



# **CITY GATEWAYS PLAN**

**ADOPTED BY THE  
VACAVILLE CITY COUNCIL**

**October 26, 1999**

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## I. Introduction

The Vacaville General Plan acknowledges the importance of the how the City looks and how it is perceived by both residents and visitors. The General Plan specifically directs that the City take steps to improve the way the City looks from the gateways to the City:

**Guiding Policy 2.1-G7 “Develop standards for entry points to the City, including landscape design and a coherent signage design.”**

It is common to hear first-time visitors say, when they first tour the City away from the freeway corridor, that they did not know that Vacaville was such an attractive and well-planned community. Reality is that the City does not look its best when viewed from the freeways.

This City Gateways Plan outlines a comprehensive program to dramatically improve the way the City of Vacaville is perceived from the freeway over a period of ten years. This would be accomplished by creating a more attractive and unique visual experience for travelers along Interstate Highways I -80 and I -505 as they pass through the City. It is intended to result in maximized benefits at minimum cost by channeling existing and otherwise anticipated resources in a coordinated and consistent direction.

This Plan will serve as the City's official guide to direct relevant aspects of public and private development activity adjoining the two freeways. It directs initial follow-up actions by the City of Vacaville and envisions the staged implementation of the Plan's concepts as public improvement projects and private development occur in the future.

The City Gateways Plan generally focuses on the area between the Lagoon Valley Road and Leisure Town Road Interchanges on I -80 and south of the Midway Road Interchange on I -505. The Project Area extends about one hundred feet back from the freeway right-of-way line. Figure 1 generally depicts the Project Area. Most of the area east of Leisure Town Road was not included because the City has not planned any substantive infrastructure or development for that area. If the City changes its General Plan to provide for development of this area in the future, this Plan should be modified to include the freeway corridor east of Leisure Town Road.

- A. Project Background** - The City Gateways Project was initiated by the Vacaville City Council as an Action Plan element of their first Strategic Plan, in March of 1998. The stated goal of the Project was to “improve key entrances into the community.” It was intended to improve the aesthetic and functional appearance of the City, as viewed from the two freeways that traverse the City. The Project included three phases. The first phase was the negotiation of a Billboard Relocation Agreement with Eller Media Company. The Agreement, which was approved in the fall of 1998, provided for the removal of older, unattractive billboards in highly visible locations, and the replacement of those signs with new billboards outside of the developed area of the City. The Agreement resulted in a net

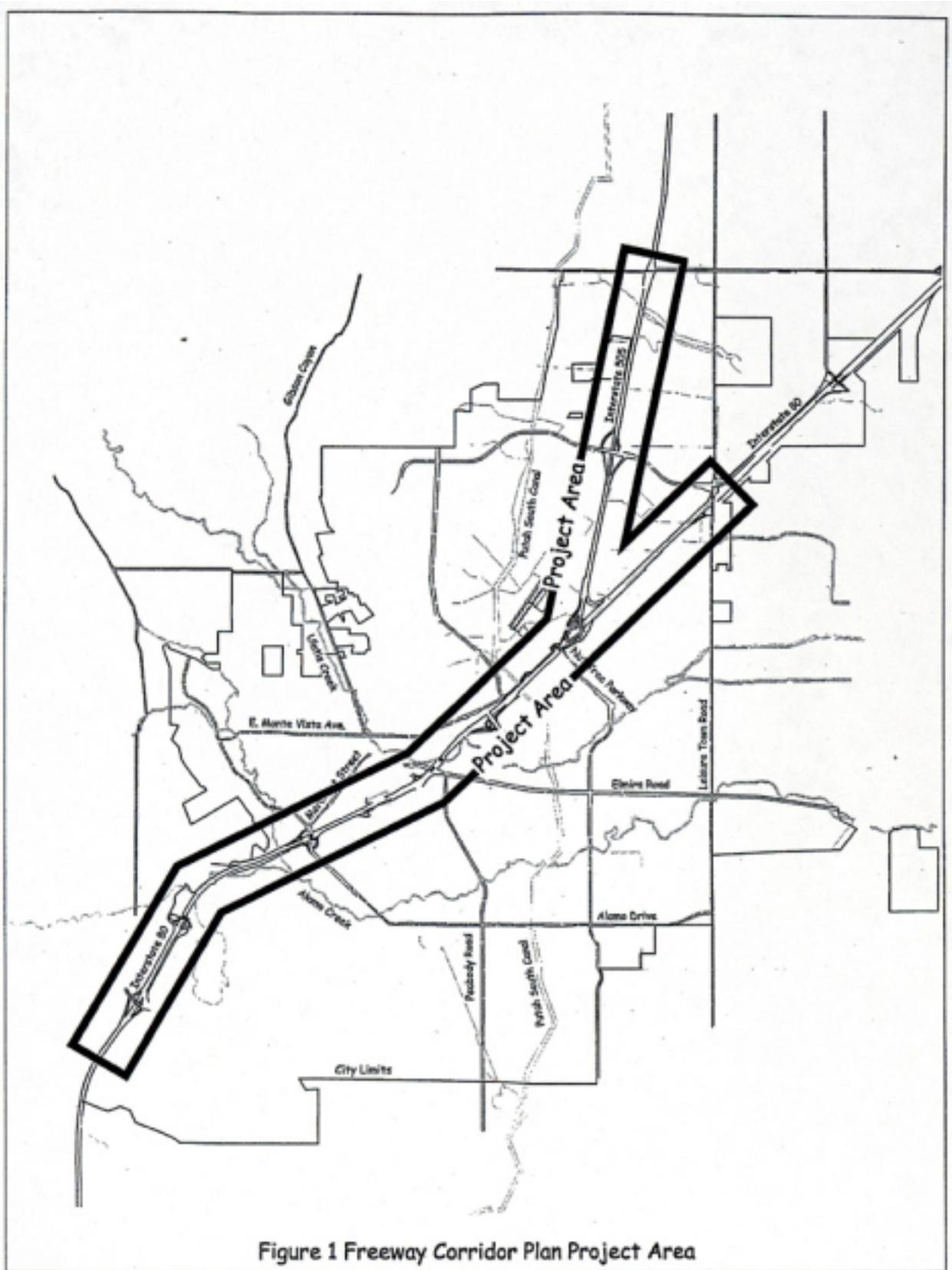


Figure 1 Freeway Corridor Plan Project Area

reduction of three billboard faces and the provision of two large City identification (ID) signs at no cost to the City. The ID signs will serve to identify the City along I-80 and also publicize community events. The signs feature the City seal and a changeable copy display that will automatically depict three different messages. The first of the two signs became operational in July of 1999 near the Leisure Town Road Interchange. The second ID sign is anticipated to be installed in the fall of 1999, pending acquisition of the site for the sign.

The second phase of the Project was the development of this City Gateways Plan for the improvement of the City's visual appearance from Interstate I-80 and I-505. The Plan was to provide direction for future public and private improvements along the freeway corridors to maximize the attractiveness of the community and make it easier for visitors to take advantage of the services and opportunities offered in the City.

The third phase will involve the implementation of the adopted Plan through the preparation of improvement details, adoption of follow-up development regulations, construction of public improvements to effect the desired changes, and the review of private development projects to ensure compliance with the provisions of the Plan. It is anticipated that public improvements directed by the Plan will occur over a multi-year period as funding and opportunities arise. Likewise, private development in accordance with the standards of the Plan is expected to occur over many years.

- B. Project Objectives** - How a community looks says a great deal about how well it functions and how the community feels about itself. A visually attractive city is considered to be a community that is well organized, highly functional, and offers a high quality of life. An attractive community conveys a positive image and is a source of community pride. As residents of Vacaville, we may believe our City is all of these things, but it is important that we view the situation objectively and test whether the view from our freeways actually gives that impression.

