

BRIGHTON LANDING SPECIFIC PLAN



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**BRIGHTON LANDING SPECIFIC PLAN
TABLE OF CONTENTS**

	Page
Chapter 1 Introduction	4
Chapter 2 Vision and Goals	24
Chapter 3 Land Use	32
Chapter 4 Transportation and Circulation	44
Chapter 5 Parks, Trails and Resource Management	63
Chapter 6 Community Design	70
Chapter 7 Public Facilities	76
Chapter 8 Community Services and Facilities	90
Chapter 9 Implementation	94

Index of Figures

	Page
1.1 Regional Map	6
1.2 Vicinity Map	7
1.3 Ownership - Brighton Landing Specific Plan Area	8
1.4 Brighton Landing Satellite Photo	9
2.1 Brighton Landing Conceptual Development Plan	25
2.2 Residential/Commercial Options	26
3.1 Proposed Land Use	36
3.2 Proposed Zoning	37
4.1 Vehicular Circulation System	51
4.2 Street Network Key Plan	52
4.2.1 Section A - Leisure Town Road (Jepson Parkway)	53
4.2.2 Section B – Elmira Road	54
4.2.3 Section B1 – Elmira Road	55
4.2.4 Section C – Major Collector Road	56
4.2.5 Section D & D1 - Minor Collector Roads	57
4.2.6 Section E - Minor Collector @ Linear Park	58
4.2.7 Section F & G - Residential Road	59
4.2.8 Section H – Road @ Southern Trail	60
4.2.9 Section I – Residential Street with Detached Sidewalk	61
4.3 Non-Vehicular/ Trail Circulation Diagram	62
5.1 Park and Trail Diagram	66
5.2 Street Tree Concept	67
5.3 Street Tree Concept	68
5.4 Fencing Details	69
6.1 Community Entry Features Locations	72
7.1.1 Potable Water Specific Plan	79
7.1.2 Non Potable Water Specific Plan	80
7.2 Sewer Specific Plan	83
7.3 Storm Drain Specific Plan	86
7.4 “Dry Utilities” Specific Plan	89
9.1 Phasing Plan	98

Index of Tables

1.1	Parcels and Ownership	22
3.1	Brighton Landing Land Use Summary	35
3.2	Brighton Landing Residential Land Use Summary	39
3.3	Exceptions to Maximum Coverage	39
3.4	Exceptions to Building Standards	40
3.5	Prohibited Ornamental Plant Species	43

1.0 INTRODUCTION

1.1 SUMMARY

The primary objective of this Specific Plan is to create development standards and a land use plan for the Brighton Landing area that will satisfy the overall goals of the City while providing a design theme that can be expanded and utilized in projects that will eventually develop to the north and south of Brighton Landing as proposed for the City of Vacaville General Plan Update.

The Brighton Landing Project comprises 217.21 acres (plus 17.60 acres for the off-site detention basin for a total area of 234.81 acres) and is bounded by Leisure Town Road on the west, Elmira Road to the north, PG&E Towers to the east and the Batch Property to the south. (See Figure 1.1 Regional Map and Figure 1.2 Vicinity Map) The property consists of four (4) land owners: Brighton Landing-Vacaville LLC; John and Jetta Burnett; City of Vacaville; and Evan and Bonnie Wipf (See Figure 1.3 Ownership - Brighton Landing Specific Plan Area). There are two residential houses in the area but the majority of the area is vacant and is used mostly for dry farming (See Figure 1.4 Brighton Landing Satellite Photo).

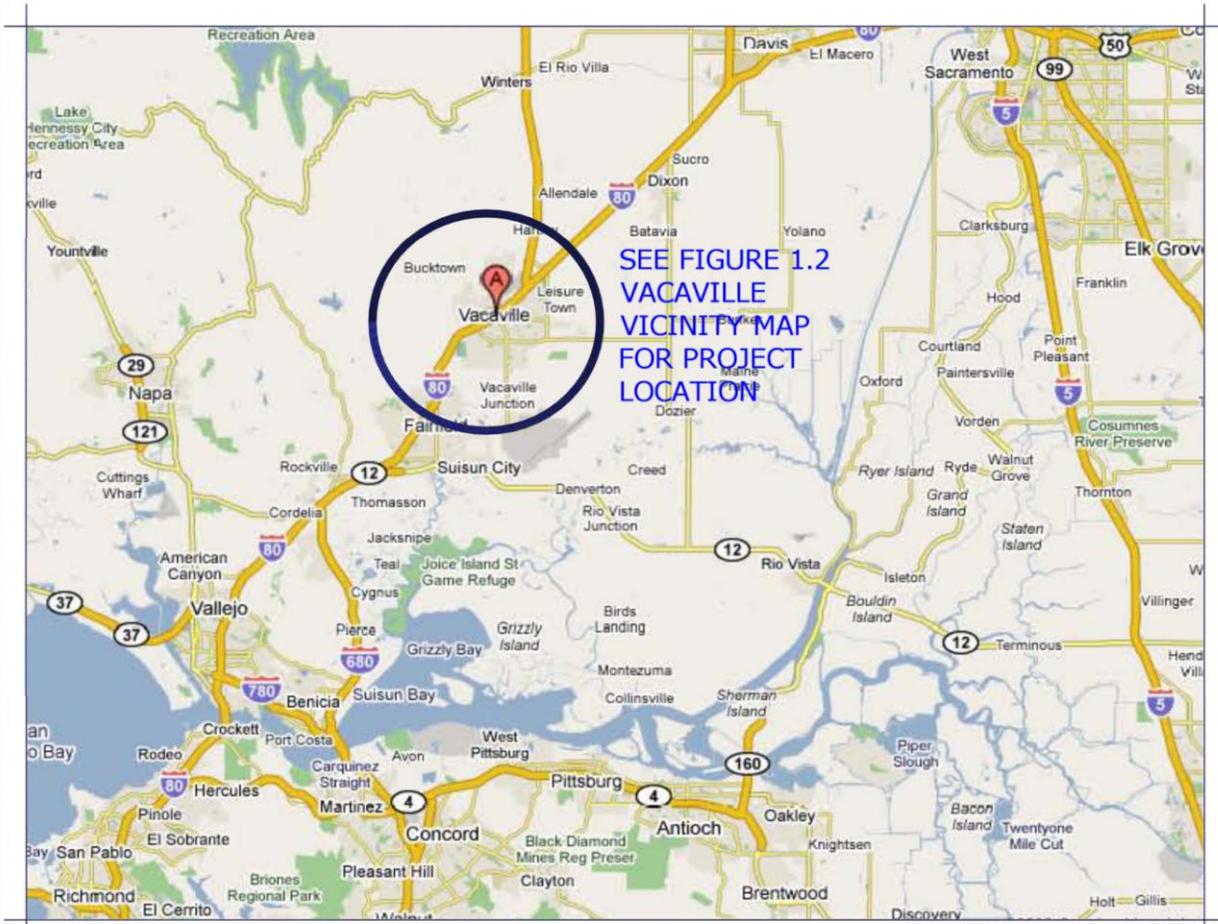
The City of Vacaville is currently engaged in a General Plan Update process. On December 13, 2011, the City Council selected a Preferred Land Use Alternative (PLUA) for updating the General Plan. At the time of preparing this Specific Plan, the City is also preparing the environmental analysis and project documents for the General Plan Update. The Brighton Landing Project is consistent with that PLUA. Since the Brighton Landing project is proceeding concurrently with the General Plan Update, the Brighton Landing project also includes the necessary General Plan Amendments to allow the project to be adopted prior to the new General Plan process is complete.

The project area is proposed to include the following amenities:

- A 50 acre site set aside for construction of a regional Catholic High School.
- A new public elementary school site (comprising 11 +/- acres) that can be expanded to facilitate construction of a K-8 school if the Vacaville

Unified School District chooses this option in the future by utilizing additional dedication from the Batch Property to the south.

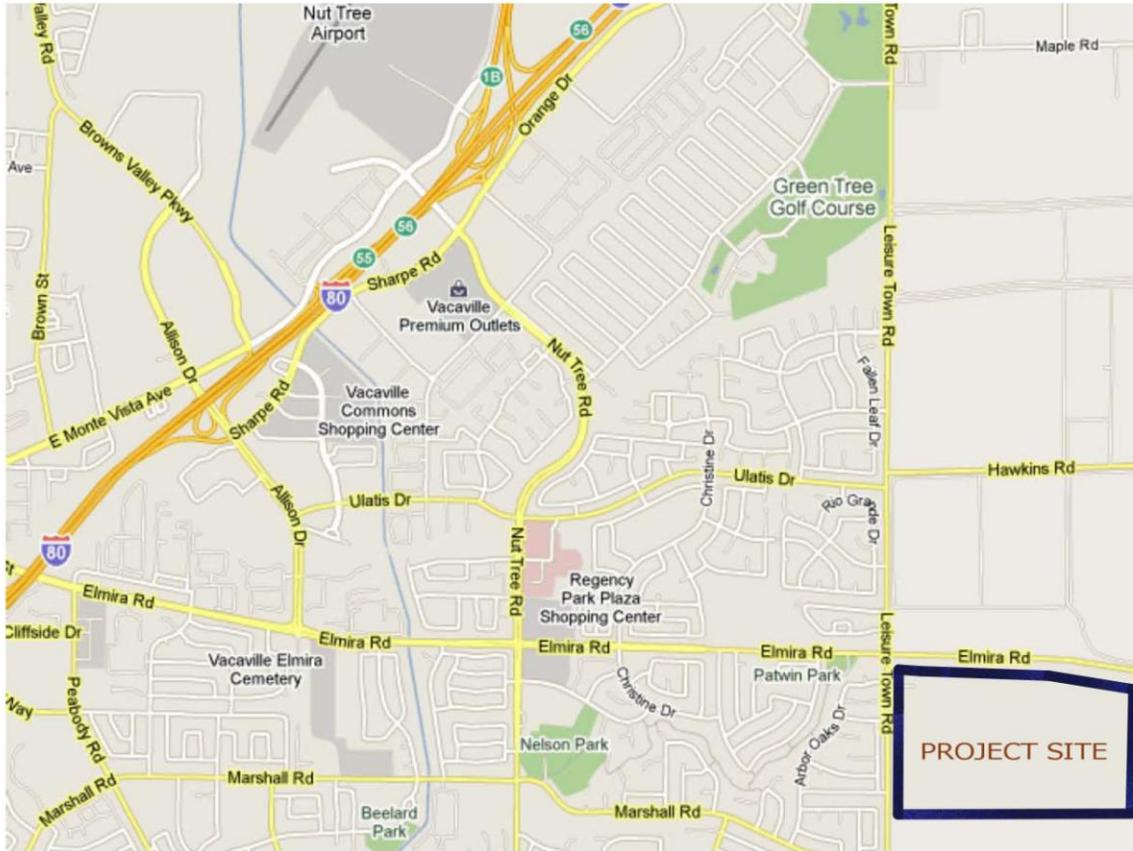
- Improvements to Leisure Town Road (future Jepson Parkway) including provisions for widening and shifting of the road east consistent with the Jepson Parkway Plan.
- New Neighborhood Park (adjacent to the proposed new public elementary school).
- Trails throughout the development which could be connected to future development to the north and south.
- A variety of single family housing lot types ranging in size from 3,600 SF lots to 6,000 SF lots with an overall gross density of 3.6 +/- units/ acre. Excluding the two school sites and the park yields a net density of 5.4 +/- units/acre.
- The project will provide to the City \$2.5 million in funds to develop public wide infrastructure related to storm water management.
- 6.3 acres of general commercial development on the corner of Elmira at Leisure Town (currently occupied by the 2 residential units). It should be noted that the three properties shown in this area are not part of the Brighton Landing Application and as such, three options have been included for the City to consider. The highest and best use would be to develop the property as a neighborhood commercial project. A second alternative would be to include the area in the plans for the proposed Catholic High School project. However, if the Catholic High School project is completed before the subject property becomes available; expansion of the High School would likely be problematic. The third option would be to develop the project as a small residential neighborhood. This option would allow the existing two homeowners to remain with development occurring on the remainder of the property. All three options are presented within this Specific Plan.
- Construction of a detention basin east of the PG&E towers sized to service the Brighton Landing Project and development of the Batch Property, based upon final adoption of the General Plan Update.



REGIONAL MAP

FIGURE 1.1 BRIGHTON LANDING

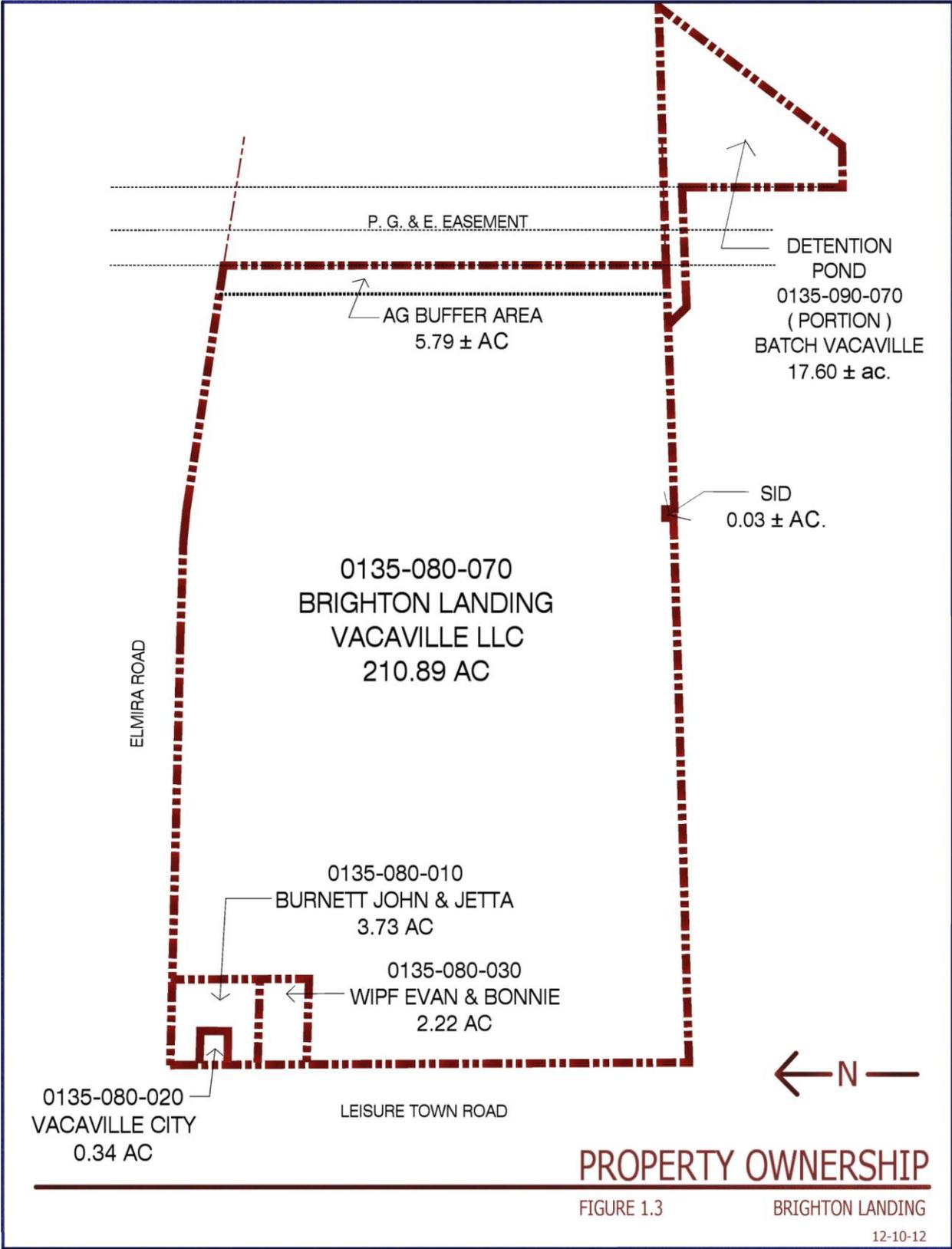
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VICINITY MAP

FIGURE 1.2 BRIGHTON LANDING

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PROPERTY OWNERSHIP

FIGURE 1.3 BRIGHTON LANDING

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AERIAL PHOTO

FIGURE 1.4 BRIGHTON LANDING

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The following describes the prior mentioned amenities and outlines the benefits:

1.1.1 Schools

The project consists of a 50 acre site for a private regional Catholic High School. This school is expected to generate 1,200 +/- students and attract students from the northern Solano County region and parts of Yolo County. The final design of the private high school would be determined by the Catholic Dioceses in Sacramento, which is under contract to purchase the 50 acre site. The high school is anticipated to include a library, gym, cafeteria, outdoor sports fields, and outdoor lighting for parking lots and sports fields.

