and would improve the overall connectivity. Therefore, impacts would be less than significant.

**IMPACT
LU-2**

WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

(LESS THAN SIGNIFICANT IMPACT)

GENERAL PLAN CONSISTENCY

CEQA requires that an EIR consider whether a proposed project may conflict with any applicable land use plan, policy, or regulation (including, but not limited to the general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating an environmental effect (refer to Appendix G to the State CEQA Guidelines). This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's general plan. The broader General Plan consistency determination takes into account all evidence in the record concerning the project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, the proposed project is evaluated in terms of whether the proposed site plan, design features, and/or development at this location would substantially impede implementation of an adopted plan or policy. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project results in an adverse physical environmental impact.

The proposed project was evaluated for consistency with the applicable goals, policies, and action items of the General Plan. It should be noted that a project need not satisfy all directional guidance contained in the General Plan and CEQA does not require a proposed project to be consistent with all guidance but instead requires a discussion of inconsistencies. Nonetheless, the proposed project is found to be substantially consistent with the applicable General Plan guidance. The proposed project promotes a multimodal active and interconnected transportation network and preserves open space and increases walkability and public access on adjacent trails. The proposed project is considered an infill development and adds a regional retail center easily accessible to nearby residents. In addition, the proposed project includes design features and mitigation to reduce environmental impacts, incorporates sustainable development and reduces resource consumption, and appropriately uses the CEQA process to evaluate and reduce impacts. Therefore, the proposed project has been considered against the intent of the City's adoption of the General Plan and has been found to further the objectives, policies, and action items contained in the General Plan.

The commercial component of the proposed project is consistent with the Retail Entertainment (RE) General Plan designation. The proposed project includes the development of a Costco as well as a local commercial area adjacent to Admiral Callaghan Drive and Turner Parkway. Due to the services and products provided by Costco and the neighborhood-oriented commercial, the proposed project is

envisioned to be used by local residents as well as consumers and visitors from a wider regional area. All proposed and anticipated uses would be consistent with the designation that permits services stations, offices, general retail, personal and business services. The area of the proposed commercial uses also would be below the allowable FAR.

The residential component of the proposed project is consistent with the R-MH designation. The residential component of the project includes single-family homes, which are specifically identified as permitted uses. In addition, the residential component would be provided access to the recreational community areas and pedestrian corridor adjacent to open space to the west. The dwellings will typically have both front and rear yards, with a mix of front and rear loaded garages off alleyways. Additionally, due to the proximity to the Costco and neighborhood service commercial uses being proposed as part of the project, the residential component would be within immediate proximity and consistent with the allowance for small commercial spaces. Lastly, the project would be under the allowable dwelling units per acre.

Ultimately, land use compatibility is a function of how well a project is integrated with surrounding land uses. Land use compatibility impacts can be measured in terms of specific environmental effects such as noise, air quality, visual resources, and traffic. The land use compatibility analysis is therefore supported by other specific discussions within this EIR. All development proposed in the City are reviewed for consistency with land use controls and development standards during the course of the project review and approval process. Lastly, prior to any construction or development on the project site, the proposed project would require consultation and acquisition of required permits and approvals by responsible and trustee agencies that have jurisdiction over the project site. These agencies and their responsibilities are discussed in the respective chapters of this document.

ZONING CONSISTENCY

The proposed project site is zoned for Pedestrian Shopping and Service but the proposed project includes a change in the zoning to the MUPD. The proposed project includes both residential and commercial uses and is consistent with the intent of this zone. As noted the MUPD is intended to create regulations for a mixed-use district, in which residential, commercial are developed as an integral unit. The proposed project would develop the uses as a linked development, with connectivity throughout the conceptualized design by providing commercial uses in immediate proximity and walking distance to the residential area. The MUPD zoning allows the project to develop a cohesive design that allows for integrating features such as the multi-use path that connects the commercial and residential uses. The zoning allows for the residential area to have site-specific building development standards that allow for common area paseos, pocket parks, and a linear park. Further, the MUPD implements the policies of the Vallejo General Plan which call for the establishment of specific areas where flexibility of design and development of diverse land use is appropriate for the benefit of the city as a whole. Consistent with this intent, the proposed project implements and is consistent with the policies of the General Plan as the project would provide a regional benefit with the retention, relocation and expansion of the existing Costco. The MUPD zoning allows the project to develop a cohesive design that allows for integrating features such as the multi-use

path that connects the commercial and residential uses. The zoning allows for the residential area to have site-specific building development standards that allow for common area paseos, pocket parks, and a linear park. In addition, the flexibility for lot sizes and density provided of the MUPD allows the proposed project to preserve a central open space area with wetlands, which also in turn provides a physical and visual buffer between the residential and busier commercial uses. The project also represents an in-fill project on a property which is not being maximized in terms of provision of housing in a market with a shortage of such uses.