Every day approximately 120,000 vehicles pass through the City of Vacaville on Interstate 80. To a substantial degree, the view that these travelers see from the highways determines their perception of the City of Vacaville. For many people who do not visit our City regularly, this perception of Vacaville is reality. This perception also helps to shape many individual, economic decisions in regard to our community. These decisions include:

- **Whether to shop, dine or stay in Vacaville**
- **Whether to locate jobs-generating or retail uses in Vacaville**
- **Whether to invest in projects in Vacaville**

Given this reality, it is important that the community "put its best foot forward" along the freeways. This involves identifying the City effectively, directing visitors to key uses, making key entrances more attractive, improving or screening unattractive areas, and ensuring that new uses meet appropriate design standards. In other words, conveying a consistent and positive message about what kind of community Vacaville is and how well it functions. This Project involved determinations about aesthetics and

how we feel about our own community, but it is recognized that how the community looks to the outside world can also have a substantial impact on our economic development efforts. As this Plan was developed, specific objectives were identified in order to directly and maximize the benefits of the Project. The objectives of the City Gateways Plan were established as follows:

- ◆ **Building civic pride and enhancing visual enjoyment for residents.**
- ◆ **Projecting a better image for the City to freeway travelers by creating an attractive and unique visual experience.**
- ◆ **Making the City more inviting and accessible to shoppers and investors.**
- ◆ **Directing coordinated public improvements to the freeway right-of-way.**
- ◆ **Enhancing development standards to contribute to the visual improvement of the area.**
- ◆ **Stimulating increased interaction and cooperation with Caltrans and other agencies involved with the freeway corridor.**
- ◆ **Planning for low-maintenance and low water use improvements consistent with the City's resources.**
- ◆ **Developing a plan for ongoing capital and maintenance funding.**

**C. Development of the Plan** - The City Council approved the constitution of a ten-member City Gateways Advisory Committee that included individuals directly appointed by Council members as well as representatives from the Planning Commission, the Cultural Arts Advisory Committee, the local business community, local design professionals, and City design and maintenance staff. The Committee's role was to serve as an ad hoc body to provide direction, expertise and community input for the Project.

The Committee reviewed the existing situation along the freeways in Vacaville and other communities, evaluated existing development standards, and reviewed City and Caltrans plans for capital improvements. They then discussed ways to improve the City's image from the freeways and developed the concepts that are included in this report. The Committee reviewed this report in the draft stage and recommended a final draft to the Planning Commission and City Council for adoption.

## II. Evaluation of the Existing Situation

The City Gateways Advisory Committee took the opportunity to look objectively at the City from Interstate 80 and 505 and evaluate the visual impression that is generated. It also evaluated the City's plans and standards for future improvements and development. The following section summarizes the observations and determinations made by the Committee.

**A. Existing Visual Conditions** - The following simulated visual trips through Vacaville, along the freeways, highlight the impressions that a traveler may take from a trip through Vacaville today. The impressions are intended to be critical and devoid of local perspective and sensitivities to give a picture of how a discriminating non-resident might view Vacaville. They may be more negative than those of residents who see the area often and understand some of the reasons behind the existing situation. It is recognized that many factors have dictated the City's existing look; but, positive and negative, this is our point of beginning. Editorial comments to the visual experience are shown in parenthesis.

- 1. The Visual Experience along I -80 from West to East** - The Vacaville area is first seen as the traveler moves up a grade and experiences an attractive and pronounced physical gateway through the southerly extension of the Vaca Mountains which separate Vacaville from Fairfield. There is, however, nothing other than the standard city limit sign to tell you that you are in Vacaville. The initial view is across the open pastoral scene of Lagoon Valley to Lagoon Valley Lake and the ridgeline that forms the backdrop to the east and south. A large Eucalyptus row draws your attention and there is currently little to suggest that the area is part of an urbanized area (it is recognized that this view will change greatly in the future as the Lower Lagoon Valley is developed).

The traveler next experiences the second physical gateway to the City as the highway follows the tree-lined path of Laguna Creek through the ridge along the west side of Alamo Creek. The attractive growth of Oleanders in the median generally confines the visual focus to the south side of the freeway for the next three miles. The view opens quickly as the Alamo Overcrossing appears and urbanization becomes the dominant visual attraction. The Alamo Interchange is partially landscaped but the appearance is not particularly inviting. The eastern portion of the metal soundwall adjoining the freeway is stark and partially devoid of softening landscaping. Mixed commercial development from the end of the wall to the Mason Street Overcrossing appears uncoordinated and the view of an unattractive storage area inside of the Davis interchange is a distracting feature.

Crossing over Mason Street, the unscreened building materials storage uses on the south side of the freeway create a negative impression. The striking form of the Travis Federal Credit Union building then begins to draw attention. The trees lining both sides of the roadway dominate the following area; however, several large billboards detract from the ambiance. Next, the new Allison Interchange draws the

focus. The overcrossing has some attractive decorative features but they are a pale color. The interchange landscaping has promise, though it is still too small to make much of an impression.

Passing under the structure, the large new shopping centers draw your attention. They look generally modern and active (landscaping growth will soften the view in the future). The vertical element of the two freeway signs also draws your attention. They do not compete with other signs and therefore they are distinguishable. The mass of the Coffee Tree Plaza (Comp USA center), directly adjoining the freeway, narrows the field of view and brings blank building walls in close proximity. The concrete safety barrier along the area unfortunately serves to hide the landscaping and collect visible trash and debris. Overall, the large commercial area looks new and bustling on a suburban scale, but there is little visible continuity.

The 1-505 Interchange offers some open space but it appears dry, harsh and unmaintained. Beyond the Interchange, the Oleanders in the median cease and views include the undeveloped expanse of the Vaca Valley Corporate Center. The Orange Tree Business Park on the south has the most appealing frontage landscaping treatment in the community (the treatment may, however, provide more than is appropriate for a retail commercial area). The Orange Tree Center building, while incorporating desirable architectural variation, is very close to the roadway and lacks any effective, intervening landscaping. Next, the Auto Center appears big and active, though there is nothing to substantially identify or define the area. Between I-505 and Leisure Town Road, the foreground of weeds and unmowed grass detracts from the view of the adjoining commercial development. Moving east, the area is largely undeveloped with the exception of the cluster of highway-oriented uses near the Leisure Town Road Interchange (it is recognized that the construction of a completely new interchange in this area will offer the chance to change the look of this area in the near future).

To the east of Leisure Town Road, the City is generally undeveloped. The visual character is dominated by the flat, open croplands and the PG&E towers.

- 2. The Visual Experience along I-80 from East to West** (repetition from the previous description has been deleted) - Entering the Vacaville area from the east, the ridgelines of the English Hills and the Vaca Mountains dominate the view and provide a unique focus beyond the flat lines of the Central Valley. The ridgelines form an attractive backdrop for the industrial park areas and the Browns Valley residential area in the distance. The open rural character is first broken by the PG&E substation and the scattered and unattractive development of the Quinn Road area. (this area is outside of the City and the City's control).

The Leisure Town Overcrossing serves as a gateway to the new, urbanized area of the City. The new City Identification Sign is a welcoming feature, but the heavy appearance of the aboveground utility lines creates a distraction. The Kaiser

facility and then the Genentech buildings draw the eye and convey a positive impression. The aboveground utility lines along the freeway, however, detract from the quality of the view.

The old Nut Tree building attracts attention due to its bulk and close proximity to the roadway (it is anticipated that this view will change completely with redevelopment of the area). The commercial area to the west lacks any softening between the freeway, the frontage road and the parking lots. The area is not particularly inviting. Passing this area, Allison Drive Interchange, the combination of the bare open slope, billboards, and glimpses of open storage areas, are not particularly attractive. The view from the Depot Street area is dominated by the mass of the Skating Center building (some plants were removed and new landscaping needs time to grow). The close proximity of the massive building commands the traveler's attention until the interesting features of the Brenden Theater draw it away. Past the Davis Street Interchange, the stark, block soundwall leaves a cold feeling. Passing under the Alamo Drive Overcrossing, the hillsides and trees dominate the view and it seems clear that you have left the urban area. There is nothing visible in the Lagoon Valley/Cherry Glen area relating to urbanization or development.

- 3. The Visual Experience along 1-505 from North to South** - The northern entrance to Vacaville on Interstate 505 is preceded by a gateway formed by groves of Eucalyptus trees on both sides of the freeway. Exiting the gap in the trees, you proceed up a grade to the Midway Road Overcrossing. Passing over the Midway Road Overcrossing, the mass and features of the Lucky's Warehouse facility seem to appear out of nowhere and dominate the view. The northern portion of the facility is less screened and less attractive (in the future the development of the North Village area and the industrial property to the east of I-505 will dramatically signal this entrance to the City following the gateway formed by the Eucalyptus groves).

The lack of Oleanders in the 1-505 median allows views of both sides of the freeway. The frontage landscaping is generally attractive but there are noticeable gaps in the pattern. The formal lining of Crocker Drive with pear trees, north of Vaca Valley Parkway, is a particularly attractive feature. The large industrial buildings (The Reporter, Genentech, etc.) draw the viewer's attention. Vacant properties dominate the view until the connection to I-80, broken substantially by the mass of the former Royal Cathay building.

- 4. The Visual Experience along 1-505 from South to North** (repetition from the previous description has been deleted) - Separating from I-80, the open expanse of the Vaca Valley Business Park is striking with the Kaiser facility off in the distance. The Genentech complex is particularly impressive with its "high tech" look (the landscaping of the freeway frontage will add to the overall impact). The North Village site is open with the view dominated by the major electric distribution lines

crossing the site (in the future this view will be closed off by a soundwall and berm combination). The area does not read as part of the City.

**B. Key Committee Findings** - The City Gateways Advisory Committee's analysis of the existing visual situation and the City's plans and standards for future improvements and development resulted in some important observations that served to direct the preparation of the policies for future improvements.