In addition to the private high school, the project area includes 11.0 acres for the construction of a Public Elementary School for the Vacaville Unified School District. At the time of preparation of this Specific Plan, the School District had not rendered a decision on their specific needs for a school in the area. As a minimum, they envision the need for an elementary school but the District is currently working on a policy that would require all new schools to be configured to serve as a K-8 facility with an estimated enrollment of 650 for K-6 and 900 for K-8. The 11 acre site shown in this Specific Plan would serve both options: it is adequately sized to provide for an elementary school or it could be ½ of a future K-8 school. The PLUA adopted by the City Council includes development potential on the Batch property to the south of Brighton Landing and the potential for the expanded school site. Therefore, if a K-8 school is required by the School District rather than the elementary school provided in this application, the additional land would be dedicated with the future Batch development. The final configuration and location of the school site within the Brighton Landing project is also planned to provide for two neighborhood street frontages, for either the K-6 or K-8 configurations, by providing a secondary neighborhood street along the south edge of either sized school (within the adjacent lands to the south).

1.1.2 Improvements to Leisure Town Road (Jepson Parkway)

The Solano Transportation Authority (STA) adopted the Jepson Parkway Plan Line a portion of which comprises Leisure Town Road. The Vacaville City Council has approved the concept plan for the Jepson Parkway adjacent to the Brighton Landing Specific Plan area. With development of the Brighton Landing area frontage roadway and landscaping improvements will be funded for future construction along this key corridor.

1.1.3 New Neighborhood Park

Development of the Brighton Landing area will result in the construction of a new 6.0 acre Neighborhood Park adjacent to the proposed public school site. In the past, for parks adjacent to schools, the Vacaville Unified School District and the City of Vacaville have had joint use agreements regarding park usage which increase the park's usability and functionality. With the configuration of the park as proposed, the park could be maintained as an entity separate and distinct from the school. If the city and the school were to decide that a joint use agreement was in their mutual interest, the park could be jointly used by the city and the district. The layout proposes that the trail shown would be on property dedicated to and maintained by the City, with adequate space between the edge of the trail and the school property line to provide for City-installed landscaping along this edge of the park. The School District could decide to place a fence along the path to separate the park from the school or leave it open for ease of access. The situation between the District and the City is fluid and the Specific Plan anticipates the final design and any use agreement between the City and VUSD to occur through the development review process for the park and school.

1.1.4 Trail System

In addition to the new park, a series of trails will be constructed throughout the development which will provide pedestrian friendly connections between the park, the two schools and a trail system that could be extended north and south consistent with the adopted PLUA. The Brighton Landing Project will be constructing approximately 3.11 miles of trails and when combined with the park and landscaping areas, comprise 21.07 acres of dedicated open space and recreational area.

1.1.6 Variety of Single-Family Housing Types

The Brighton Landing development proposes a variety of single family detached housing lot sizes and types with an emphasis on moderate density development. The City of Vacaville General Plan policies indicate that development in outlying areas construct a minimum of 25% moderate density housing (lots 4,000 SF and less) to increase the City's existing moderate density inventory which is currently at 20% +/- . The Brighton Landing development proposes a total of 64.8 % +/- moderate density small lot single family product. The remaining 35.2% of the project will be standard low density product. The Brighton Landing project proposes a revision to current (1990 General Plan) policy by deleting the policy to provide a minimum of 10% medium or high density units within the development area.

1.1.7 Agricultural Buffer

The Brighton Landing Specific Plan calls for a 115-foot buffer between the proposed residential project and the existing agricultural uses to the east. The buffer comprises approximately 5.79 acres and is located within the City's Urban Growth Boundary. As part of the General Plan update, the City of Vacaville may expand the agricultural buffer father to the east by 385 feet which is coincident with the P.G. & E transmission tower easement. This potential additional buffer area comprises approximately 19.2 acres and is located beyond the Urban Growth Boundary (although still within the City limits of Vacaville).

The area within the 115-foot buffer would include approximately 50 feet of roadway and sidewalk; 61 to 74 feet of linear park and associated landscaping. The 115-foot buffer would be dedicated to the City of Vacaville will be maintained through a Lighting and Landscape District (LLD) covering Brighton Landing.

Allowed uses within the potentially expanded buffer area outside the Specific Plan Area would be determined by the City as part of the General Plan Update process, and may include use such as detention basins, water quality facilities,

or solar energy projects that do not allow or encourage intensive human activity or generate traffic.

1.1.8. Detention Basin (off-site)

The Specific Plan would construct a detention basin to mitigate Specific Plan-related storm water runoff and decrease flooding potential. The basin would be located outside of the developed area near the southeast corner of the Specific Plan area on approximately 17.6 acres of existing farmland in unincorporated Solano County. The detention basin would include a pump station facility. The basin and associated facilities would be maintained by the city of Vacaville and funded through the formation of a Lighting and Landscape District.

1.2 LEGAL CONTEXT

1.2.1 Authority to Prepare

A Specific Plan is a planning and regulatory tool made available to local governments by the State of California. By law, Specific Plans are intended to implement a city or county's General Plan through the development of policies, programs and regulations that provide an intermediate level of detail between the General Plan and individual development projects. As a mechanism for the implementation of the goals and policies of a City's General Plan, State law stipulates that Specific Plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan.

The authority to prepare and adopt Specific Plans and the requirements for its content are set forth in the California Government Code 65450 through 65457. The law requires that a Specific Plan include text and diagrams that specify:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities

proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the items listed above.

1.2.2 Relationship to the General Plan

As mentioned previously, the City selected a Preferred Land Use Alternative (PLUA) for updating the General Plan in December 2011, and the Brighton Landing Specific Plan reflects that PLUA. The Brighton Landing Specific Plan provides a framework to guide future land use and development decisions within the 234.81 acre planning area. The Specific Plan project includes concurrent requests to amend the City's 1990 General Plan and is consistent with, and functions as an implementation tool of the proposed Updated General Plan in three ways:

- A) By acting as a statement of planning policy that refines the general plan policies applicable to a specific plan area;
- B) By directly regulating land use and;
- C) By bringing together detailed policies and regulations into a focused development program.

The City's Current General Plan Land Use Element, as updated, has specific implementing policies for the Brighton Landing area. The following General Plan Guiding Policies are addressed in the Brighton Landing project and the Brighton Landing Specific Plan as follows:

2.1-G1 Maintain Vacaville as a free-standing community surrounded by foothills, farmland and other open space.

The project complies with this policy.

2.1-G3 Establish open space linkages by preserving habitat areas, including natural creek corridors. Use utility easements where possible as open space linkages.

With 3+ miles of trails this project complies with this policy.

2.1-G4 Minimize conflicts between agriculture and urban uses and provide for a transitional area or buffer between agriculture and urban uses.

The Brighton Landing Project provides for a 115'-wide agricultural buffer with public usage of the buffer limited to a road and a linear trail. Mitigation measures established by the Brighton Landing EIR provide for interim measures to be incorporated as the project is built-out over time and would be incorporated into design of each phase of the project.

2.1-G5 Design aesthetically pleasing roadways, including a loop street system lined with trees or other appropriate landscaping, that connect Vacaville neighborhoods and serve planned development. Streets alone should not be used to set the outer limits of urbanization.

The Brighton Landing Project complies with this policy in that the eastern boundary of the project is designed to have a linear trail and significant landscaping. In addition, the streets and trails within the development are all interconnected to provide excellent access for vehicles, bikes and pedestrians alike.

2.1-G8 Preserve the predominant single-family residential character of Vacaville while providing other housing opportunities. Protect established neighborhoods from incompatible uses.

This project complies with this policy by providing for the largely unmet housing need of low-medium density housing.

2.1-G9 Preserve scenic features and the feel of a city surrounded by open space, and preserve view corridors to the hills, and other significant natural areas.

This policy is complied with by the establishment of the buffer and the linear park with significant landscaping.

2.1-G10 Protect the natural environment that the City enjoys and use creeks, hills, utility corridors, viable agricultural lands or other significant natural features wherever appropriate to establish ultimate City boundaries.

This project proposes to mitigate for the loss of farmland by preserving agricultural lands, on an acre for acre basis, on the east side of the PG&E towers. The preservation of agricultural lands through the purchasing of development rights will ultimately provide a significant agricultural boundary around the City of Vacaville.

1.2.3. Master Water Agreement Amendment

In addition to the above Guiding Policies there are a number of Guiding Policies related to future growth. A key policy relates to the City of Vacaville/Solano Irrigation District Master Water Agreement. This Specific Plan recognizes that the Master Water Agreement will need to be amended to allow the Brighton Landing Project to proceed. It is understood that discussions are ongoing between the City and SID and the Brighton Landing Project may need to be revised to comply with the ultimately amended agreement.

1.2.4 Airport Land Use Compatibility

The Brighton Landing Specific Plan was reviewed by the Solano County Airport Land Use Commission (ALUC) on September 13, 2012 and was determined to be consistent with the Travis Air Force Base Airport Land Use Compatibility, with the following conditions:

1. Any structures with a height exceeding 200' would require a Conditional Use Permit review, and;
2. Any uses determined to be in conflict with the Travis AFB ALUCP would be prohibited.

1.2.5 General Plan Update.

The Updated General Plan (anticipated adoption in 2013) proposes that projects east of Leisure Town Road facilitate the development of a range of housing densities and opportunities, pedestrian and bicycle friendly design, neighborhood commercial sites, and recreational and neighborhood facilities, by including the following requirements:

- *A network of landscaped pedestrian/bike corridors that connect key elements of the area: such as the schools, the Park and arterial streets.*

This is provided for in the Brighton Landing Specific Plan.

- *New development adjacent to existing homes within the City limits shall match or exceed the size, character, and quality of adjacent homes and lots.*

This is provided for in the Brighton Landing Specific Plan.

- *All new residential development shall conform to the Residential Design Requirements for New Single Family Development.*

This is provided for in the Brighton Landing Specific Plan.

- *Land shall be reserved for community uses such as: private schools, membership organization, day care centers, and senior centers.*

Land has been reserved for a public school, a large regional private high school, a large neighborhood park and numerous trails.

- *A financing mechanism for all public facility improvements shall be established before development occurs.*

All infrastructure improvements will be paid for by developers of the Brighton Landing project. A Brighton Landing Benefit District will be established for this area to ensure that the developer of each portion of the project will pay for its fair share of public facility improvements. Included within the Benefit District will be provisions related to phasing and timing of various improvements. In addition, provisions will be made to make sure that infrastructure is sized to accommodate development to the north

and south of Brighton Landing as outlined in the PLUA based upon the General Plan Update process. Other funding mechanisms that may be explored include the possible establishment of an Assessment District, Mello-Roos District, or a Community Facilities District. The chosen funding mechanism will be established with approval of the initial large tentative map for Brighton Landing.

- *Elmira Road shall be widened to the City standard width through the project sites for all projects that front on these streets.*

This street widening adjacent to the proposed project component will be constructed with the Brighton Landing development.

- *Leisure Town Road shall be widened and improved to the standards for the Jepson Parkway along the frontage of all projects that abut to Leisure Town Road.*

Land for the ultimate widening of Leisure Town Road will be dedicated with the initial large lot Final Map. Jepson Parkway is a limited access arterial with limited median openings. It is a potential route of regional significance for the Congestion Management Plan. This dedication includes an additional 24 feet beyond that specified in the Jepson Parkway Plan to allow for widening of Jepson Parkway to 6 lanes if it is ever required in the future. Funding for the Jepson Parkway improvements will be provided, in part, by the following entities: The Solano Transportation Authority; the City of Vacaville, and by the developers of Brighton Landing.

- *On September 21, 2004, the Vacaville City Council enacted a policy whereby Leisure Town Road would be limited to 4 lanes. Further, to lessen impact on those existing residences on the west side of Leisure Town Road the road would be shifted 35' to the east. As part of that policy, it was determined that a "Limited Access Collector Road", paralleling Leisure Town Road be constructed to facilitate traffic movement from the southeast part of Vacaville to the freeway to the north. All project development east of Leisure Town Road (Jepson*

Parkway) will be required to construct the “Limited Access Collector” in an alignment approved by the Public Works Director subject to City Council approval for the General Plan Amendment.

This “Limited Access Collector” is part of the Brighton Landing project and will be constructed with development.

- *Different development projects east of Leisure Town Road shall coordinate their respective roads, bike paths, landscape corridors and design standards to create a unified sense of place and identity.*
Roads, trails, landscape corridors are coordinated within the Brighton Landing Project and will set the design theme for development east of Leisure Town Road which will provide continuity between the projects.
- *Commercial buildings shall be no more than an average of 30 feet in height, and be designed to front on the sidewalk, with parking at the rear of the property, when feasible, so as to enhance neighborhood aesthetics and to encourage pedestrian – friendly design.*
Commercial buildings will be limited to 30 feet and will have buildings oriented to the street with parking in the rear.
- *Infrastructure master plans for sewer, water, storm drain, and traffic improvements shall be prepared prior to or in conjunction with the processing of subdivision maps for all development within the Brighton Landing area.*
Infrastructure plans for sewer, water, storm drainage and traffic improvements were created for the Brighton Landing project. Each phase of the Brighton Landing project will be required to install infrastructure improvements as specified in the Tentative Map Conditions of Approval.
- *Prior to the approval of any subdivision applications, the developers shall assure that all required domestic water supply and distribution systems, wastewater collection and treatment facilities, storm water*

management facilities, and roadway segment and intersection improvements will be incorporated into the final project plans.

The Brighton Landing Project will incorporate the infrastructure as outlined in the master plans mentioned previously.

1.2.6 Purpose and Intent

The Specific Plan provides both general guidelines and specific standards for the development of Brighton Landing and sets the parameters for a variety of land uses; thus the purpose of the Specific Plan is to provide a set of plans, policies, regulation and implementation programs for guiding and ensuring orderly, future development in accordance with the adopted Land Use Plan within the General Plan.