The proposed project includes a major CUP as specified in Chapter 16.82 to allow for the Costco, which is considered a superstore. The proposed project has been designed to be sensitive to the existing resources on the project site. The proposed project is responsive to the existing site topography, includes measures to reduce impacts to circulation and traffic, and has an overall intent of reducing potential effects to the surrounding land uses. Overall the project includes a consistent design and intensity that is consistent with the purpose of the general plan and existing MUPD district as it relates to implementation of the General Plan. Finally, prior to final project approval the proposed project would be reviewed by the City and findings would be made as to the overall value of the project in relation to potential effects.

As discussed above, the Zoning Code is meant to implement the designations as listed in the General Plan. The proposed project would be consistent with the MUPD zone as it relates to the General Plan.

Potential impacts on the environment associated with the proposed project are discussed throughout the chapters of this document. Therefore, the proposed project would satisfy the intent of the General Plan by providing consistency between the General Plan and zoning designations. Additionally, issuance of the major CUP is considered consistent with the intent of the Zoning Code and would not result in a conflict with any adopted plan or policy resulting in a significant environmental effect.

REGIONAL HOUSING NEEDS ALLOCATION CONSISTENCY

The proposed project would be consistent with the current RHNA. The proposed project would result in the construction of 178 new above moderate housing units, which accounts for approximately 0.2% of the total allocation of above moderate units for the San Francisco Bay Area, 5.4% for Solano County, and 25.8% for Vallejo. The proposed units represent 13.1 percent of the City's total RHNA across all income categories. There would be no impacts outside of those disclosed in this EIR related to conformance with the RHNA. Impacts in this regard would be less than significant.

4.9.5 CONCLUSION

The proposed project would be located on a project site that is currently vacant and undeveloped. The project site is in an urbanized area adjacent to single-family and multi-family residences, commercial and automotive uses, and roadways and major transportation corridor. The proposed project includes new residential uses, open space, and commercial. The proposed project would include improvements to the circulation system, a new local as well as regional service commercial use, while being sensitively designed and responsive to existing environmental constraints. The central open space would remain visible to

users of the adjacent pedestrian path, and the residential and commercial uses would be linked by an improved sidewalk along Turner Parkway. This also would be beneficial to adjacent existing residential areas and these pathways and access through the project site would link to new proposed commercial center. As such, the proposed project would not physically divide an established community. The proposed project is consistent with the existing General Plan designations and the proposed rezone would provide consistency between the General Plan and zoning designations. The proposed project would produce an additional 178 above-moderate income units, which represents 13 percent of the City's total RHNA and 26 percent of the above-moderate income portion of the City's total RHNA. In addition, housing would be provided in very close proximity to existing and proposed commercial uses. Therefore, potential conflicts with land use policies are considered less than significant.

4.9.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to land use includes closely related past, present, and reasonably foreseeable future projects located in the surrounding area. Regarding conflicts with any land use plan, policies, or regulations, approval of the proposed project and implementation of the proposed mitigation measures identified in this EIR would ensure that the proposed project complies with applicable goals, policies, and regulations implemented by the City or other applicant agencies with authority over on-site resources, or other land use planning authority. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. This is true with regard to land use compatibility impacts, which are generally a function of the relationship between the interactive effects of a specific development site and those of its immediate environment. Existing as well as future cumulative development within the surrounding area is anticipated to occur in accordance with the City's General Plan and Municipal Code and be evaluated as such the same as the proposed project. Therefore, the proposed project, in conjunction with these other projects, is not anticipated to introduce incompatible uses and substantially conflict with the operation of surrounding land uses.

The proposed project would not physically divide an established community because it does not block access to any existing neighborhoods or existing uses in the vicinity of the project site. The proposed project would provide increased connectivity with pedestrian improvements such as the trail adjacent to the proposed open space area and construction of a sidewalk along the Admiral Callaghan Lane project frontage that would provide direct connectivity with the proposed commercial center as well as to sidewalks north and south of Turner Parkway and on Turner Parkway and pedestrian crosswalk at the western signalized intersection of the residential project. Therefore, the proposed project would not make a cumulative contribution to impacts associated with conflicts with land use planning documents or related policies and regulations. These impacts are less than significant.

4.9.7 REFERENCES

Government Code, 1974 – California Legislative Information. TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]. Available:

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=2.&title=7.&part=&chapter=1.&article=1. Accessed: January 16, 2019.

ABAG and MTC, 2013 - Plan Bay Area, 2013 Strategy for a Sustainable Region. Available:

https://www.planbayarea.org/sites/default/files/pdf/final_supplemental_reports/DRAFT_PBA_Public_Outreach_and_Participation_Program_v1-phase_1.pdf. Accessed: January 17, 2019.