❖ **Vacaville's natural setting provides the opportunity for a unique identity from the freeways**

Vacaville's natural setting is unique and special. Coming from the east, on I-80, Vacaville is distinguished from most Central Valley communities by the dramatic backdrop of the English Hills and the Vaca Mountains. Coming from the west, on I-80, Vacaville has a unique entrance through the two gaps in major ridgelines. Coming from the north, on I-505, a gap in the substantial growth of Eucalyptus trees directly precedes entry into the City.

❖ **The ridgeline views and backdrops are a major visual asset**

The open hills and ridgeline backdrops define the community from a large-scale visual perspective. It is very important that the City continue to keep these features open and visible.

❖ **Both public and private improvements must be considered**

The visual quality of the City, as viewed from the freeway, is a function of both public and private improvements. Public improvements include overcrossings, landscaping and other features on and adjoining the freeway right-of-way. Private improvements include buildings, landscaping, parking and storage areas.

❖ **Improved basic maintenance is necessary**

The existing view of the City suffers from the negative image conveyed by unkempt and unmowed freeway frontages. Trash accumulation, weeds and dry grass detract from the positive features and give a poor impression of the community. Additional and improved maintenance is needed as a key component of improvement plans.

❖ **A few unattractive features detract measurably from the overall visual quality of the City. These include:**

- Overhead utilities
- Stark sound walls without landscaping
- Unscreened storage areas

- Billboards
- Blank backs of buildings
- Visible weed growth, unmowed, grass and accumulation of trash.

❖ **No distinctive theme has been developed to differentiate Vacaville from other cities**

Nothing has been developed to create a unique look for Vacaville that differentiates the City from other suburban communities. Some scattered, attractive improvements have been installed, but there is no continuity. There is no individual, memorable theme or feature, nor any repetition of features to convey and reinforce a sense of place or uniqueness. An example of such a theme is the use of Coast Redwood trees to emphasize the Redwood Highway theme in the Santa Rosa area.

❖ **Older commercial areas need freeway frontage landscaping to soften (but not hide) the view**

Some areas like E. Monte Vista Avenue to the east of Allison Drive present a stark appearance from the freeway. The limited available space should be utilized for planting to soften the view and make the area more attractive and inviting.

❖ **New development conveys a high quality, but relatively standard, suburban look**

Site improvements and buildings are generally of good quality, but they are not much different than those in other suburban communities. There is nothing special to differentiate Vacaville from many other communities.

❖ **Some existing landscape elements provide a good base on which to build**

There are existing trees and shrubs along the freeway that provide attractive visual softening, but there is no consistent pattern or established palette. The existing planting can serve as a beginning point for a consistent, distinctive landscaping treatment to soften views and identify the City.

❖ **There is no functional system of signing to direct freeway visitors to major attractions within the community**

A consistent system of offramp directional signing is needed to direct visitors from freeway exits to major destinations. For example, traffic at the Davis Interchange could be directed to the downtown, the Brenden Theaters, and the Skating Center.

❖ **Freeway signing is not coordinated in many areas and individual user signs could result in an ineffective excess of signs**

In an effort to provide maximized flexibility to individual users, the City has not developed any consistent, recognizable theme to make Vacaville different from other communities. Additionally, the individual user freeway-oriented signs are beginning to compete with and detract from each other in some commercial areas. If all individual uses are permitted to have a freeway sign in the future, a forest of signs will be generated that will be dysfunctional and unattractive. This will make recognition of signs difficult and have a negative impact on the businesses.

❖ **New development and projects will provide an opportunity for major changes and improvements**

The City has a substantial amount of vacant and underdeveloped land along the freeways. Development of this property will provide the City with an opportunity to work with property owners to design improvements that will visually enhance the freeway corridor. Policy Plans cover much of this area and offer an opportunity to detail standards that can enhance the freeway corridor and implement a consistent theme to create a visible community theme. Additionally, major public improvement projects, including four new overcrossings, will occur.

### III. Plan Recommendations

The City Gateways Advisory Committee recommended that the City implement this comprehensive program to develop a more attractive and functional freeway corridor. This City Gateways Plan outlines an overall concept with specific design elements and identifies follow-up actions that can result in a dramatic improvement in the way the City looks from the freeways. It substantially relies on existing and currently anticipated resources, but it also directs the pursuit of additional resources that can be generated and acquired as the momentum of the Plan implementation builds over time. The Plan proposes that the City and private development interests work in partnership to create a distinctive theme or visual impression through a combination of consistent and attractive public improvements along the freeways and consistent landscape materials within the privately developed, landscaped areas that adjoin the freeway.

The basic premise of this Plan is that a unique and memorable visual statement can be made along the freeways through the repetition of noticeable landscaping and overcrossing features along the freeways to create a visual theme. Vacaville would be seen as an identifiable area tied together by repeated, common features. The resulting view of the City would be “unique” in that the consistent design treatment would be clearly different from other comparable communities and “memorable” in that it would contain features that individually and in common would attract the attention of the freeway traveler and be remembered. The use of strong, seasonal bursts of color in the landscaping would highlight a consistent plant palette throughout the City. The palette would be utilized within the freeway right-of-way and in the frontage landscaping adjoining the freeways. New overcrossings would also be constructed with, and existing overcrossings would be retrofitted with, distinctive decorative treatments to convey a consistent, special pattern. The Plan proposes that the freeway traveler be exposed to repeated, attractive design elements that would make Vacaville appear special and different from other communities. Other supporting features such as entryway treatments, directional signing, and adjustments to some development standards are also included to help support the desired effect of the Plan.

Landscaping focal points would be developed at interchanges and overcrossings. It is recognized, however, that landscape areas adjoining the freeways, but outside of the freeway right-of-way, will command much of the attention of the freeway traveler. This is because there is not adequate space to develop enough landscaping to create the desired visual impact. These landscape areas outside the freeway right-of-way generally fall into three categories:

- **Spacing of Trees** - This relates to a landscape treatment along the freeway that is intended to soften, but not hide, the view of commercial areas. The dominant visual elements are widely spaced trees that permit relatively open views of the buildings. The recently installed landscaping along the north side of Nut Tree Parkway across from the Power Plaza is an example of this kind of treatment, though the plantings are still small. In developed areas, the space for installation of these improvements is usually limited and the treatment must be adapted to the space available. In addition

to trees, landscaping may include shrubs and/or vines on the freeway fence as appropriate for specific situations.

- **Freeway Frontage Landscaping** - This relates to a wider landscape area along the freeway that is characteristic of larger business park areas, often with substantial office and industrial buildings or other larger uses. Dominant visual elements are typically trees and taller shrubs where some grouping of plantings may occur. Due to the larger scale of the buildings and "windows" designed into the planting pattern, substantial visibility of adjoining uses would still be provided. This type of treatment is planned for the Vaca Valley Business Park and the Lower Lagoon Valley office/business park area.
- **Landscape Screening** - This relates to a dense screen of landscaping that is intended to hide the view of an unattractive area. A combination of trees and shrubs set in close proximity would create a virtual wall of green. The dense landscaping area north of I - 80 and south of Callen Street is most similar to this treatment.

Most of the proposed improvements would be provided as part of the substantial amount of new development that is anticipated and the major public improvements that are already planned. Some additional improvements to developed areas and existing structures are also proposed to fill gaps in improvements, resolve unsightly areas, and complete the project. It is also anticipated that the City and Redevelopment Agency will assist property owners with some supplemental landscaping at key locations. This Plan would draw funding for both capital and maintenance costs from many public and private sources. The thesis of the Plan is that the community can accomplish something attractive, impressive and lasting by directing all available resources to contribute to a consistent theme.

**A. Concept Diagram** - The Concept Diagram, depicted in Figures 2a and 2b, highlights the existing and future improvements that would implement this City Gateways Plan. The improvements focus on the portion of I -80 from the Lagoon Valley Road Interchange on the west to the Leisure Town Road Interchange on the east, and the portion of I -505 from the Midway Road Interchange to the connection with I -80.