1.2.7 Environmental Review

The adoption of a Specific Plan is a “project” under the California Environmental Quality Act (CEQA) and the CEQA Guidelines. To meet CEQA requirements, an Environmental Impact Report (EIR) (Brighton Landing Specific Plan Draft EIR, SCH#2011022044) has been prepared as part of the process in adopting this Specific Plan and related development actions. As mentioned previously, the Specific Plan is consistent with the recently selected PLUA. The EIR analyzes the Brighton Landing Project and this Specific Plan and all other project-related actions including the proposed Development Agreement between the developer and the City and the proposed Master Water Agreement Amendment between the Solano Irrigation District and the City.

Also, the EIR identifies specific mitigation measures which will need to be complied with as the project moves forward towards construction. Needed mitigation measures will be included in the Conditions of Approval for the Tentative Map and all other subsequent discretionary approvals and implementation will be required within the final Subdivision Improvement Agreement which is executed between the developer and the City or for construction permits issued by the City. The Subdivision Improvement Agreement requires the posting of surety bonds and payment of fees to

insure compliance with the EIR, Development Agreement, and project Conditions of Approval.

1.2.8 Development Agreement

A Development Agreement (DA) will be entered into between project proponents and the City of Vacaville. Typically a Development Agreement within the City of Vacaville focuses on the following: Community Benefit Contribution (CBC); Community Facilities Districts, timing of neighborhood park construction, timing of infrastructure improvements, and specific project “deal points” intended to provide benefits for both the City and developer.

With regard to the CBC and CFD the developer is in agreement with these fees. With respect to the timing of the Park Construction, a Park Fee Agreement will be negotiated which will establish the timing for construction of the Park. Typically, the developer, in lieu of paying park impact fees, would expend certain funds towards the park as development of the project begins (for example land dedication and preparation of the improvement plans). Once a certain number of homes are constructed (to be negotiated) the developer would then begin construction of the park (which may be phased, again subject to negotiation and beyond the scope of this Specific Plan).

Additional “deal points” related to the Brighton Landing project involve the funding for construction of city storm drain improvements benefiting the entire City and sale of a portion of the property (anticipated to be 50 acres) to the Sacramento Diocese for construction of a regional private high school, and other planning and infrastructure items.

1.3 PLANNING CONTEXT

1.3.1 Regional Context

The Specific Plan area is located in northern Solano County, in the southeastern corner of the City of Vacaville, as shown in the Vicinity Map in Figure 1.2. Vacaville is at the midpoint between San Francisco and Sacramento along Interstate 80, the major transportation link between these two growing urban areas as shown on the Regional Map Figure 1.1.

1.3.2 Site Context

1.3.2.1 Project Area Description

The Brighton Landing Project comprises 234.81 acres (including the detention basin area on the Batch property) and is bounded by Leisure Town Road on the west, Elmira Road to the north, PG&E Towers to the east and the Batch Property to the south. (See Figure 1.1 Regional Map and Figure 1.2 Vicinity Map.) The detention basin to be located on the Batch Property consists of 17.60 acres.

1.3.2.2 Property Ownership

Property Owners within the Brighton Landing Specific Plan Area (with Assessors' Parcel Numbers (APN) and acreage) are listed in Table 1.1.

Table 1.1 Parcels and Ownership

APN	Owner	Acres
0135-080-010	John & Jetta Burnett	3.73
0135-080-020	City of Vacaville	0.34
0135-080-030	Evan & Bonnie Wipf	2.22
0135-080-070	Brighton Landing – Vacaville LLC	210.89
No APN	Solano Irrigation District	0.03
0135-090-070	Batch Development Corporation	17.60
Total Area		234.81

See Figure 1.3 for a graphical depiction of the parcels noted above.

1.3.2.3 Detention Basin Beyond Urban Growth Boundary

The proposed detention basin, to be located on the Batch property is located east of the Urban Growth Boundary which is beyond the future City limits. The detention basin does not represent urban development and is a public facility constructed to ensure that downstream flooding does not occur as a result of the proposed Brighton Landing project. The intent of the Specific Plan is for the detention basin site to be dedicated to the City of Vacaville. This feature is consistent with the County General Plan land use designation for the site. The basin has been sized to ensure that post development runoff is less than predevelopment runoff. Also, additional capacity has been added to the basin to significantly reduce existing flooding in the area. In addition, the basin will serve as a water quality feature by allowing particulate matter to settle out prior to being discharged into the downstream water course.

The establishment of regional detention basins outside the City limits has been done previously in the Vacaville area. Four detention basins are currently planned for or exist in the Pleasants Valley area west of the City Limits.

2.0 VISION AND GOALS

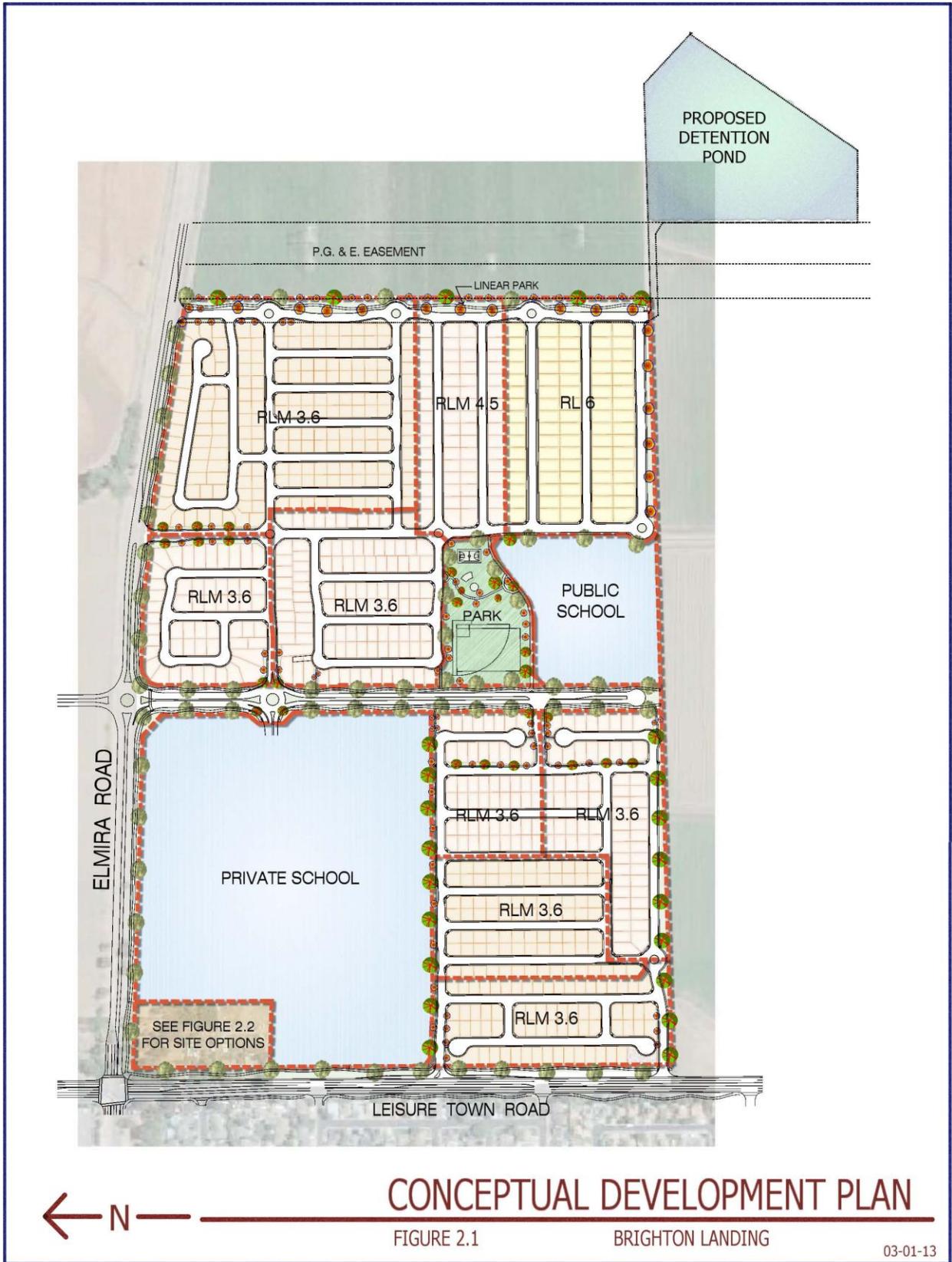
2.1 PROJECT VISION

The Brighton Landing Project proposes to set the stage for theme and character for residential projects to be developed east of Leisure Town Road. Brighton Landing will prominently feature trails and landscaping corridors which connect the large regional private high school, the neighborhood park, the public school, and transit facilities. (See Figure 2.1 for the Brighton Landing - Conceptual Development Plan.)

Brighton Landing would also provide for either an elementary school or half of a K-8 school. This school would be adjacent to a proposed City neighborhood park, creating a major focal point in the Brighton Landing area.

Brighton Landing provides for a diverse single family residential project with densities ranging from low density to moderate density with individual unique neighborhoods interconnected into a sustainable planned community. The design details for each of the unique neighborhoods will be developed during the design review process. Elements that could be included in the establishment of neighborhood identities are: architectural themes; street trees; colors; setback variations; and trail amenities.

Policies and statements in the City of Vacaville General Plan indicate a strong desire to have more moderate density housing (Lots 4,000 SF or less) in the outlying areas. To that end, Brighton Landing proposes that 64.8% of the residential units will be moderate density housing. This moderate density housing would comprise a variety of low medium density small lot single family residential. These residential products fit within the moderate density category as specified in the General Plan.





2.1.1 Significant Public Benefits

There are numerous Public Benefits that will occur with the development of the Brighton Landing area. These benefits are as follows:

2.1.1.1 Schools

Private High School - The Catholic Diocese in Sacramento is under contract to purchase the land for, and construct a 50 acre regional private high school. Design details for the private high school will be provided during the design review process. In designing the site, the developers of the school are encouraged to provide connectivity to the surrounding trails and ensure that the design of the buildings are compatible with the surrounding residential architectural. Exterior Landscaping should be compatible with the landscaping used in the trail system to provide continuity. Fencing on Leisure Town Road would be a masonry sound wall because of high traffic volumes anticipated. The High School is encouraged have its main entrance on the Major Collector with the possibility for a secondary access off of Elmira Road. If fencing is required along Elmira it is encouraged to be an open style fence unless there are buildings in relative proximity to Elmira Road which will require some sound attenuation. Fencing along the major collector and the southern property line are encouraged to be open style fencing. Pedestrian access points are encouraged for all sides to enable students that live within the Brighton Landing Project and other nearby neighborhoods to walk to school and provision of adequate bicycle parking at a minimum ratio established by the Mitigation Monitoring Plan.

Public Elementary School - In addition, land is set aside for the construction of an 11 acre public elementary school. Recent discussions with the school district indicate that the Vacaville Unified School District may require that a K-8 or a middle school would be built on the site instead of the elementary school. If the District decides that either of the other alternatives is preferred over the elementary school, the land set aside in the Brighton Landing Project will comprise the northern half of the selected alternative and the southern half would be obtained with development of the Batch Property. Provisions for these two alternatives are shown in the PLUA.

2.1.1.2 Improvements to Leisure Town Road (Jepson Parkway)

The Solano Transportation Authority (STA) adopted the Jepson Parkway Plan Line which comprises Leisure Town Road and Vanden Road South of Leisure Town Road. With development of the Brighton Landing area frontage roadway and landscaping improvements will be planned for and funding put in place for construction along this key corridor serving Fairfield and Vacaville when it is determined to be necessary and feasible.

2.1.1.3 Neighborhood Park

Development of the Brighton Landing area will include construction of a new 6 acre park adjacent to the proposed school site. This park size exceeds the City standard for neighborhood parks in that 1.8 acres of neighborhood park per 1,000 residents is required which would result in only 4.56 acres of park instead of the proposed 6 acres. The City of Vacaville policy indicates that the minimum size for Neighborhood Parks is 6 acres. The Development Agreement will specify the timing for park planning and construction. The Vacaville Unified School District and the City of Vacaville should be encouraged to enter into a joint use agreement regarding this park to increase its usability and functionality.

2.1.1.4 Trails

In addition to the new park, a series of trails will be constructed throughout the development which will provide a pedestrian friendly connection with the park, the schools and with the trail system envisioned for east of Leisure Town Road. The Brighton Landing project will be constructing approximately 3.11 miles of trails. These trails along with the park and landscaping comprise approximately 21.07 acres of dedicated open space and recreational area.

2.1.1.5 Variety of Housing Types

The Brighton Landing development proposes a variety of single family housing types/styles with an emphasis on moderate density development. The City of Vacaville General Plan policies indicate that development in outlying areas construct a minimum of 25% moderate density housing to increase the City's existing moderate density which is currently at 20% +/- . The Brighton Landing

development proposes a total of 64.8 % +/- moderate density (lots that at 4,000 SF or less).

2.1.2 Recreation

With the construction of the park and trail system, Brighton Landing will provide unique opportunities for walking, running and biking. Play areas will be much larger than traditional parks because the park area will be combined with the public school play areas to provide an expansive recreational area.

2.1.3 Housing

As mentioned previously, the vision of the Brighton Landing development is to provide a variety of housing with a stronger emphasis on moderate housing.

2.1.4 Quality

The Brighton Landing Project vision is to provide a quality community focused on schools, parks, and trails tying into the surrounding quality of Vacaville development.

2.1.5 Connectivity

The Brighton Landing layout will provide excellent pedestrian and biking connectivity to the Regional Catholic High School, the proposed elementary school and the Brighton Landing Park. In addition, with ultimate development east of Leisure Town Road as outlined in the proposed General Plan Update PLUA, the major north-south collector road will be completed which will improve north-south travel from the southeast portion of Vacaville to Interstate 80 to the north while providing relief to projected traffic congestion on Leisure Town Road.

2.1.6 Civic and Public Benefits

The civic and public benefits have been enumerated in several other locations within this Specific Plan. Succinctly, the civic and public benefits include the regional private high school, the public elementary school and park, improvements to Leisure Town Road (Jepson Parkway), and numerous trails.

2.1.7 History

There is little in the way of development history regarding this area. However, preparations for development of the Brighton Landing area have been in the making since 2003, which is when the property owners began discussions with the City of Vacaville regarding potential development. The property has been within the City of Vacaville for a number of years.

The PLUA for the Updated General Plan has designated this area for development. Because this property is one of only two properties east of Leisure Town Road within the City Limits it is expected to be feasible for development first when considering projects east of Leisure Town Road.

2.1.8 Environment and Sustainability

The Brighton Landing Development proposes a park and trail system which will enhance recreational opportunities for the residents of the area while also enhancing the open space feel and visual amenities.

2.2 LAND USE CONCEPTS

The land use concept for the 234.81 acre Brighton Landing development is a mix of residential uses complemented by the proximity to school(s), park and trails. The Brighton Landing Specific Plan includes the following Land Use Goals:

- 1. Goal: Provide for a quality project by use of high standards for design of the homes, landscaping, streetscape, and public amenities.***
- 2. Goal: Include a variety of housing types, including an emphasis on moderate density housing (particularly small lot single family residential) that is in compliance with the goals and policies of the Vacaville General Plan. The overall density has been established at 4.2+/- units/acre.***
- 3. Goal: Provide a comprehensive system of trails, park and back up landscaping which will comprise a total of 21.07 +/- acres.***

2.3 HOUSING GOALS

Brighton Landing has been designed to have 12 distinct villages (each a separate Phase of construction). Each village will have a separate architectural theme. It is envisioned that phases will be sold to different builders who will present their vision for their particular village. The design theme will be subject to review and approval of City staff and Planning Commission.