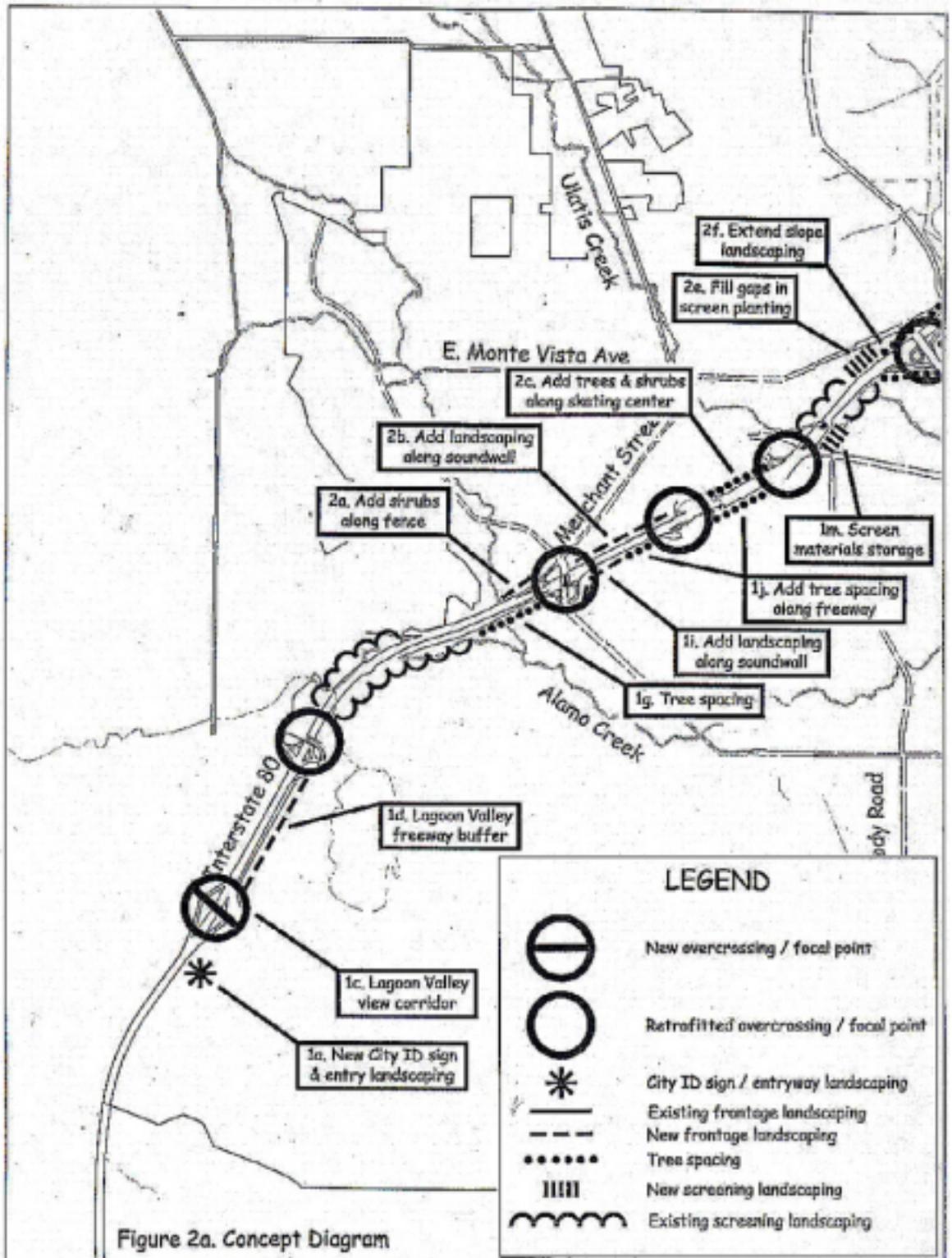
Notes on the Concept Diagram reference the following listed improvements that would occur within the various sections of I -80 and I -505.

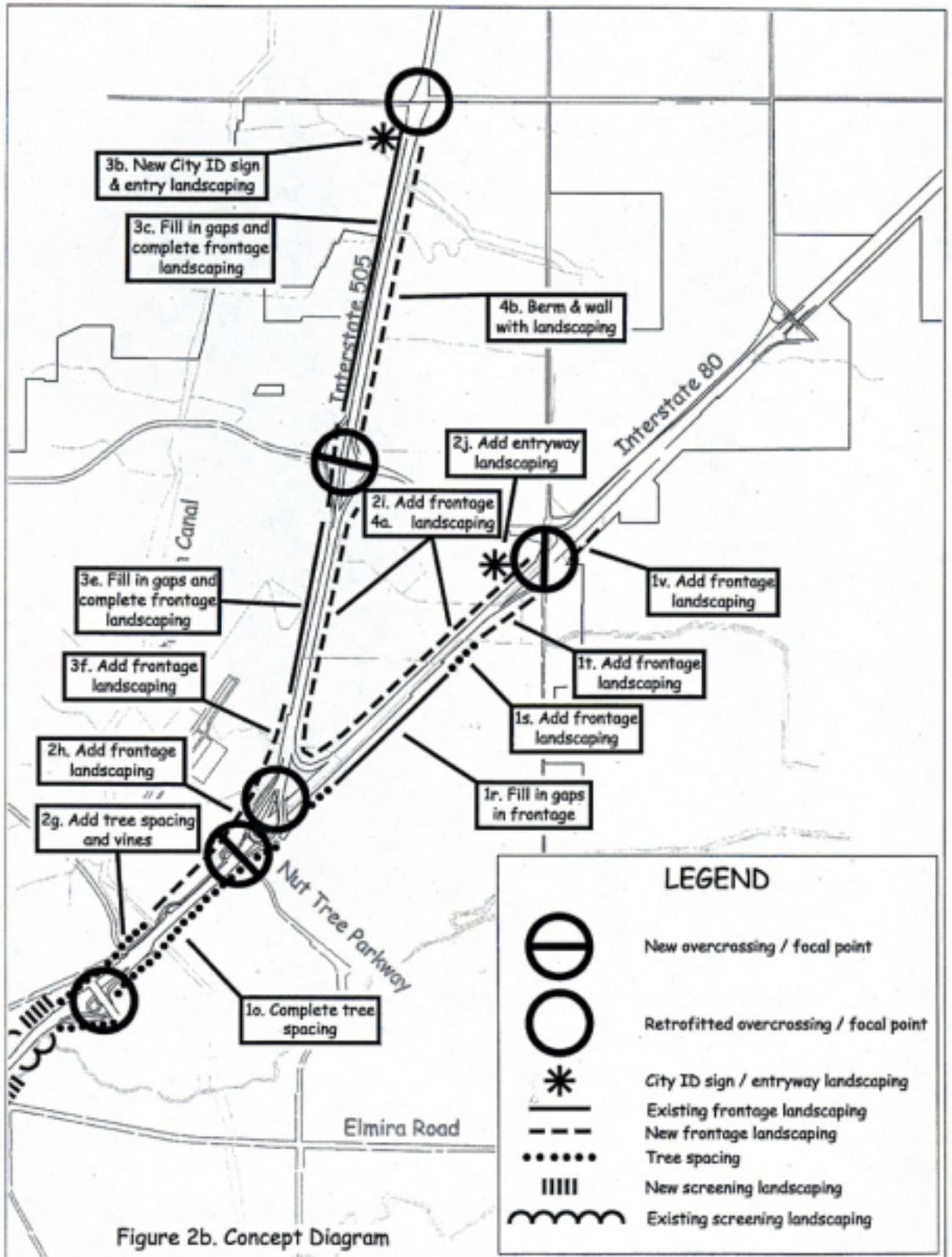
#### **1. South side of I -80**

- a. City Identification Sign - A City identification sign, matching the existing sign along I -80 near the Kaiser complex, would be installed to the west of the Lagoon Valley Road Interchange. Distinctive landscaping would also be provided to connect to the Lagoon Valley Rd. Interchange and signal this western gateway to the City.
- b. Lagoon Valley Road Interchange - The Lower Lagoon Valley Policy Plan calls for the widening of the overcrossing to six lanes with new ramps, funded by development in the area. This provides the opportunity to add distinctive features to the new structures, landscape the interchange, and provide directional signing. Should a

lesser level of development occur in the Valley, the existing interchange should be retrofitted to meet the Plan standards.

- c. Lagoon Valley View Corridor - This open area, specified in the Lower Lagoon Valley Policy Plan, would maintain the existing view from the freeway to the Lagoon Valley Lake and the ridgeline in the background. Landscaping near the freeway should be consistent with this Plan.
- d. Lagoon Valley Freeway Buffer - A 112-foot wide landscaped area incorporating detention basins is planned between I-80 and the proposed commercial and office development. The preliminary landscape plan for the buffer should be revised to incorporate more irrigated plantings in areas visible from the freeway, consistent with this Plan.
- e. Pena Adobe Interchange - This existing facility would be retrofitted with a color and texture band, decorative safety screens, and directional signs. Landscaping should build around the existing Oak trees within the interchange ramps.
- f. Laguna Creek Corridor - The existing tree canopy on either side of the freeway would be retained. Additional shrubs would be added between the freeway and the Butcher Road bike path to reduce the perceived impact of the freeway on riders and pedestrians. To the extent practical, Oak trees would be planted on the adjoining natural and man-made slopes north and south of the freeway. If funding becomes available, a soundwall should be integrated into the landscaping to shield the bike path and Pena Adobe Park from the freeway impacts.
- g. Butcher Road Frontage - A spacing of trees would be added in the parkway between Butcher Road and the freeway fence and along the one development site abutting the freeway. Vines could also be added on the freeway fence.
- h. Alamo Interchange - The overcrossing fascia and the safety screen would be retrofitted to add a color band and a decorative screen treatment. Directional signs and additional landscaping to provide color and landscape consistency with this Plan would be added.
- i. Gramercy Park Soundwall - Additional planting would be added to soften and screen the stark look of the existing brown, metal soundwall. The focus would be the existing gaps in the landscaping and the unlandscaped eastern portion of the wall that is very near the freeway.
- j. Bella Vista to Mason St. Frontage - A spacing of trees would be added in the parkway on the north side of Bella Vista St. at the rear of development sites adjoining the freeway and on the slopes where the freeway is above grade.
- k. Davis Interchange - Tall trees, placed so as not to conflict with the sign identifying the Brenden Theaters area, would be added to emphasize the area, the remaining odd areas would be landscaped, and directional signs would be added.
- l. Cliffside Drive Freeway Ramps - The south side of Cliffside Dr. would be landscaped with a combination of shrubs and tree spacing, and directional signing would be added.
- m. Slope East of the Mason Overcrossing - Screening landscaping would be installed to block the view of outdoor storage.





- n. Allison Interchange -The decorative features would be changed to a terra cotta color to make them more distinctive, with seasonal color elements and directional signs added.
- o. Allison Overcrossing to I-505 Ramps Frontage - The undeveloped areas would receive tree spacing and landscaping as development occurs. Also, vines, shrubs, or some other alternative would be added to screen the concrete crash barriers from In-N-Out Burgers to the east side of Comp USA. A spacing of trees should also be added to help soften the back of the Coffee Tree Plaza consistent with the area to the west.
- p. Nut Tree Overcrossing - The widening of the overcrossing to four lanes would occur on both sides of the structure as part of the Traffic Impact Fee Program. This would include the provision of distinctive features and landscaping of the slopes per this Plan.
- q. I-505 Interchange - The existing Eucalyptus and Aleppo Pine trees would provide a base for additional landscaping to change the dry, barren look of the interchange area. The area has substantial spaces that would be utilized for massing of trees and shrubs as well as seasonal color shrubs and flowers. Addition of a color and texture band on the overcrossing insets would also occur. As with other areas, additional basic maintenance and mowing is needed.
- r. Orange Tree Business Park - The Orange Tree area needs only minor fill-in of shrubs or groundcover to cover a few bare spots.
- s. Auto Center - A distinctive massing of shrubs in the freeway foreground would serve to identify and unite the auto sales sites.
- t. Green Tree Area - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan. Improved maintenance is also needed in front of the Horse Creek channel.
- u. Leisure Town Road Interchange - The construction of a new six-lane overcrossing is planned as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping, and directional signing that would identify this eastern entrance into Vacaville. The relocation of the overcrossing to the west will permit the development of a large landscaped area on the north side of the freeway, building upon the existing Aleppo Pine trees.
- v. East of Leisure Town Road - The area would have a 20-foot wide frontage landscaped in conjunction with development of the adjoining property per the adopted Policy Plan.

**2. North side of I-80** (improvements to interchanges and overcrossings from prior descriptions are not repeated)

- a. City Identification Sign - The existing sign would be incorporated into an enlarged, distinctive entryway landscape feature connected to the new Leisure Town Road Interchange. Undergrounding of the utilities along the freeway would also occur to improve the view of the sign and the Kaiser complex.
- b. Vaca Valley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I-80 including an intermittent berm that would be

installed as the area develops. The master landscape plan for the Business Park requires some updating and that updating can incorporate landscaping that does not feature nonirrigated grasses. Coordination with the property owner to implement appropriate changes will be required. Additionally, the property between the convergence of I-80 and I-505 should be targeted to accommodate a major freeway identity feature.

- c. Nut Tree Site Frontage - The 1985 Policy Plan, which predates the City's traffic modeling, requires complete updating related to circulation as well as the potential of new uses. It is likely that the street network in the area will be substantially revised to accommodate the projected traffic. The updated plan should provide for a 20 to 30-foot wide frontage landscape treatment and undergrounding of utilities.
- d. Monte Vista Ave. Commercial Area - A combination of tree spacing and vines on the freeway fence would be added along the parkway between E. Monte Vista Avenue and the freeway fence and behind the Denny's to soften the view.
- e. Slope area west of Allison Dr. - The pattern of trees and shrubs near Allison Dr. would be extended to include the remaining slope area to soften the view of back-up commercial sites.
- f. From Ulatis Creek to the Slope - Additional trees and shrubs would be added to fill the gaps in the existing screening of the soundwall and materials storage area.
- g. Depot Street Freeway Ramps - The Depot St. on and offramps would be landscaped in conjunction with development of the adjoining sites and directional signs would be provided. Trees would also be added on the slope areas.
- h. Skating Center Area - A few trees and shrubs would be added to fill gaps in the recently planted screening and fill unplanted areas along the south side of the building. The sign at the southeast corner of the building would be framed but not obscured by plantings.
- i. Village Area Soundwall - The wall frontage would be landscaped, as much as possible within the limited space, to break up the stark view. It is anticipated that this landscaping will be implemented as a Caltrans project.
- j. Oakcreek Park Villas Backup - A few shrubs would be added to soften the fence, which separates the RV storage area from the westbound onramp.

**3. West side of I-505** (improvement to interchanges and overcrossings from prior descriptions are not repeated)

- a. Midway Road Interchange - The interchange would be landscaped to serve as the northerly gateway to the City and initiate the overall landscape theme.
- b. City Identification Sign - A City identification sign, matching the existing one along I-80 near the Kaiser complex, would be installed near the Midway Road Interchange. Landscaping would tie the sign to the interchange.
- c. Interchange Business Park Frontage - The existing planting along the I-505 frontage would be supplemented to fill in gaps. The Policy Plan for the area

provides for a 30-foot wide planting area along Crocker Drive frontages and where the property directly abuts I -505 just north of Vaca Valley Pkwy. This would be installed when the adjoining property develops. The Policy Plan would be modified to clearly indicate the same 30-foot standard for the undeveloped area north of the Lucky's (Albertson's) distribution center.

- d. Vaca Valley Parkway Interchange - The widening of the overcrossing to four lanes and improvement of the ramps would occur as part of the Traffic Impact Fee Program. This would include the provision of distinctive features, landscaping and directional signing. Landscaping would build on the recent planting of small Oak trees.
- e. Vacaville Business Park - The existing planting along the I -505 frontage would be supplemented to fill in gaps. The Policy Plan for the area provides for a 30-foot wide planting area along E. Monte Vista Ave. frontages and where the property directly abuts I -505 just south of Vaca Valley Pkwy. This would be installed when the adjoining property develops.
- f. Airport Business Policy Plan Area - The Policy Plan should be modified to clarify that the parkway between E. Monte Vista Ave. and I -505 will be planted in conjunction with initial development of both the Airport and Glockner properties. The Policy Plan for the area also provides for a 30-foot wide planting area along E. Monte Vista Ave. site frontages.

**4. East side of I -505** (improvements to interchanges and overcrossings from prior descriptions are not repeated)

- a. VacaValley Business Park Frontage - The Policy Plan for the area calls for a 30-foot wide landscaped area along I -80 and I -505 including an intermittent berm to be installed as the area develops. Discussion should occur with Genentech regarding the addition of more irrigated materials versus the dry, meadow grass treatment along the site frontage. The master landscape plan for the Business Park should be updated to incorporate design features from this Plan.
- b. North Village - The Specific Plan for the area calls for a 96-foot wide landscaped area along I -505. Freeway noise impact on the adjoining residential development would be mitigated with a berm and wall (maximum three-foot high) combination such that about 45 feet of the landscaping width would be visible from I -505. A 35-foot wide landscaped area would be provided where the business park portion of the project adjoins the northbound onramp to I -505. The landscape plan for the freeway frontage should be consistent with this Plan.

**B. Design Elements** - The City Gateways Plan is based on the idea that a consistent and repeated range of planting, structures, and accessory features can create an attractive and unique visual experience without substantially increasing the anticipated, total public and private cost for these improvements. The use of some consistent materials will serve to provide continuity to the view along the freeway. These design elements are outlined below to serve as the basic building blocks of the Concept Plan. Public and private landscaping on the freeway right-of-way and along freeway frontages will not be limited to

the materials noted but these materials should be featured. Initial designs should incorporate these elements and plan checking by the City should ensure their utilization.