Goal: Provide a high variety of house plan types and exterior configurations with varied options and styles which will create distinct neighborhoods.

2.4 OPEN SPACE GOALS

Goal: Plan a system of street and trail connections that link key elements (school(s), park, and trails) and which provides a template for a future trail system east of Leisure Town Road.

2.5 OTHER GOALS

The Brighton Landing Specific Plan goals for land use and design, circulation, resource management, public utilities and services can be found in their respective chapters:

Chapter 3 – Land Use

Chapter 4 – Transportation and Circulation

Chapter 5 – Recreation, Open Space and Resource Management

Chapter 6 – Community Design

Chapter 7 – Public Facilities

Chapter 8 – Community Services and Facilities

3.0 LAND USE

3.1 INTRODUCTION

The Brighton Landing Specific Plan establishes a comprehensively planned community that is designed to set the stage for development east of Leisure Town Road. The Land Use component of the Specific Plan is primarily residential with the non-residential uses comprising the school(s) and park.

3.2 LAND USE GOAL

Goal: To establish an attractive community that provides a variety of residential and recreational opportunities.

3.3 THE DEVELOPMENT PLAN

Brighton Landing is a planned community that is designed to integrate residential opportunities, with school(s), park, and trails.

3.4 PLANNING SUBAREAS

The Brighton Landing area is divided into 17 Subareas (See Figures 3.1 and 3.2). These subareas have various land use designation. Table 3.1 details each of the subareas.

Subareas A – N are owned by Hearthstone and comprise 210.89 acres of the total Specific Plan area. In addition to the 210.89 acres there is a small portion of land 0.03 acres that is owned by S.I.D. which will become part of the project area when that land is abandoned by S.I.D. (S.I.D. abandons their right of way when the area is no longer used for irrigation purposes.) Subarea O is owned by three different individuals as previously detailed in Figure 1.3.

Subarea A is a 50.03 acre site designated as Community Facility (Private High School) and is the location of the regional private Catholic High School. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 13.)

Subarea B is an 11.37 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family

residential with a minimum square footage for the lots of 4,000 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 9.)

Subarea C is an 11.69 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage for the lots of 3,600 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 10.)

Subarea D is a 12.66 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage of 4,400 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 12.)

Subarea E is an 8.52 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage for the lots of 4,000 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 11.)

Subarea F is a 10.14 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage of 4,400 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 1.)

Subarea G is a 15.73 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage of 4,000 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phases 5 & 6.)

Subarea H is a 26.22 acre site designated as Residential Low Medium Density with a zoning of RLM 3.6 and is intended to be developed as single family residential with a minimum square footage for the lots of 3,600 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phases 2, 3, & 4.)

Subarea I is a 10.13 acre site designated as Residential Low Medium Density with a zoning of RLM 4.5 and is intended to be developed as single family

residential with a minimum square footage of 4,800 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phases 7A & 7B.)

Subarea J is a 16.70 acre site designated as Residential Low Density with a zoning of RL-6 and is intended to be developed as single family residential with a minimum square footage of 6,000 SF. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 8.)

Subarea K totals 6.03 acres and is designated Community Facility which has been designated for the Public Park. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 14.)

Subarea L totals 11.03 acres and is designated Community Facility which has been designated for the Public School. (On the Phasing Plan detailed in Section 9.3 this Subarea is shown as Phase 15.)

Subarea M totals 5.79 acres and is designated Community Facility which includes the street, linear trail and is considered the agricultural buffer area along the eastern perimeter of the site.

Subarea N totals 14.88 acres and is designated Community Facility which includes the following streets and adjacent trails: Leisure Town Road; Elmira Road and the Major Collector.

Subarea O is a 4.8 acre site designated for three possible options for development. Option 1 would allow for Neighborhood Commercial development conceptually as shown on Figure 2.2. Option 2 would be for the property to be incorporated into the development of the private high school. Option 3 would allow the property to be developed as Residential Low Density is also conceptually shown on Figure 2.2. Site specific traffic analysis would be prepared to review impacts from these optional land uses.

Subarea P totals 1.49 acres and is the area to be dedicated to the City of Vacaville that would occur along the frontage of Subarea O for Leisure Town Road.

Subarea Q totals 17.60 acres and would be designated Community Facility to serve as the Detention Basin for the area. The basin would include storage for rain runoff and a pump station to pump the water into the Frost Canal.

TABLE 3.1 – BRIGHTON LANDING LAND USE SUMMARY
(Refer to Figures 3.1 and 3.2 for Location of Areas)

Sub Area	Land Use	Proposed Zoning	Approximate Area (Acres)	Residential Units	Density (Units/Acre)	Non Residential Uses
A	CF	CF	50.03	N/A	N/A	Private HS
B	RLMD	RLM 3.6	11.37	68	6.0	
C	RLMD	RLM 3.6	11.69	87	7.4	
D	RLMD	RLM 3.6	12.66	67	5.3	
E	RLMD	RLM 3.6	8.52	52	6.1	
F	RLMD	RLM 3.6	10.14	54	5.3	
G	RLMD	RLM 3.6	15.73	105	6.7	
H	RLMD	RLM 3.6	26.22	190	7.3	
I	RLMD	RLM 4.5	10.13	64	6.3	
J	RLD	RL 6	16.70	80	4.8	
K	CF	CF	6.03	N/A	N/A	Public Park
L	CF	CF	11.03	N/A	N/A	Public School
M	CF	CF	5.79	N/A	N/A	Road & Trail East Boundary
N	CF	CF	14.88	N/A	N/A	Public Streets
O	CN	CN	4.80	N/A	N/A	Neighborhood Commercial (w/option for residential)
O1*	RLD	RL 8	4.80	13	2.72	Residential Option for Corner
P	CF	CF	1.49	N/A	N/A	Street Dedication for Corner
Q	CF	CF	17.60	N/A	N/A	Detention Basin
TOTAL			234.81	767 (780*)	3.53**	

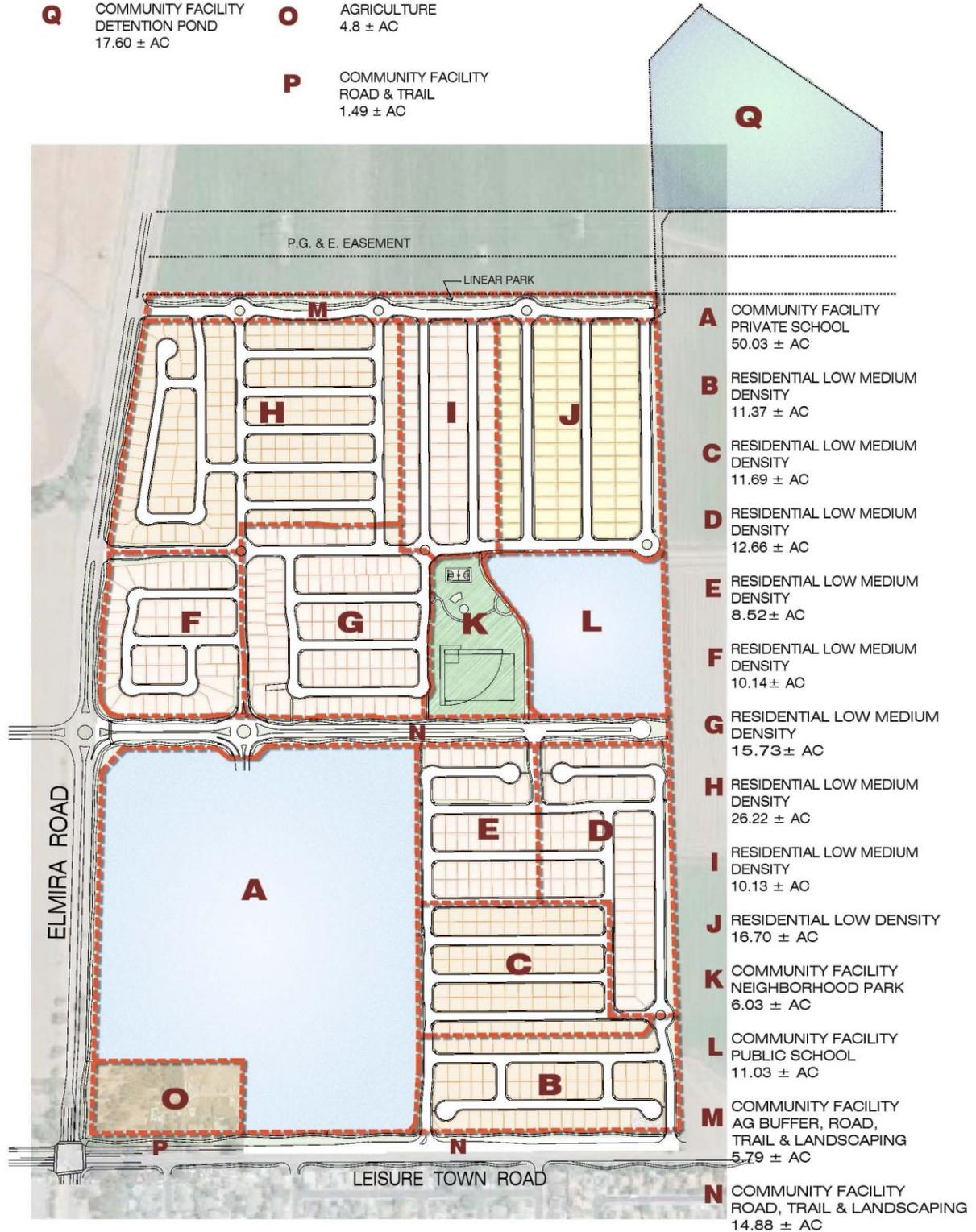
* - The "O" Subarea has the option of going with RLD which is shown as "O1"

** - 3.53 Units/Acre represents the Gross Residential Density excluding the off-site detention basin. The Net Residential Density Excluding the Basin, the School Properties (11.03 Ac), the Park (6.03 Ac), and the Neighborhood Commercial (4.80 Ac) is **3.83 units per acre**. If the residential option (O1) is chosen for the 4.80 acre area parcel at the corner of Leisure Town Road and Elmira, the Net Residential Density is **3.90 units per acre**.

Q COMMUNITY FACILITY
DETENTION POND
17.60 ± AC

O AGRICULTURE
4.8 ± AC

P COMMUNITY FACILITY
ROAD & TRAIL
1.49 ± AC

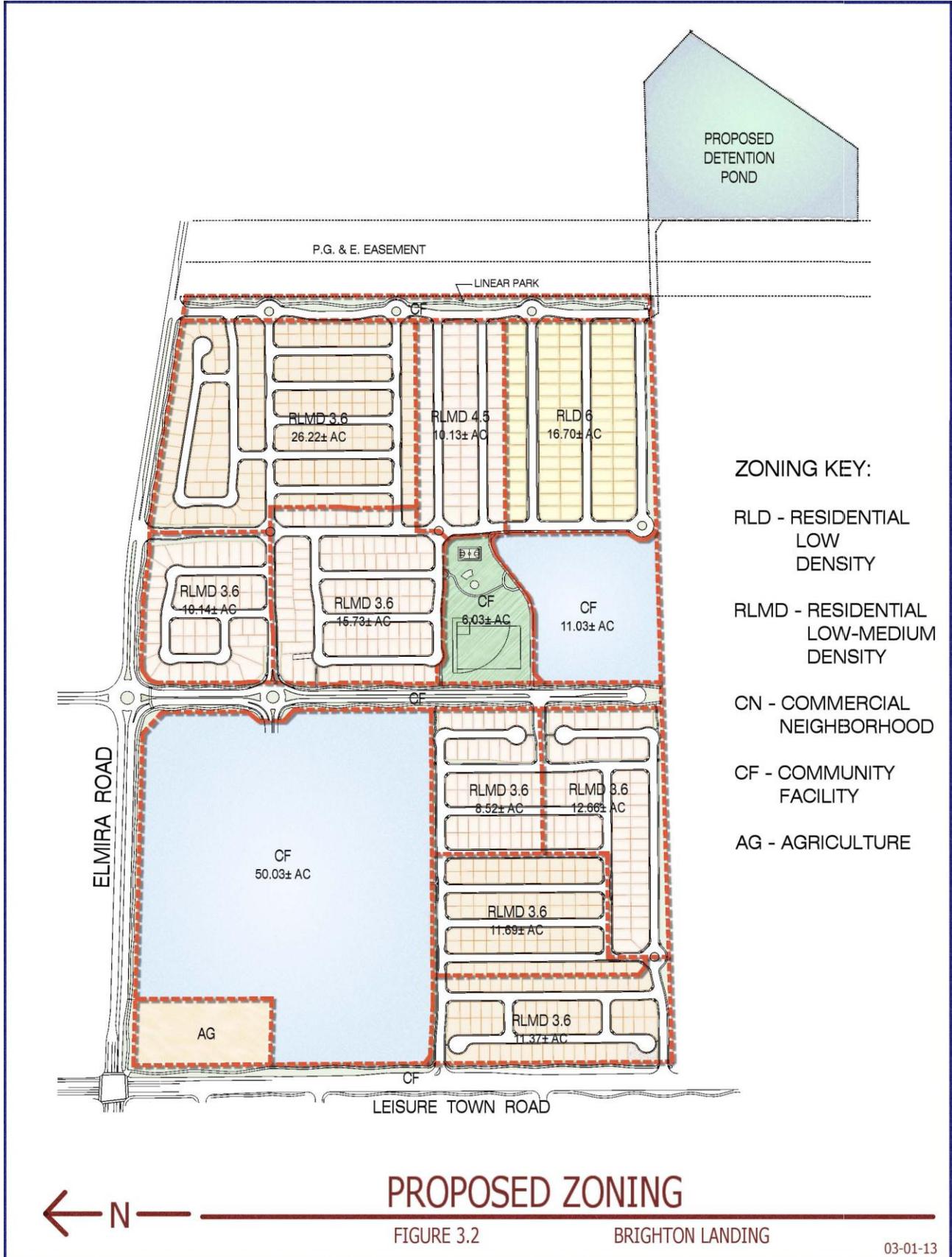


PROPOSED LAND USE

FIGURE 3.1

BRIGHTON LANDING

03-01-13



3.5 RESIDENTIAL ELEMENT GOALS

Brighton Landing has been designed to have 12 distinct villages (each a separate Phase) which will each have separate architectural themes. It is envisioned that phases will be sold to different builders who will present their vision for their particular village. The design theme will be subject to review and approval of City staff and Planning Commission.

1. Goal: Create a unique residential environment.

2. Goal: Provide a high variety of house plan types and exterior configurations with varied options and styles which will create distinct neighborhoods.

3. Goal: Encourage a range of housing types with an emphasis on single family moderate density development while addressing the policies and goals in the City of Vacaville General Plan.

4. Goal: Ensure that each neighborhood has direct access to the interconnected trail system.

5. Goal: Create houses that minimize energy use by utilizing the “Build it Green” concept in constructing the homes.

The policies in the Vacaville General Plan discuss the desire to increase the amount of moderate density housing within the City. Specifically those policies require that new outlying areas of the City have a minimum of 25% moderate density residential. Moderate Density, per the General plan, comprises the Land Uses of: Residential Low-Medium Density and Residential Medium Density. The proposed residential breakdown for the Brighton Landing development is listed in Table 3.2.

TABLE 3.2 – BRIGHTON LANDING RESIDENTIAL LAND USE SUMMARY

	Land Use	Approximate Area (Acres)	Residential Units	Percentages	Total Percentages
LOW DENSITY	RE	0	0	0%	10.43%
	RLD	16.70	80	10.43%	
MODERATE DENSITY	RLMD	106.46	687	89.57%	89.57%
	RMD	0	0	0%	
HIGH DENSITY	RHD	0	0	0%	0.00%
TOTALS		123.16*	767**	100.0%	100.0%

* - Acreage excludes public facilities, park, school(s), and neighborhood commercial.

** - Total units with residential option for CN would be 780.

3.5.1 Site Uses

Brighton Landing is a residential development and as such, the Permitted Uses, Conditional Uses and Prohibited Uses will be identical to those listed in the City of Vacaville Land Use and Development code (latest edition) for the various residential zone districts.

3.5.2 Density Standards

Density ranges for the various residential zone districts shall comply with the City of Vacaville Land Use and Development Code with the exception of the land use Residential Low Density, which may have a minimum density of 2.5 units per acre.

Floor area ratios shall comply with the City of Vacaville Land Use and Development Code except as noted in Table 3.3.

TABLE 3.3 – EXCEPTIONS TO MAXIMUM COVERAGE

Zoning District	Density	Maximum Coverage
RLD	3.1-5.0	0.45
RLMD	5.1-8.0	0.50

3.5.3 Building Standards

The standards for building height and front, rear and side yard setbacks shall comply with the City of Vacaville Land Use and Development Code except as noted in Table 3.4.

TABLE 3.4 –EXCEPTIONS TO BUILDING STANDARDS

Zoning District	Density	Minimum Front Yard to Habitable Space	Minimum Side Yard	Minimum Rear Yard	Minimum Distance Between Structures
RLD	3.1-5.0	15'**	5' & 10'*	15'	15'
RLMD	5.1-8.0	10'**	5' & 5'	15'	10'

*- Footnote 5bii of the Land Use and Development Code does not apply.

** - On corner lots the minimum setback from the angled corner shall be 8'.

3.5.4 Parking Standards

Parking shall be provided in accordance with City of Vacaville Land Use and Development Code, Chapter 14.09.128.

3.5.5 Other Development Standards

For Development Standards not specifically mentioned in this Specific Plan, refer to Chapter 14.09 Zoning in the City of Vacaville Land Use and Development Code.

The Brighton Landing Project shall comply with all Public Works Design Standards. It should be noted that street lights shall conform to City standards with the exception that the lamps shall be LED with the wattage approved by the Director of Public Works.

Per Brighton Landing EIR Mitigation Measure AES-4, the following design standards shall be compiled with:

- a. Exterior lighting (for example on parking lots, schools, or commercial buildings) shall be angled downwards to preclude or minimize to the maximum extent practicable the glare observed by viewers on the ground;

- b. Reflectivity of materials used is not greater than the reflectivity of standard materials used in residential and commercial developments;
- c. A lighting plan shall be prepared that meets requirements of GP and Muni Code to minimize impacts to the extent feasible and includes operational plans for non-residential uses that restrict late night lighting.
- d. Compliance with this mitigation measure shall be determined by the City of Vacaville during the design review process. Applications for Design Review shall include design of light fixtures to demonstrate compliance with this standard.

3.5.6 Design Criteria

The developer of each phase (village) shall establish the architectural theme for their phase (village) and process this theme through the Planning Department using the Design Review process which will be subject to review and approval by the Planning Commission.

3.5.7 Private High School – Supplemental Development Standards

The private high school (Land Use Area A) will occupy 50 acres at the northwest corner of the Specific Plan area. Development of the site will be subject to:

- City Design Review approval;
- Design Review will include review of operational use characteristics and project design;
- Development standards of the Community Facilities (CF) zone shall apply unless otherwise identified in the Specific Plan;
- Compliance with the adopted Mitigation Monitoring & Reporting Plan for the Brighton Landing Specific Plan EIR;
- Approval of the high school would include a project-specific traffic and circulation study, subject to approval by the City Traffic Engineer, to establish adequate on-site circulation facilities for drop-off and pick-up and to ensure provision of adequate parking based upon the detailed project plans and operating characteristics. Main entrance driveways shall be determined based upon the results of this analysis. No vehicle access will be allowed to/from Leisure Town Road.

- Fencing along Elmira Road and Leisure Town Road is encouraged to be an open style fence unless there are buildings in relative proximity to Elmira Road which will require some sound attenuation.
- Fencing along the major collector and the southern property line are encouraged to be open style fencing. Pedestrian access points are encouraged for all sides to enable students that live within the Brighton Landing Project and other nearby neighborhoods to walk to school.
- Lighting for site uses would be considered during Design Review.

3.5.8 Airport Land Use Compatibility Review

The Brighton Landing Specific Plan is consistent with the TAFB ALUCP. The following development standards for airport land use compatibility review apply to all lands within the Specific Plan:

1. Objects Greater than 200' in Height. Any object proposed which will exceed 200' in height, shall first obtain a Conditional Use Permit.
2. Other Hazards to Flight Prohibited. Any use of the land, structures or buildings which produce other hazards to flight, as defined by the Travis Air Force Base Land Use Compatibility Plan are prohibited.

3.5.9 Prohibited Ornamental Plant Species

Per Table 4.4-5 of the EIR the following plant species are prohibited because they are particularly evasive:

Table 3.5 Prohibited Ornamental Plant Species

Scientific Name	Common Name
Trees	
<i>Acacia decurrens</i>	Green wattle
<i>Acacia melanoxylon</i>	Black acacia
<i>Ailanthus altissima</i>	Tree-of-heaven
<i>Eucalyptus globules</i>	Blue-gum
<i>Robinia pseudoacacia</i>	Black locust
<i>Schinus terebinthifolius</i>	Brazilian pepper
<i>Tamarix spp.</i>	Tamarisk
Shrubs	
<i>Cotoneaster franchetti</i>	Cotoneaster
<i>Cotoneaster pannosa</i>	Cotoneaster
<i>Crataegus monogyna</i>	Hawthorn
<i>Cytisus multiflorus</i>	Spanish broom
<i>Genista monspessulana</i>	French broom
<i>Pyracantha spp.</i>	Pyracantha
<i>Rubus discolor</i>	Himalayan blackberry
<i>Ulex europaea</i>	Gorse
Vines	
<i>Delaria odorata (=Senecio mikanioides)</i>	Cape ivy (German ivy)
<i>Hedera helix</i>	English ivy
Herbs	
<i>Arctotheca calendula</i>	Capeweed
<i>Cynara cardunculus</i>	Artichoke thistle
<i>Erigeron karvinskianus</i>	Mexican daisy
<i>Euphorbia esula</i>	Leafy spurge
<i>Euphorbia oblongata</i>	Sprurge
<i>Vinca major</i>	Greater periwinkle
<i>Carpobrotus edulis</i>	Ice plant
Grasses	
<i>Arundo Donax</i>	Giant reed
<i>Cortaderia jubata</i>	Andean Pampas grass
<i>Cortaderia selloana</i>	Pampas grass
<i>Cynodon dactylon</i>	Bermuda grass
<i>Nassella (Stipa) tenuissima</i>	Mexican feather grass; silky thread grass
<i>Pennisetum clandestinum</i>	Kikuyu grass
<i>Pennisetum setaceum</i>	Fountain grass

4.0 TRANSPORTATION AND CIRCULATION

4.1 INTRODUCTION

Goal: Provide a circulation system which maintains and improves access and connectivity in the area East of Leisure Town Road and within Brighton Landing.

Goal: Maintain the acceptable operation of Leisure Town Road (including plan to be segment of Jepson Parkway), and Elmira Road.

Goal: Highest level of capacity possible shall be maintained on Jepson Parkway and proposed "Major Collector", therefore no additional access to these roadways other than those accounted for in Specific Plan shall be considered.

Goal: Planning for school circulation and access, including but not limited to providing for anticipated arrival and dismissal traffic, shall be accomplished as part of facility designs so that impact to adjacent public streets is limited.

4.2 EXISTING SETTING

Brighton Landing is bounded by Leisure Town Road on the West, Elmira Road on the north, the PG & E power lines to the east and the Batch Property to the south.

The existing roadways and the proposed vehicular circulation system through the Specific Plan area are shown on Figures 4.1 and 4.2 and include the following:

4.2.1 Leisure Town Road (future Jepson Parkway)

Currently Leisure Town Road is a two lane rural road bordering the western portion of the area. Future plans call for this road to be redesignated as Jepson Parkway and will be a four lane arterial with large landscaped frontages. The developers of Brighton Landing will be responsible for dedicating the required right of way on the east side of the road and will

install the sidewalk and landscaping on the east side of Jepson Parkway but will deposit funds with the City for the construction of curb, gutter, 20-foot of pavement, street lighting, storm drainage, etc. The City will construct the street widening when the funds become available. See Figure 4.2 for the location and Figure 4.2.1 Leisure Town Road (Jepson Parkway) for the details of the proposed street section.

There continues to be concern during the General Plan Update process that 4 lanes for Leisure Town Road (Jepson Parkway) will not be adequate in the future. To address that concern, the Brighton Landing Project has incorporated an additional 24 feet of landscaping into the right-of-way along Leisure Town Road. So instead of the 35 feet of landscaping required by the Jepson Parkway Plan Line, the Brighton landing proposes a minimum landscape width of 59 feet. In addition, the final design of the trail/bike path will be located such that if additional widening were needed in the future the path would not be affected.

4.2.2 Elmira Road

Elmira Road borders the Brighton Landing development on the north. Currently the road is two lanes but is designated to be a four lane arterial from Leisure Town Road to the Major Collector which bisects the Brighton Landing area. To the east of the Major Collector Elmira Road is designated as a 2-lane arterial. The southern portion of Elmira Road will be constructed by the respective adjacent development component of the Brighton Landing project to the interim configuration. See Figure 4.2 for the location and Figures 4.2.2 and 4.2.3 Elmira Road for the details of the proposed street section (both in the interim configuration and the ultimate alignment).

The transition from four lanes to 2 lanes will occur at the major collector through a lane drop in the east bound direction and through the addition of a lane west of the collector in the west bound direction.

The Private High School would not have major access off of Elmira Road. The Director of Public Works may grant a secondary access off Elmira Road if it is right in only if traffic analysis supports. Primary access for Private School Site

shall be provided from Major Collector at the first proposed intersection south of Elmira Road.

4.2.3 Major and Minor Collector Roads with Trail

Within the Brighton Landing development there is one street section which is designated “Major Collector Road” and two street sections that are designated “Minor Collector Roads”.

The Major Collector Road is 56 feet wide which includes two 20 foot wide lanes and a 16 foot median. There are 10’ wide concrete trails on both sides of the street and with no residential units fronting on the street. See Figure 4.2 for the location and Figure 4.2.4 Major Collector Road for the details of the proposed street section. Where the major collector intersects Elmira Road, a large roundabout will be constructed.

Minor Collector Roads are collectors (40 feet wide) with trails on one side of the street and some residential units fronting on the street. See Figure 4.2 for the location and Figure 4.2.5 Minor Collector Road for details of the proposed street section. One Minor Collector Road fronts the Linear Park on the east side of the Brighton Landing development area. Figure 4.2.6 shows the configuration of the Minor Collector at the Linear Park.

4.2.6 Residential Roads

All other streets not mentioned above will be designated as residential roads. Figure 4.2.7 illustrates the typical configuration of a residential street. This same figure also details the residential street along the south side of the private high school. Figure 4.2.8 illustrates the residential street adjacent to the trail which borders the southern boundary of Brighton Landing. Residential streets within the Brighton Landing Project will be constructed with separated sidewalks where rights-of-way and/or reduced building setbacks will allow for adequate parkway widths to accommodate street trees. This is illustrated in Figure 4.2.9. These streets will comply with the City of Vacaville standards for residential streets design.

4.3 CONNECTIONS

Completion of the street network within the Brighton Landing area will be the impetus for significant improvement in vehicular north south circulation for the eastern portion of Vacaville. Eventually Leisure Town Road will be improved and renamed Jepson Parkway. The facility along with the Major Collector paralleling Jepson Parkway will greatly improve traffic flow to and from Interstate 80. In addition, the completion of Jepson Parkway as envisioned by the STA will provide enhanced connections between Suisun City, Fairfield, Vacaville and Dixon.

4.4 VEHICULAR STREET NETWORK

The following are implementing policies to ensure completion of the Vehicular Street Network as envisioned by this Specific Plan.

4.4-P-1 The density of the residential development shall not generate traffic volumes that exceed the capacity of the Leisure Town Road, Elmira Road, and the Major Collector Intersections based upon General Plan policy.

4.4-P-2 The LOS throughout the remainder of the Brighton Landing area shall comply with the City's Traffic Mitigation Policy of not exceeding LOS C.

4.4-P-3 The City will require the Master Developer to enter into a Development Agreement to provide the necessary roadway improvements to serve the development and mitigate related traffic impacts.

4.4-P-4 Specific Plan developers shall fund circulation improvements necessitated by the Specific Plan development through various funding mechanisms (i.e. assessment districts, traffic impact fees, private funding, etc.).

4.4-P-5 The public road rights-of-way and street improvements shall comply with City of Vacaville standards and said rights-of-way will

be dedicated to the City of Vacaville as public streets as shown in the following Figures:

- 4.2.1 Section A - Leisure Town Road (Jepson Parkway)
- 4.2.2 Section B – Elmira Road
- 4.2.3 Section B1 – Elmira Road
- 4.2.4 Section C – Major Collector Road
- 4.2.5 Section D & D1 - Minor Collector Roads
- 4.2.6 Section E - Minor Collector @ Linear Park
- 4.2.7 Section F & G - Residential Road
- 4.2.8 Section H – Road @ Southern Trail
- 4.2.9 Section I – Residential Street with Detached Sidewalk

4.4-P-6 The traffic roundabouts shall comply with the FHWA latest design guidelines.

4.4-P-7 Traffic calming measures are proposed to ensure safe walking routes for pedestrians and to slow traffic speeds on longer, straight streets. All traffic calming features shall be subject to approval by the Director of Public Works.

4.5 NON-VEHICULAR CIRCULATION NETWORK

Goal: Develop a comprehensive bikeway/ pedestrian system that connect the park, school(s), and major arterials and promote the use of alternatives to driving.

4.5-P-1 Construct the trail/bike system as shown in Figure 4.3 Non-Vehicular Circulation Diagram.

4.5-P-2 Construct interim trail/bike system components as required by the Brighton Landing Mitigation Monitoring & Reporting Plan to ensure adequate non-vehicular circulation beginning with Phase 1 of the project.

4.5-P-3 Trail designs shall incorporate safety features designed to prevent mid-block crossings subject to approval by the Directors of Planning and Public Works.

4.5.1 Bicycle Paths and Bicycle Parking Standards

Pursuant to AQ-2 of the Brighton Landing Environmental Impact Report mitigation measures, the Brighton Landing Specific Plan has been designed to provide bicycle lanes and/or paths, connected to adjacent land uses, and the community-wide trail network. In addition, sidewalks and/or paths have been provided to connect to adjacent land uses, and the existing community wide trail network.