1. **Landscaping** - Landscaping will be added along the freeways as the major visual improvement to the corridor. A specific palette of landscape materials has been chosen to incorporate successful existing features and plants, then adding a few materials that are adapted to the local climate, have the ability to naturalize or be drought-tolerant, are relatively low-maintenance, and offer some substantial aesthetic benefit. It is intended that landscaping identify the City as being strikingly different from the surrounding rural areas, emphasizing greenery and seasonal color bursts as opposed to the dry, brown grass colors that otherwise dominate the area for the majority of the year. Landscaping adjacent to the freeway and generally within 100 feet of the freeway would be required to incorporate these elements.

a. **Trees**

- **Objective** - The dominant landscape element to provide large-scale focus, tie areas together and to provide backdrop and seasonal color.
- **Species** - Large trees - Valley and Coast & Interior Live Oak , Aleppo Pine, Deodar Cedar, Sycamore, Coast Redwood (along I -505)
- Smaller trees - Chinese Pistache, Crape Myrtle, Aristocrat Pear, Ginko Bilba
- **Locations** - Grouped at interchanges to create focus, spaced between interchanges, as part of frontage planting or screening

b. **Shrubs**

- **Objective** - Secondary element in mass plantings to provide seasonal color bursts and softening and to screen undesirable views.
- **Species** - Seasonal color - Polyanthas Rose, Redbud, Oleander  
Groundcover - Acacia Redolens, Comprosmia, Wilton's Juniper, Manzanita Spp., Ornamental Grasses (i.e. Blue or California Fescue), Star Jasmine, Vinca Major  
Groupings or Parkways - Cotoneaster Parnyi, Silverberry Eleganus Pungens, Cal Bay Toyon, Photinia, Xylosma
- **Locations** - Part of larger landscaped areas, small, odd spaces such as onramp triangles, in rows in parkways and medians and massed as screening in identified locations.

c. **Vines**

- **Objective** - Secondary element to soften walls, fences and sterile views
- **Species** - Walls - Boston Ivy, Creeping Fig  
Fences - Honeysuckle, Trumpet Vines, Virginia Creeper
- **Locations** - Areas with minimal planting area and as a backdrop to other plantings

d. **Naturalized Perennial Flowers**

- **Objective** - Short term emphasis element to provide strong bursts of seasonal color in mass plantings

- **Species** - Daffodils, Wild Onion, Iris, Day Lilies
  - **Locations** - High visibility emphasis areas of minimum size
- e. **Non-planting Landscape Materials**
- **Objective** - Accessory element to provide foreground and texture with minimal maintenance
  - **Materials** - Coarse mulch, gravels, cobbles, boulders
  - **Locations** - In front of planting areas, in odd, unplantable areas, and along roadway margins
- f. **Irrigation** - All new landscaped areas will be automatically irrigated with a hard-line system preferred. Irrigation may be discontinued only for completely naturalized materials when adequate growth is achieved.
- g. **Median Plantings** - The rows of Oleanders in the median dividing I-80 are a very attractive and desirable feature from both an aesthetic and safety perspective. Caltrans has given consideration to removing the Oleanders. It is the position of the City that such median plantings should be maintained and enhanced. This position should be conveyed to Caltrans management.
- **Objective** - Continue to utilize Oleanders as the median planting within the City of Vacaville as follows:
    - Maintain the Oleander rows in the I-80 median.
    - Replace the plants lost to fire, accidents or other factors (currently two several sections within the City need replacing).
    - Replace any plants lost as part of construction projects (a proposed bridge replacement project on I-80 at Ulatis Creek will temporarily remove the existing oleanders).
    - Expand the Oleander plantings to include the I-505 median.
2. **Public Art** - Public art will be incorporated in large and small-scale forms along the freeways. Art components should be strongly encouraged as part of larger projects or considered as part of a standardized fee program. Examples of significant larger scale public art include the grape crusher along Highway 29, south of Napa and the large, red upright sculpture adjoining I-80 in Roseville. The Cultural Arts Advisory Committee should have an advisory role in the selection of publicly funded artwork.
- **Objective** - Add a dynamic, positive dimension to the visual experience.
  - **Elements** - Additional metal trees at key offramps, relocation of sculptures from the City Hall site upright sculptures, horizontal fence sculpture, graphics on overcrossings and murals underneath and color weaving in safety screens. Include lighting for nighttime visibility.
  - **Locations** - Key, visible points adjacent to the freeways, overcrossings and at key exits.
3. **Interchanges and Overcrossings** - Consistent decorative features and theme landscaping will be provided in all new or expanded interchanges and overcrossings and existing overcrossings will be retrofitted with decorative features.

- **Objective** - Make interchanges and overcrossings into visual focal points. Enhance all overcrossings and interchanges to reflect a consistent design and color scheme. Copy/adapt decorative features from the Allison overcrossing with a stronger emphasis color such as terra cotta. Include complete landscaping as part of all new interchanges and overcrossings and add landscaping to all existing interchanges to implement this Plan.
  - **Elements** - Color, bands on all overcrossing spans, color and texture on other features of new overcrossings, decorative safety screens on all overcrossings with pedestrian access to match the Allison Overcrossing. Public art in various forms. Landscaping featuring large tree forms, grouping of smaller trees and shrubs, seasonal color shrubs and perennial flowers where space permits.
  - **Locations** - All interchanges and overcrossings in the Project Area.
4. **Public Signing** - Install public signing to enhance the utility of the freeway corridor by identifying major entrances to the community, promoting community events, and directing visitors to major destinations.
- a. **Community Identification Signs**
- **Objective** - Identify the City at freeway gateways to the community on I-80 and I-505 and promote community events and community service messages.
  - **Elements** - Large City ID signs (12' wide x 30' high) with changeable copy displays like the existing sign along I-80 west of the Leisure Town Interchange.
  - **Locations** - I-80 Westbound (west of the Leisure Town Road Interchange)  
I-80 Eastbound (west of the Lagoon Valley Road Interchange)  
I-505 Southbound (near the Midway Road Interchange)
- b. **Offramp Directional Signs**
- **Objective** - Direct motorists at key offramps leading to visitor destinations such as Downtown Vacaville, the Vacaville Skating Center and Brenden Theaters, the Vacaville Cultural Center, Factory Stores and the Kaiser Clinic. Also, to provide directions to return to the freeway from key destinations.
  - **Elements** - Consistent, downsized versions of the City ID signs (approx. 6'wide x 12'high) with City logo on top and fixed directional panels.
  - **Locations** - At key offramp stops such as Alamo Drive, Davis Street, Allison Drive, Leisure Town Road, etc.
- c. **City Entrance Signs**
- **Objective** - Provide a positive welcome feature into the City at key, non-freeway entrance points.
  - **Elements** - Consistent, downsized versions of the City ID signs (approximately 5'wide x 10'high) with City logo on top text such as "Welcome to Vacaville."
  - **Locations** - At major surface streets entering the City such as Peabody Road, Vanden Road, Fry Road, Leisure Town Road, Gibson Canyon Road, etc.  
Note: These locations are outside of the Project Area.

5. **Billboard Removal** - Continue to pursue the removal of billboards from the I-80 corridor within the developed area of the City through all available means.
- **Objective** - Eliminate unattractive billboards from the I-80 corridor. The area east of the Mason Street Overcrossing is the top priority. Continue to preclude new billboards except through relocation agreements which result in:
    - Less total sign faces and sign area
    - Relocation to the area east of the Willow Road alignment
    - Net benefit to the community
6. **Undergrounding of Utilities** - Develop and implement a program to underground the aboveground electric and telephone service lines along and crossing the freeways.

- **Objective** - Incrementally underground the utility lines that detract from aesthetics of the freeway corridor (Figure 3 depicts the priorities for undergrounding).

C. **Capital Funding** - A wide range of funding sources will be utilized for the publicly constructed improvements that are planned along the freeway corridor. It is anticipated that sources will include the following:

1. **Community Redevelopment Agency** - Agency funds may be used for improvements that further the objectives of the two project areas including economic development and the provision of infrastructure. Funding could come from annual tax increments or in a lump sum from a future bond sale.
2. **Development Impact Fees** - Development Impact Fees fund the construction of interchanges, overcrossings and street improvements along the freeways. Such projects will include landscaping and other aesthetic improvements to the City's standards as established in this Plan.
3. **General Fund** - At the discretion of the City Council, City General Fund revenues may be used to fund freeway corridor improvements. Given the demands on the General Fund for public safety and maintenance needs, however, substantial funding from this source is not anticipated.
4. **Financing Districts** - Assessment or Community Facilities Districts that fund infrastructure to serve development projects along the freeways commonly include landscaping, public art, and other improvements to benefit the assessed area.
5. **Caltrans In-House Projects** - The California Department of Transportation (Caltrans) has annual funding at the discretion of each District for landscaping and other projects along the freeway system. Solano County was recently moved to Caltrans District 4, which appears to place a higher priority on landscaping. An effective working relationship with the District 4 staff should be maintained. It is important to note

that Caltrans can install and maintain landscaping as “warranted plantings” adjoining areas that were developed prior to June 30, 1987.