Also, pursuant to AQ-2 of the mitigation measures the bicycle parking standards for the Brighton Landing Specific Plan area are as follows:

- a) For residential development, one, sheltered, secure bicycle parking space per dwelling unit shall be required. Garages, storage sheds, utility rooms, or similar areas that can be secured from unauthorized access and are sheltered from sun and rain would satisfy this requirement without the addition of special improvements or racks. Additional convenient bicycle parking may be provided with exterior racks but does not count toward the sheltered bicycle parking requirement.
- b) New parking areas created to serve nonresidential uses should provide one bicycle parking space for every 20 vehicle parking spaces, with a minimum of four bicycle spaces.
- c) For all school developments, secured bicycle parking shall be provided at a minimum rate of 10 percent of the student capacity plus 3 percent of the maximum number of employees.

4.6 TRANSIT

Goal: Promote increased local transit ridership and provide Specific Plan area residents with the opportunity to use public transportation as an alternative to driving.

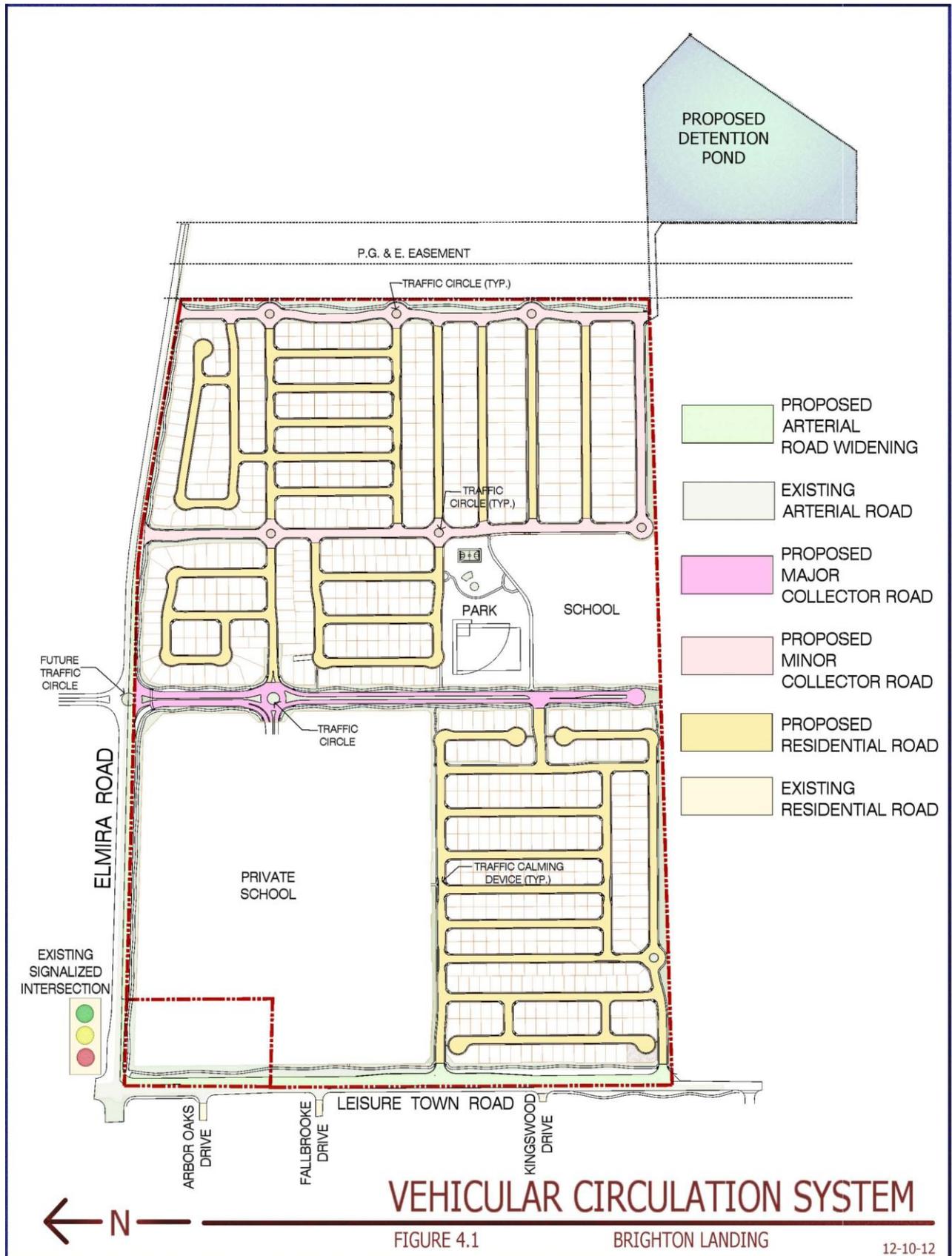
Transit service in Vacaville is provided by Vacaville City Coach through fixed route and dial-a-ride services. City Coach services are coordinated with other area transit services for weekday peak hour commute service along Interstates 80 and 680 corridors. This includes services from the

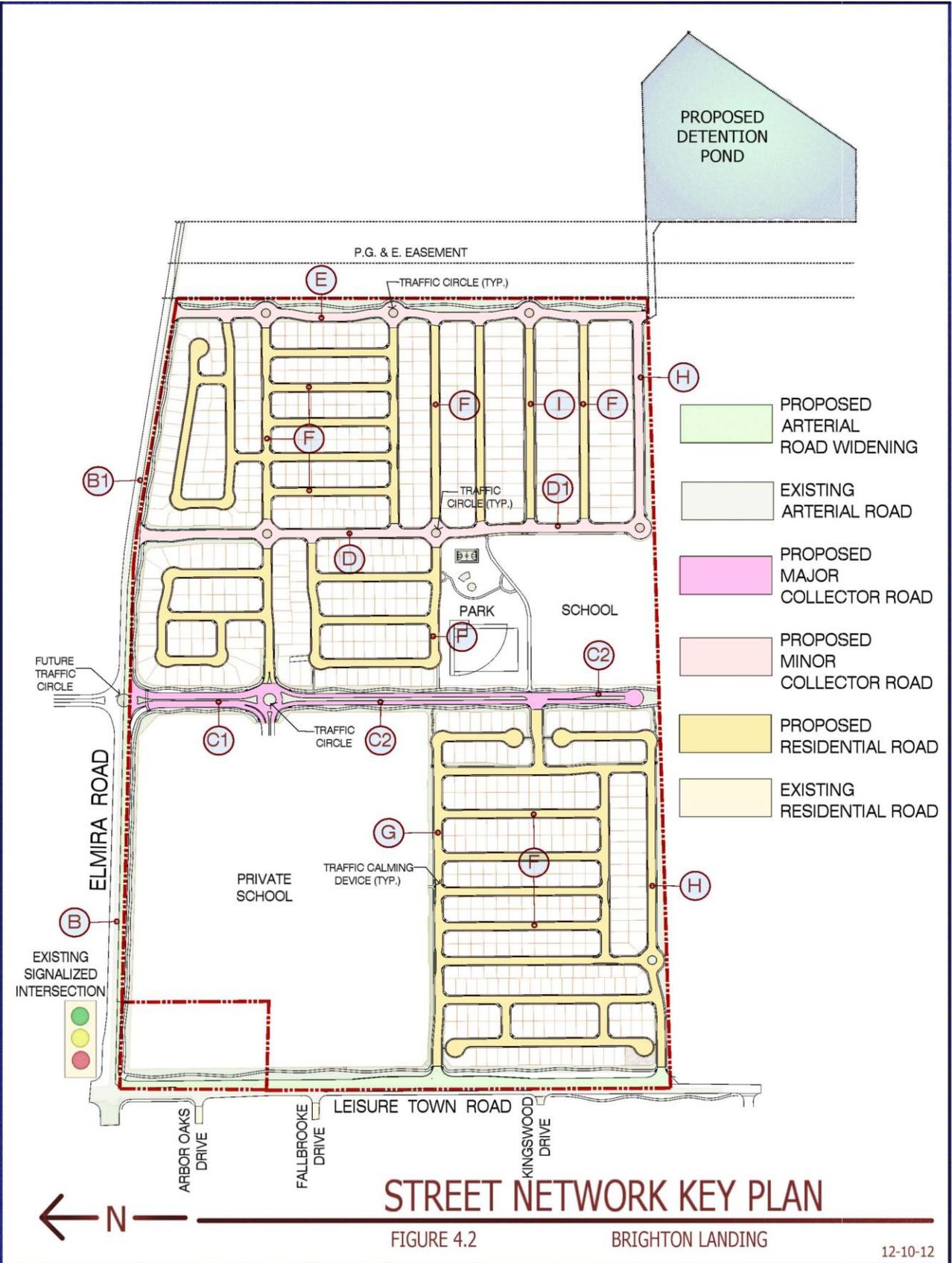
Fairfield/Suisun Transit and Vallejo Transit systems with routes that connect to BART stations in Pleasant Hill and El Cerrito.

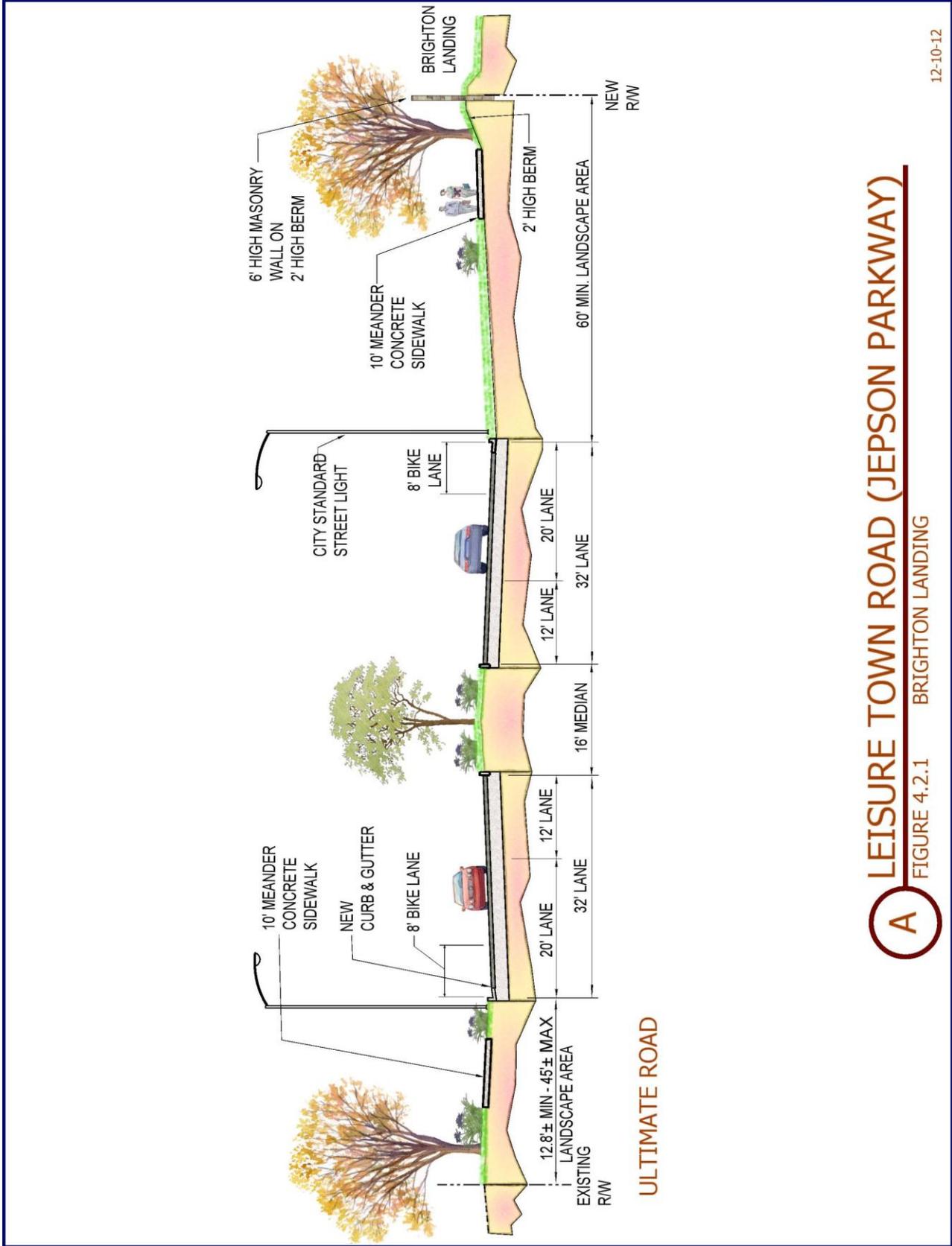
The following are implementing policies to meet the stated goal:

4.6-P-1 Currently, no transit routes traverse Leisure Town Road in the vicinity of Brighton Landing. As part of long range transit planning establishes transit demand, the City will consider extending Routes 4, 5, or 8 to Leisure Town or developing other transit routes to serve the Brighton Landing area.

4.6-P-2 If the City desires to expand Route 4, 5, or 8 (or any other route for that matter) into the Brighton Landing area the developers of Brighton Landing shall install bus turnouts and transit stops in location(s) designated by the City. The project approvals shall establish adequate right-of-way to install future transit stops, on Leisure Town Road, Elmira Road and the Major Collector Street.



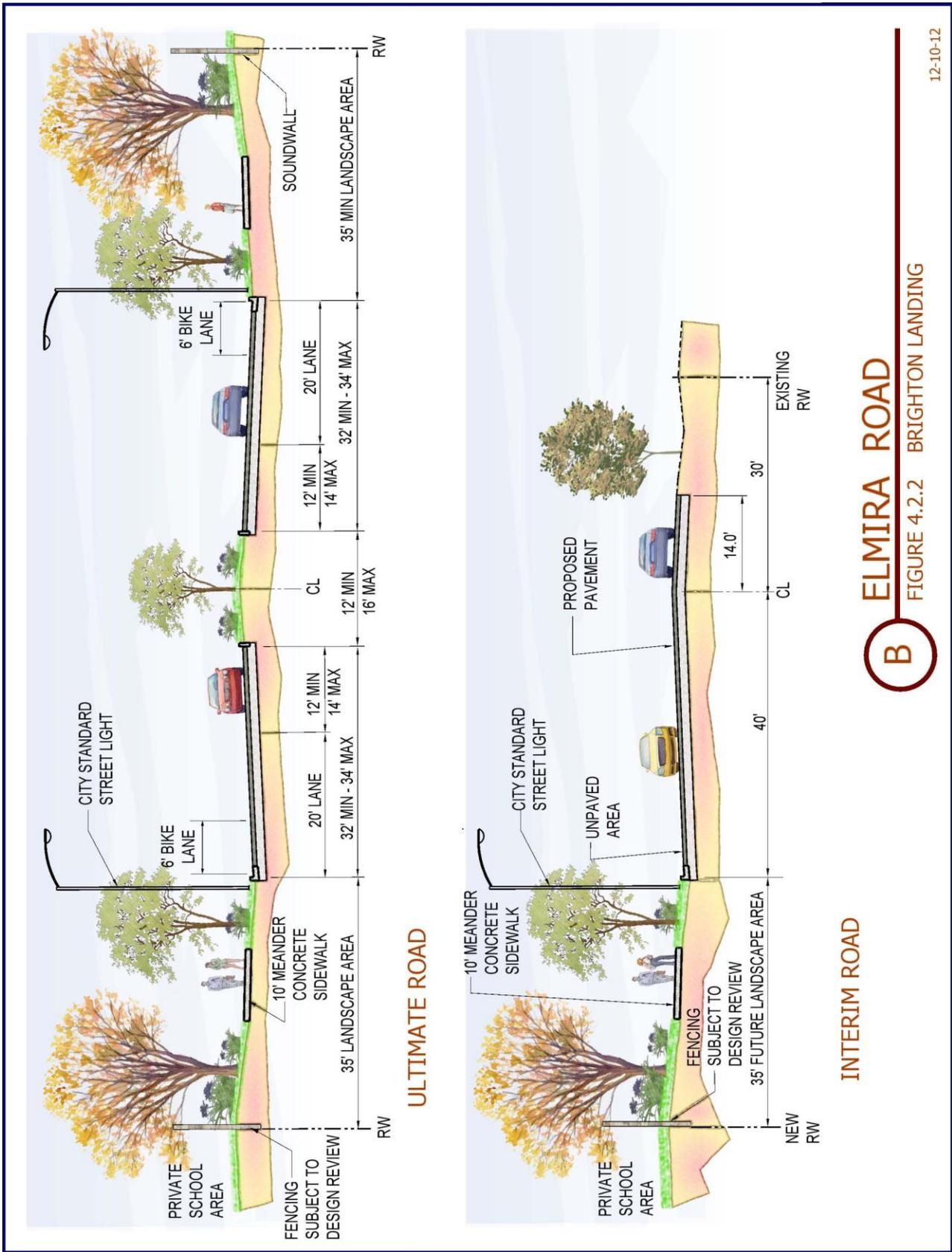




A LEISURE TOWN ROAD (JEPSON PARKWAY)