6. **State and Federal Grants and Allocations** - Various State and federal transportation funding sources are available, from time to time, which can help fund these freeway corridor improvements. These monies are generally allocated through the Solano Transportation Agency or the Metropolitan Transportation Commission. Additionally, non-transportation funding is available related to highway beautification, public art, or other governmental objectives. Sources may include State grants administered through the Solano Arts Council and National Endowment for the Arts. Pursuit of these funds should be established as a priority for the City.
7. **Foundations and other Private Entities** - Private foundations and other private corporations and non-profit entities can be a source of funding for aesthetic improvements especially public art. The City should evaluate these sources and pursue those that appear viable.
8. **Community Organizations** - Community organizations and service clubs can be a source of funding for identifiable individual projects along the corridor. As the Plan is initiated, these organizations should be solicited for individual projects. Means of identifying the contributors and highlighting their projects should be developed.

**D. Maintenance Funding** - Additional maintenance of the public areas of the freeway corridor is needed to avoid the unkempt look that currently detracts from the view of the City. New freeway corridor improvements will also require ongoing maintenance in order to continue to accomplish the objectives of this Plan. While the Landscaping elements of this Plan were chosen with minimum maintenance in mind, it is still recognized that an increasing maintenance effort will be required as this Plan is implemented. Potential sources of funding for maintenance include the following:

1. **Caltrans** - Caltrans maintains the roadways, structures and much of the landscaping in the freeway right-of-way. The change to District 4 jurisdiction additionally holds promise of more and improved landscape maintenance. For example, Caltrans has accepted the landscape maintenance of the plantings that were installed by the City with the recent construction of the Allison Interchange. The City should continue to work closely with Caltrans staff to improve and maximize their maintenance of the freeway corridor improvements. . It is important to note that Caltrans can install and maintain landscaping as “warranted plantings” adjoining areas that were developed prior to June 30, 1987.

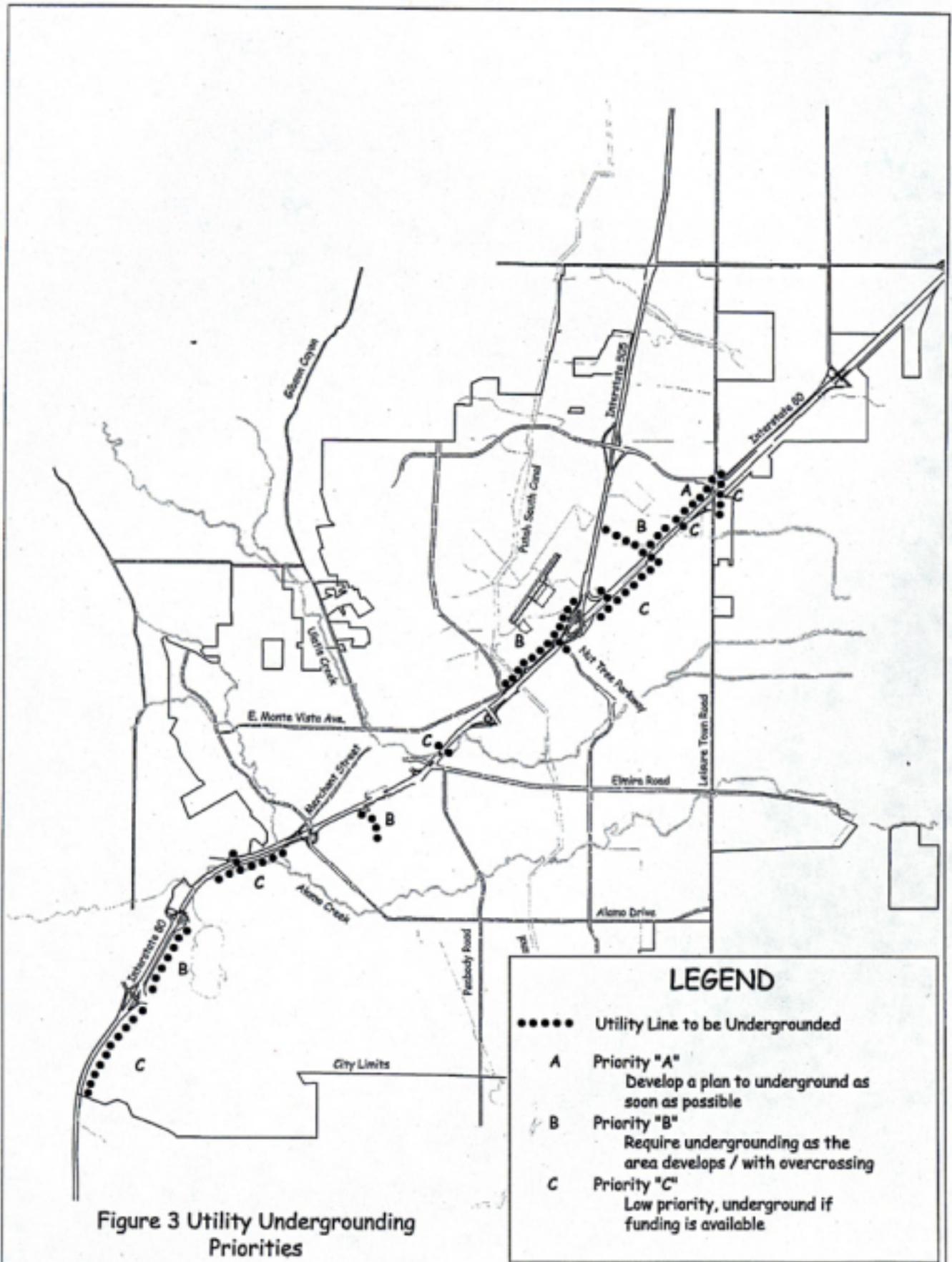


Figure 3 Utility Undergrounding Priorities

**LEGEND**

- Utility Line to be Undergrounded
- A Priority "A"  
Develop a plan to underground as soon as possible
- B Priority "B"  
Require undergrounding as the area develops / with overcrossing
- C Priority "C"  
Low priority, underground if funding is available

2. **General Fund** - The City General Fund will need to be a major source of funding for maintenance of some improvements. The City Council made an initial effort in the FY 99/00 budget by budgeting additional funds for maintenance of landscaping along the freeway. Recognizing the competing demands for funding, a priority must be the maximization of the maintenance provided through other sources. It is also important that the City stretch the impact of General Fund maintenance dollars by using the least cost means of maintenance such as contractual services and/or use of seasonal workers.
3. **Lighting and Landscape Maintenance Districts** - Landscaping along the freeway, both on the right-of-way and adjoining it, can benefit the adjacent development projects and add value to properties. Therefore, it is commonly possible to fund the maintenance of landscaping, public art and other features through Landscaping and Lighting Maintenance Districts, which charge benefiting property owners for their proportionate share of the maintenance costs. The City has recently used this tool for maintenance of the slope plantings along the former Basic Vegetable site and the freeway frontage landscaping between Nut Tree Parkway and I-80.
4. **Community Organizations or Businesses** - Caltrans has operated a successful "adopt a highway" program for trash pickup along roadways for many years. This same concept can also be applied to the maintenance of freeway corridor improvements. Discussions with Caltrans and community organizations and businesses should be pursued in order to implement this program.

**E. Development Standards** - The City's development standards establish the minimum requirements for new development outside of the freeway right-of-way. The City has the opportunity within these standards to direct buildings, site improvements and landscaping that will be attractive when viewed from the freeway and will also implement the provisions of this Plan.

1. **General Policies** - The following general development policies are adopted and reaffirmed to help implement this Plan. These Policies should additionally be incorporated into and detailed within the proposed commercial development guidelines.
  - a. Modify development standards to help implement this Plan - Revisions to the Land Use and Development Code and selected Policy Plans are specified below.
  - b. Require maintenance of ridgeline views from the freeway as part of development review - New uses in the vicinity of ridgeline areas should be set back from the freeway and located such that they do not substantially block the view of the ridgelines from the freeway.
  - c. Maintain the policy precluding residential development adjoining I-80.
  - d. Maintain standards for Lagoon Valley view corridor, landscape corridor, and view-related height limits.
  - e. Maintain substantial or complete berm design for North Village acoustic mitigation.

- f. Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
- g. Require double-faced architectural treatments for buildings backing up to the freeways, and preclude blank building faces adjoining the freeways.
- h. Preclude solid lines of multiple buildings or uses within 100 feet of the freeways and direct broken vs. solid line building configurations.
- i. Preclude unscreened storage areas or industrial machinery in any area of the City that is visible from the freeway.
- j. Require that new development projects along the freeway provide for the undergrounding of any above ground utility lines.

**2. Specific Revisions to Development Standards** – Modify the City's Land Use and Development Code and all Policy Plans for property adjoining freeways as follows:

**a. Land Use and Development Code Amendments**

- i. Amend Chapter 14.084 to require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent with the Design Elements of this Plan.
- ii. Amend Chapter 14.170 to clarify the existing requirement that all new utility distribution lines and all expansions of existing, above-ground utility distribution lines shall be underground.

**b. Policy Plan Amendments**

- i. All Policy Plans for areas adjoining I -80 or I -505 (Vaca Valley Business Park, Green Tree Park, Orange Tree Business Park, Willow-Kilkenny, Nut Tree Ranch, Nut Tree Business Park, Allison Business Area, Interstate 80-Alamo Drive, Lower Lagoon Valley, Interchange Business Park, Vacaville-Golden Hills Business Park, and Airport Business Area Policy Plans, and the North Village Specific Plan). If development agreements preclude such specific amendments, require consistent landscaping as part of landscaping plan review.
  - Require that all freeway frontage landscaping (within 100 feet of a freeway) incorporate landscaping consistent this Plan.
  - Require that minimum landscaped setbacks from the freeway in commercial areas be in addition to any required emergency vehicle areas.
  - Require that new development projects abutting the freeways and located at intersections directly connected to freeway ramps incorporate the highest standards in architectural design and site layout.
- ii. Nut Tree Ranch Policy Plan - Provide for a frontage landscape treatment consistent with other business park areas as follows:

- If E. Monte Vista Ave. remains in its current location: Require that a ten foot wide parkway adjoining the freeway be landscaped and maintained through a Landscaping and Lighting Maintenance District and provide for a landscape area at least 20 feet wide on the north side of the street.
- If E. Monte Vista Ave. is relocated away from the freeway: Provide for a landscaped area of 20 to 30 feet in width along the freeway frontage with a common maintenance vehicle.
- Additionally, specify that the undergrounding of the utility lines along E. Monte Vista Avenue is required.

iii. Airport Business Area Policy Plan – Specify that a parkway landscaping treatment along the west side of E. Monte Vista Avenue be installed to extend the pattern to the north in conjunction with the initial development of both the County Airport and the Glockner ownerships. Also require that a Landscaping and Lighting Maintenance District be formed to fund the maintenance of the parkway area. Additionally, specify the undergrounding of the utility lines along E. Monte Vista Avenue is required.

iv. Interchange Business Park – Specify that a thirty foot wide freeway frontage landscape area is required for the undeveloped area north of the Lucky's (Albertson's) distribution center.

v. Undergrounding of the utility lines on the site is required

**3. Maintenance of Landscaping** - Ongoing maintenance of landscaped areas is required by the Land Use and Development Code. Emphasis should be given to the following considerations.

i. Require an effective common maintenance vehicle for freeway frontage landscaping involving business park areas, multiple property owners, or public property. Options include:

- A Landscaping and Lighting Maintenance District
- A private common association with a Landscaping and Lighting Maintenance District established as a backup

ii. Actively monitor uses along freeways and contact property and business owners in a cooperative manner to:

- Require replacement of lost landscaping materials and repair of irrigation systems.
- Require compliance with conditions of approval related to storage of vehicles and materials or other use factors related to the view from the freeways.

#### IV. Implementation and Follow-up Actions and Responsibilities

The major visual improvement contemplated by this City Gateways Plan will only occur if the City takes coordinated and timely steps to implement the Plan. To ensure and facilitate that follow-up, this section schedules specific implementation responsibilities. These steps include the major City actions required to bring this City Gateways Plan to fruition.

**A. Design Masterplan Preparation** - The next step in the implementation process of the City Gateways Plan is the preparation of a Design Masterplan that will detail the improvements that are proposed for the various areas of the freeway corridor. The masterplan will further define the concepts contained in this Plan. For example, the masterplan will include a generalized planting and improvement plan for each interchange and each segment of the freeway in between those focal point areas. It will permit the development of more accurate cost estimates for budget purposes and the preparation of consistent construction plans as projects are funded and constructed over time. The Masterplan will include the preparation of a capital improvement plan for the public improvement aspects of the Plan.

1. **Schedule** - Prepare Design Masterplan for adoption by the City Council by the summer of 2000.
2. **Responsibility** - Deputy City Manager as project manager, City Landscape Architect preparing designs with assistance from the Engineering Services Division of the Public Works Department.
3. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

**B. Landscaping Partnership Improvements** - This Plan proposes to supplement landscaping on private property in several locations adjacent to the freeway to help achieve the goals of the Plan. The City would provide funding for the additional plantings subject to the property owners agreement to maintain the planting. The implementation of this concept will require agreements, construction coordination and follow-up. Identified areas for Partnership improvements include:

- Along I -80 adjacent to the south side of the Vacaville Skating Center, between the metal columns - addition of shrubs.
- Along I -80 behind the Coffee Tree Center - addition of tree spacing.
- Along I -80 behind the RV storage area fence at Oakcreek Park Villas - addition of shrubs.

1. **Schedule** - Contact property owners and develop agreements for the plantings by the summer of 2000.

2. **Responsibility** – Deputy City Manager and Engineering Services Division of the Public Works Department.

3. **Approval** – Approval of funding by the City Council as part of the annual capital improvement program following recommendation by the Planning Commission.

C. **Development Impact Fee Update** – The City has scheduled an update to its Development Impact Fee program (DIF) that will identify public improvement projects over the next 20 years and provide for fees to spread the cost in a fair and proportionate manner. Some of the improvements included in this Plan will occur as part of DIF projects such as new interchange construction. It is important that improvements which qualify for DIF funding be included in project descriptions and cost estimates.

1. **Schedule** – Initiate the DIF update in the fall of 1999, with completion in the summer of 2000.

2. **Responsibility** – Deputy City Manager as project manager, with technical staffing assistance from the Engineering Services Traffic and Utilities Divisions of the Public Works Department.

3. **Approval** – Approval by the City Council as specified by State law and the Municipal Code.

D. **Capital Improvement Projects** – The City will implement certain public improvement provisions of the Plan through its capital improvement program. These will include projects to add landscaping and signing as well as retrofit of existing overcrossings. Also included will be new interchanges and widening of overcrossings which will include improvements directed by this Plan.

1. **Schedule** – Ongoing every year as part of the City's budget process, beginning with the adoption of the Plan.

2. **Responsibility** – The Engineering Services Division of the Public Works Department.

3. **Approval** – Annual approval by the City Council following recommendation by the Planning Commission.

E. **Freeway Frontage Landscaping Infill** – A few gaps exist in freeway frontage landscape areas that are maintained through Landscaping and Lighting Maintenance Districts where plants have been lost to heavy frost or other factors. These locations need to be identified and then replacement plants must be chosen and planted. It is anticipated that

these improvements can be funded through the existing district mechanisms either as part of existing budgets or through allowable adjustments as part of annual budget review.

1. **Schedule** - Implement planting by the fall of 2000.
2. **Responsibility** - Parks Maintenance Division of the Public Works Department.
3. **Approval** - Annual approval by the City Council as part of Maintenance District budgets.

F. **Grant and Funding Applications** - The City will pursue funding for City Gateways Plan from public and private sources to minimize the time required to implement the Plan and maximize the quality of the improvements.

1. **Schedule** - Ongoing beginning with the adoption of the Plan.
2. **Responsibility** - The Engineering Services Division of the Public Works Department and Community Services Department (related to public art grants)
3. **Approval** - Approval by the City Council prior to grant applications.

G. **Development Review** - A major portion of the improvements anticipated by this City Gateways Plan will occur as part of development activity adjoining the freeways. Modification of Land Use and Development Code and Policy Plans will be required to implement some of the development review provisions of this Plan. Additionally, the provisions of these modifications must be applied to new development as it occurs in the future.

1. **Development Standards Revisions**

- a. **Schedule** - Prepare standards revisions for adoption by the City Council in the winter of 1999/00.
- b. **Responsibility** - Planning Division of the Community Development Department.
- c. **Approval** - Approval by the City Council following recommendation by the Planning Commission.

2. **New Project Review**

- a. **Schedule** - Ongoing beginning with the adoption of the Plan.
- b. **Responsibility** - Planning and Plan Check Divisions of the Community Development Department.
- c. **Approval** - Approvals by decisionmaker as specified in the land Use and Development Code.

It is proposed that the City Gateways Plan be substantially implemented over a timeframe of ten years. A capital improvement program for the public landscaping, public art, interchange and overcrossing retrofit and signing of the Plan will be prepared for approval by the City

Council as part of the Design Masterplan. The new interchanges and overcrossings, which will be funded by the City, may occur in that timeframe but their timing is dependent upon the pace of development in the City and the availability of funding sources. The frontage landscaping occurring with private development projects are expected to occur over a period of ten to twenty years as those properties develop.