FIGURE 4.2.1 BRIGHTON LANDING

12-10-12

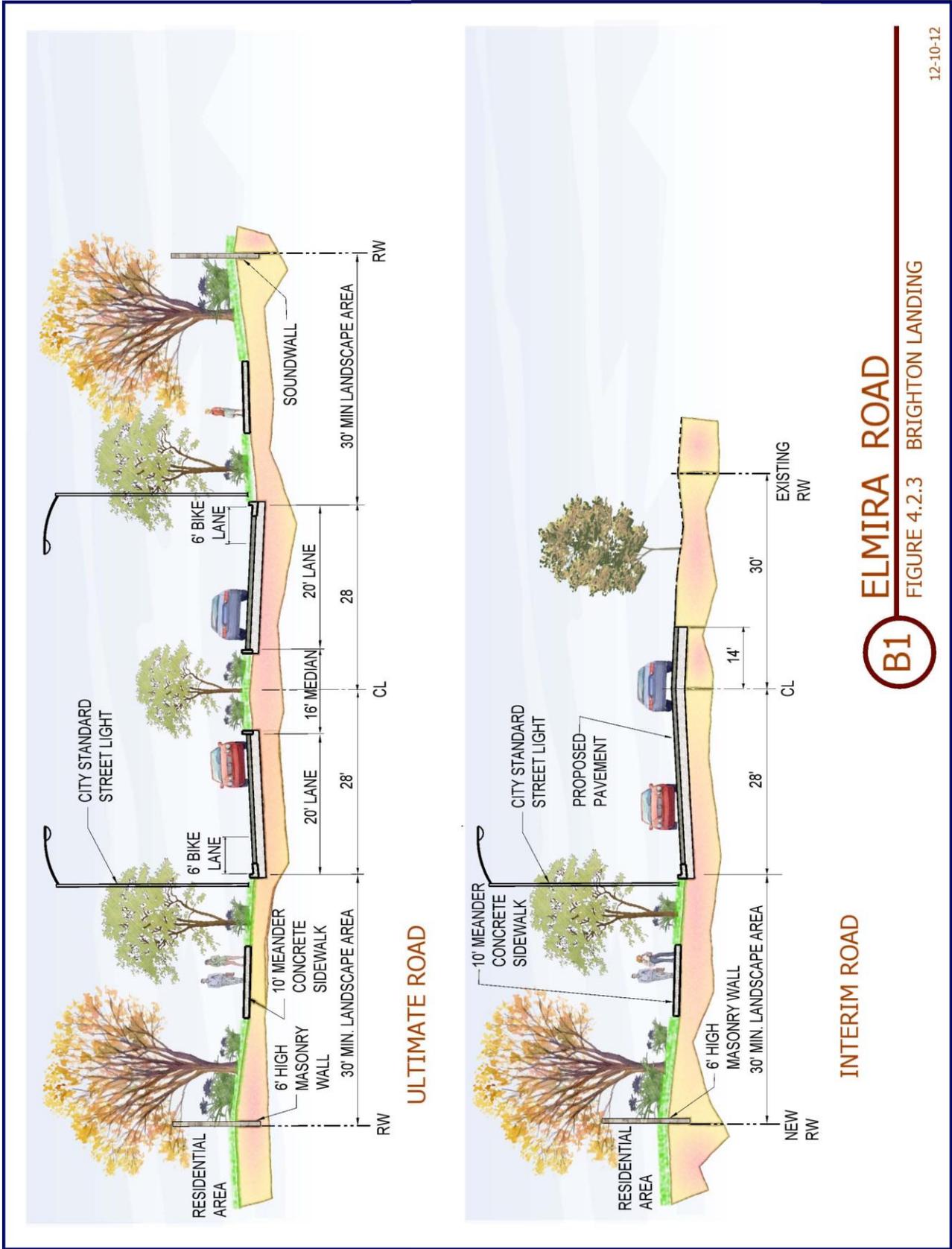


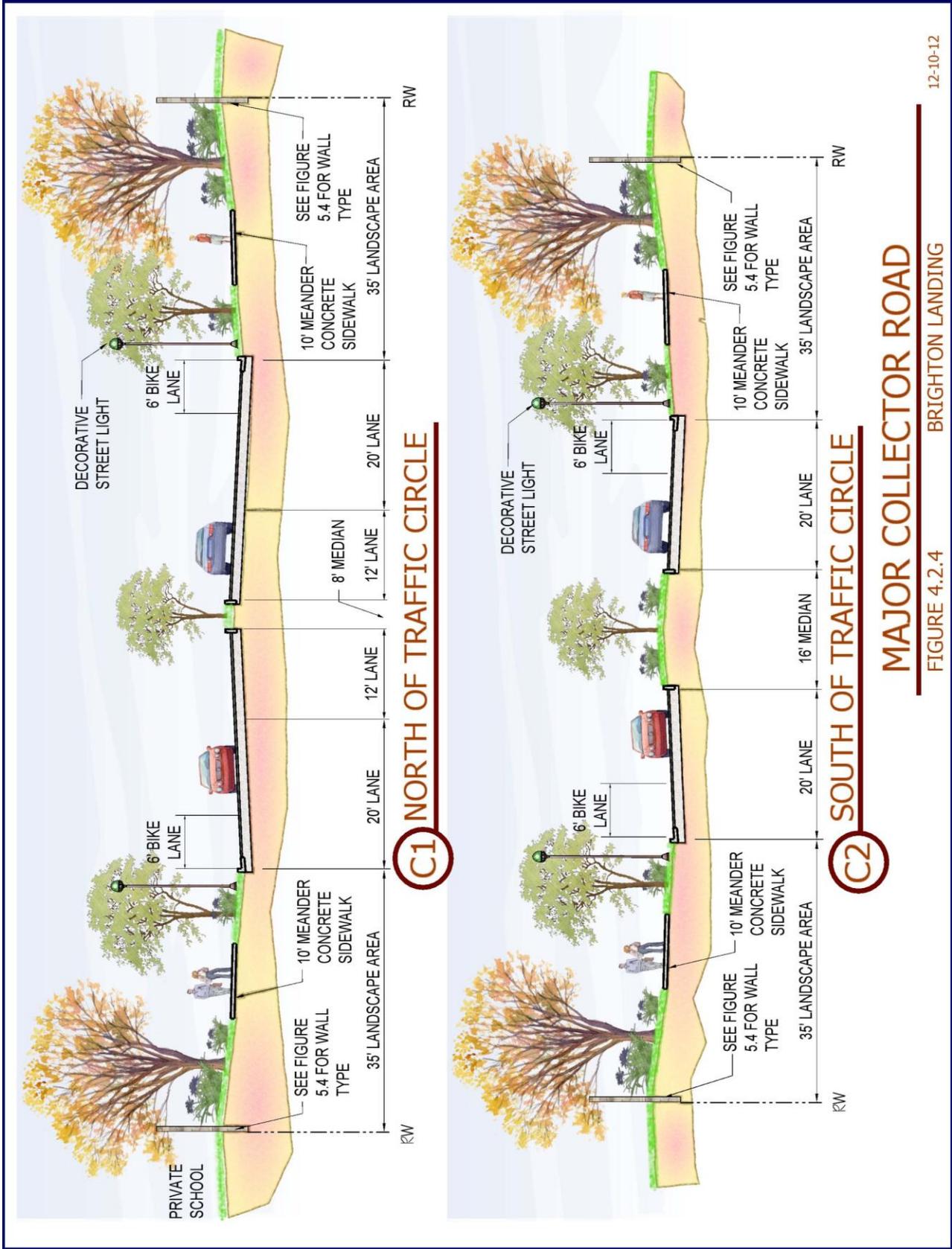
ELMIRA ROAD

B

FIGURE 4.2.2 BRIGHTON LANDING

12-10-12



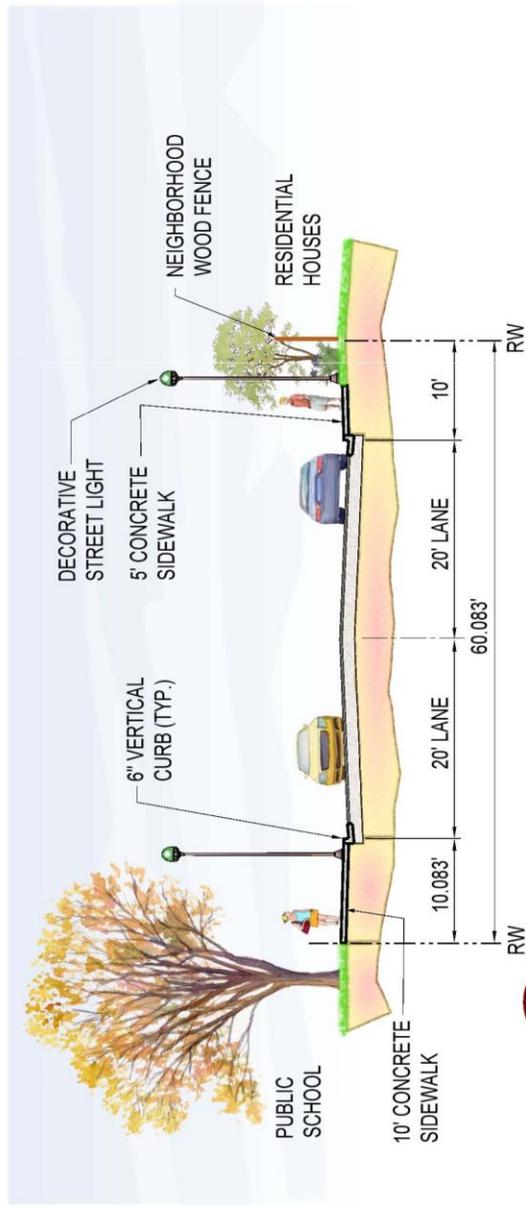


MAJOR COLLECTOR ROAD

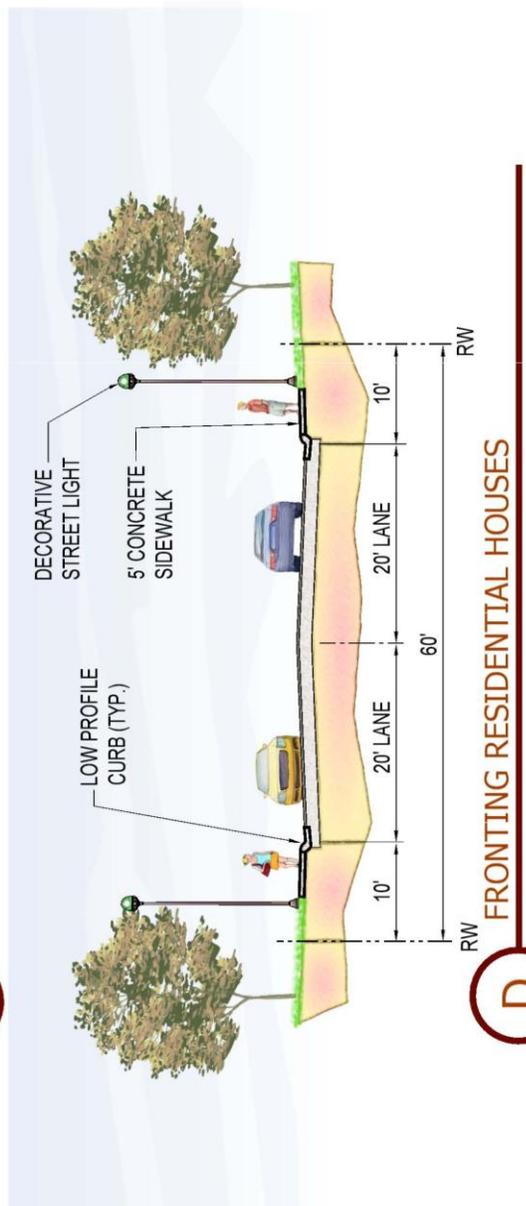
FIGURE 4.2.4

BRIGHTON LANDING

12-10-12



D1 FRONTING PUBLIC SCHOOL



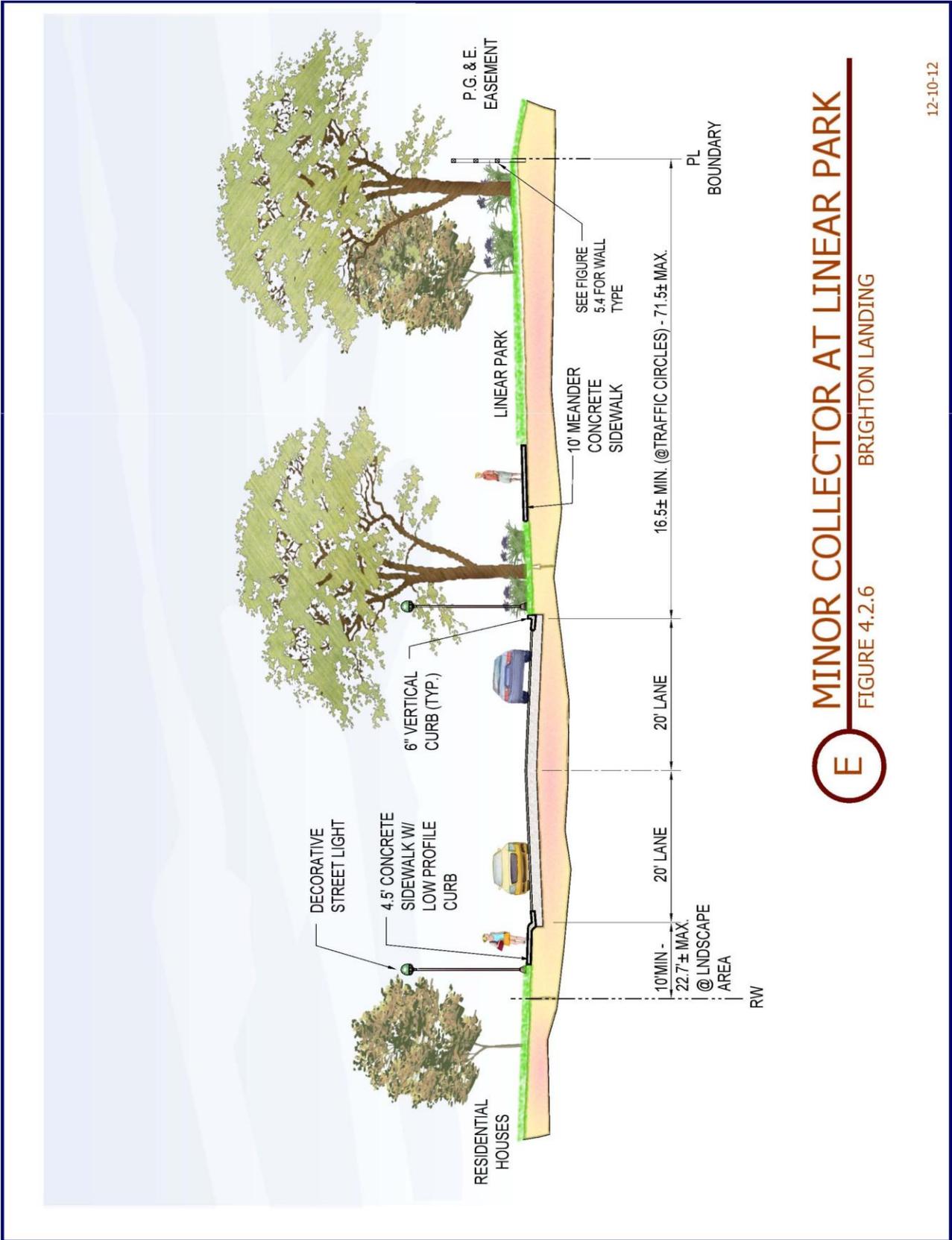
D FRONTING RESIDENTIAL HOUSES

MINOR COLLECTOR ROADS

FIGURE 4.2.5

BRIGHTON LANDING

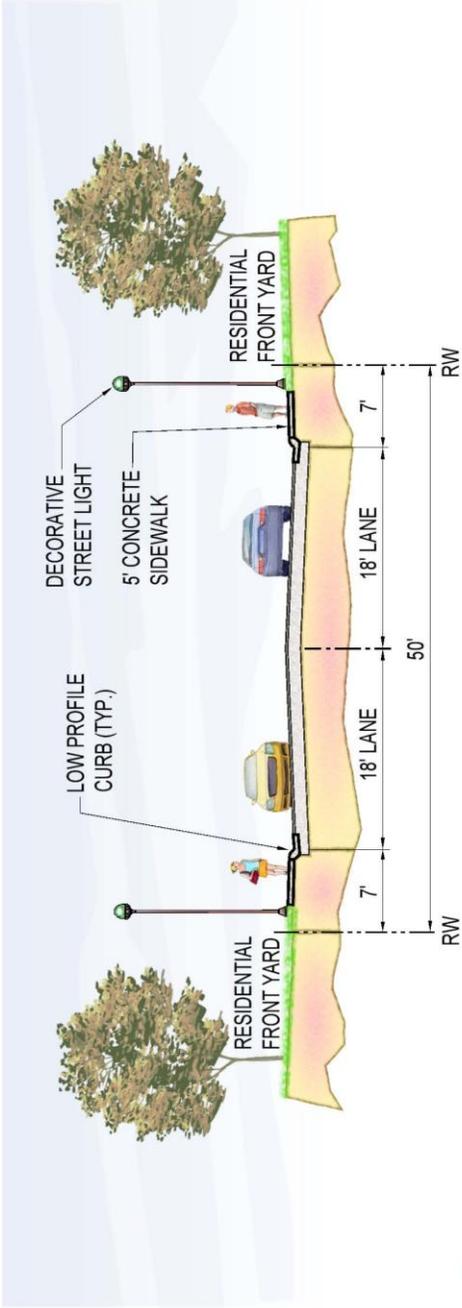
12-10-12



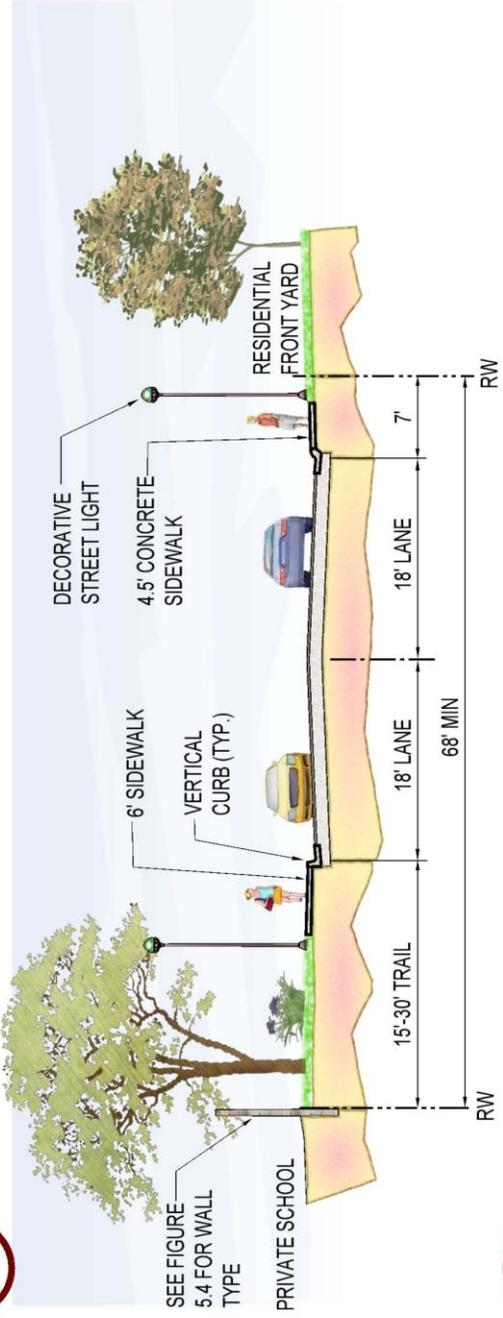
E MINOR COLLECTOR AT LINEAR PARK

FIGURE 4.2.6 BRIGHTON LANDING

12-10-12



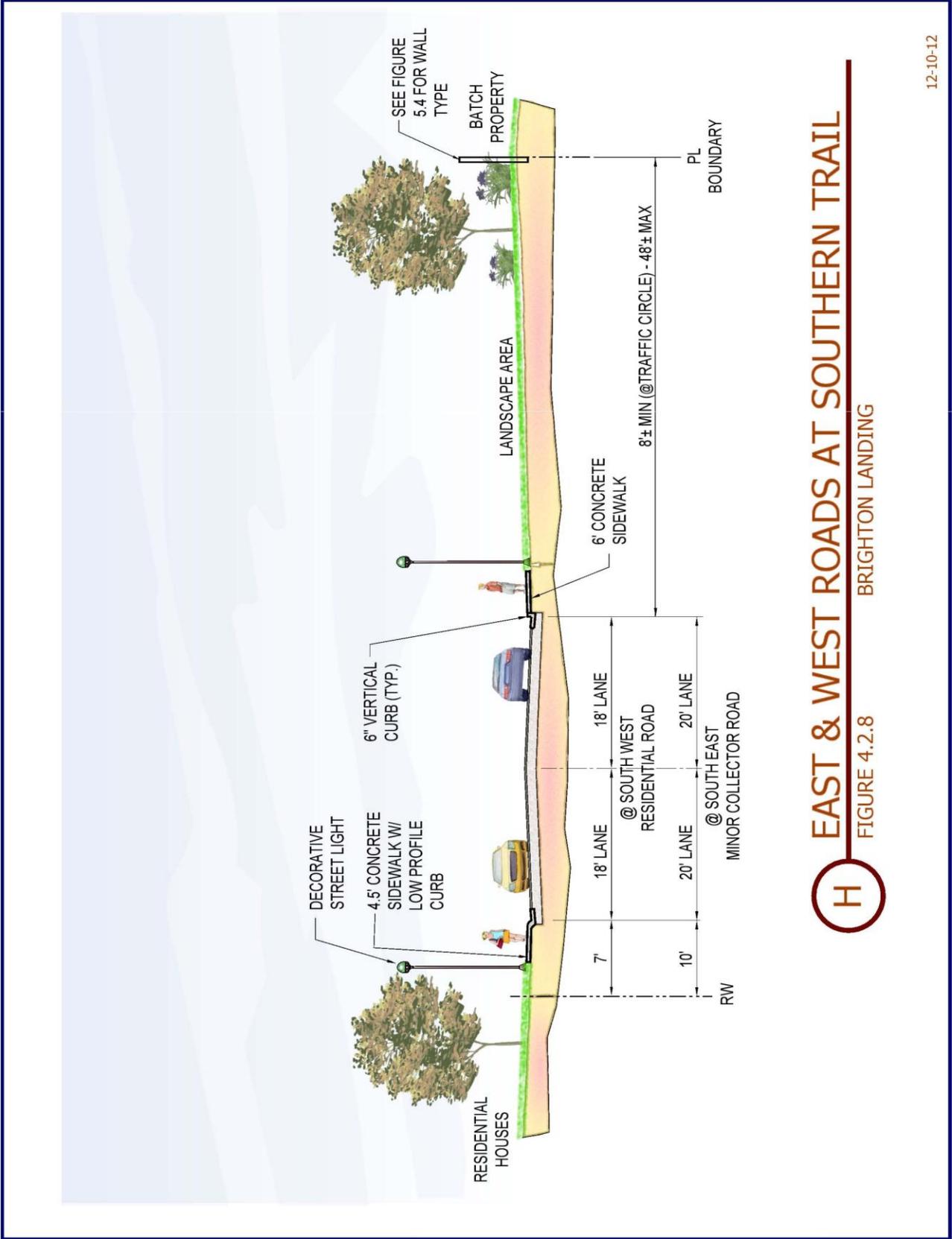
F TYPICAL



G ADJACENT TO PRIVATE SCHOOL

RESIDENTIAL ROAD

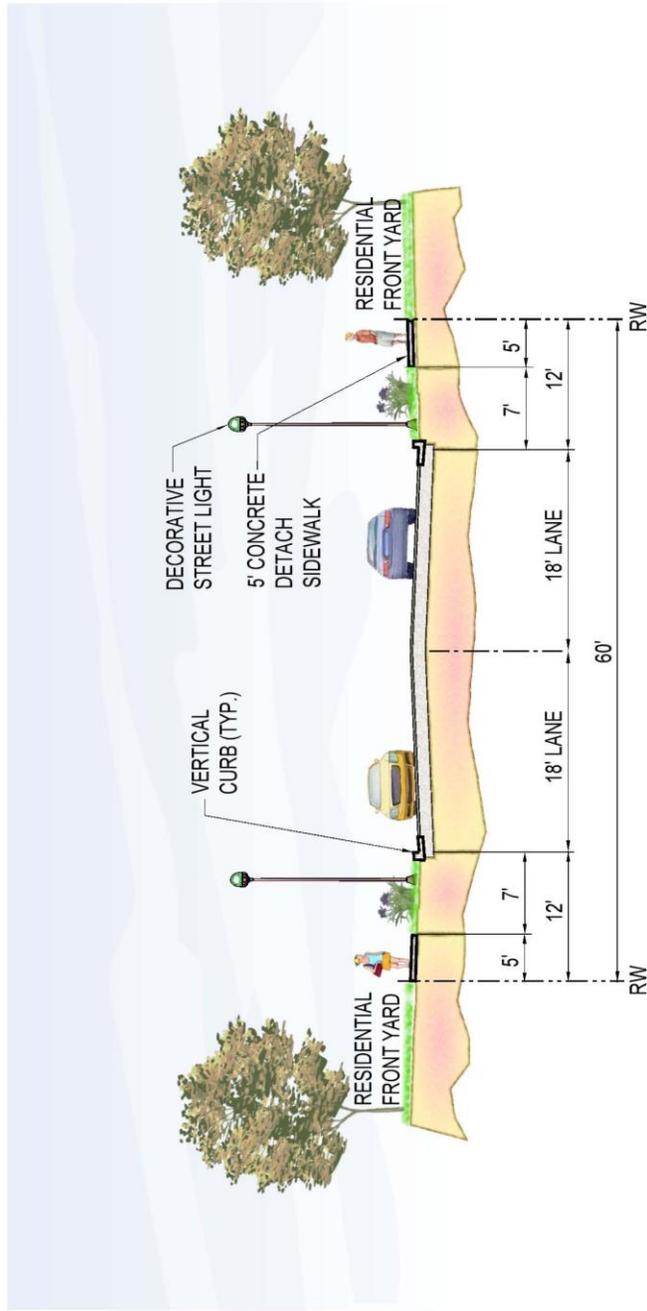
FIGURE 4.2.7 BRIGHTON LANDING



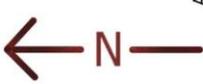
H EAST & WEST ROADS AT SOUTHERN TRAIL

BRIGHTON LANDING

FIGURE 4.2.8



I RESIDENTIAL ROAD
 FIGURE 4.2.9 BRIGHTON LANDING



NON-VEHICULAR CIRCULATION SYSTEM

FIGURE 4.3

BRIGHTON LANDING

12-10-12

5.0 RECREATION, OPEN SPACE AND RESOURCE MANAGEMENT

5.1 INTRODUCTION

- 1. Goal: To protect and enhance existing biological resources.**
- 2. Goal: To provide a development that is compatible with the Agricultural uses to the east.**

Development within the Specific Plan area will comply with the mitigation measures adopted in the Mitigation Monitoring & Reporting Plan for the Brighton Landing Specific Plan EIR (attached to this Specific Plan).

To minimize the impact of the project from Green House Gases (GHG) the houses shall be built using the “Build it Green” concept. In addition, to encourage electrical vehicles (and further minimize the GHG impact), each garage shall install the special plugs used by said vehicles.

The Brighton Landing Specific Plan calls for a 500 foot buffer between the proposed residential and the existing agricultural uses east of the PG & E towers. This 500 foot buffer results in a large area under the power lines, a linear park/pathway along the eastern edge of the Brighton Landing area. With this buffer in place agricultural uses will not be impacted by the proposed project.

5.1-P-1 The area within the 500 foot buffer will be precluded from future development by virtue of the fact that the power line easement comprises a large portion of the area with the balance of the buffer being dedicated to the City as either a linear park/trail or street right of way which will ensure a permanent buffer between Brighton Landing and the agricultural uses to the east. The maintenance will be paid for by the residents of Brighton Landing through the use of a Lighting and Landscape District (LLD). The buffer will not be used for intense public uses. Appropriate uses within the buffer include detention basins and solar energy projects. Preservation of the buffer shall be through means of a dedicated easement or fee title. All uses within the Agricultural Buffer area will be subject to design review by the City.

5.1-P-2 Each phase of the Brighton Landing development will comply with Mitigation Measure Agri-2b of the EIR establishing interim and permanent design features to provide adequate separation between active agriculture and urban development.

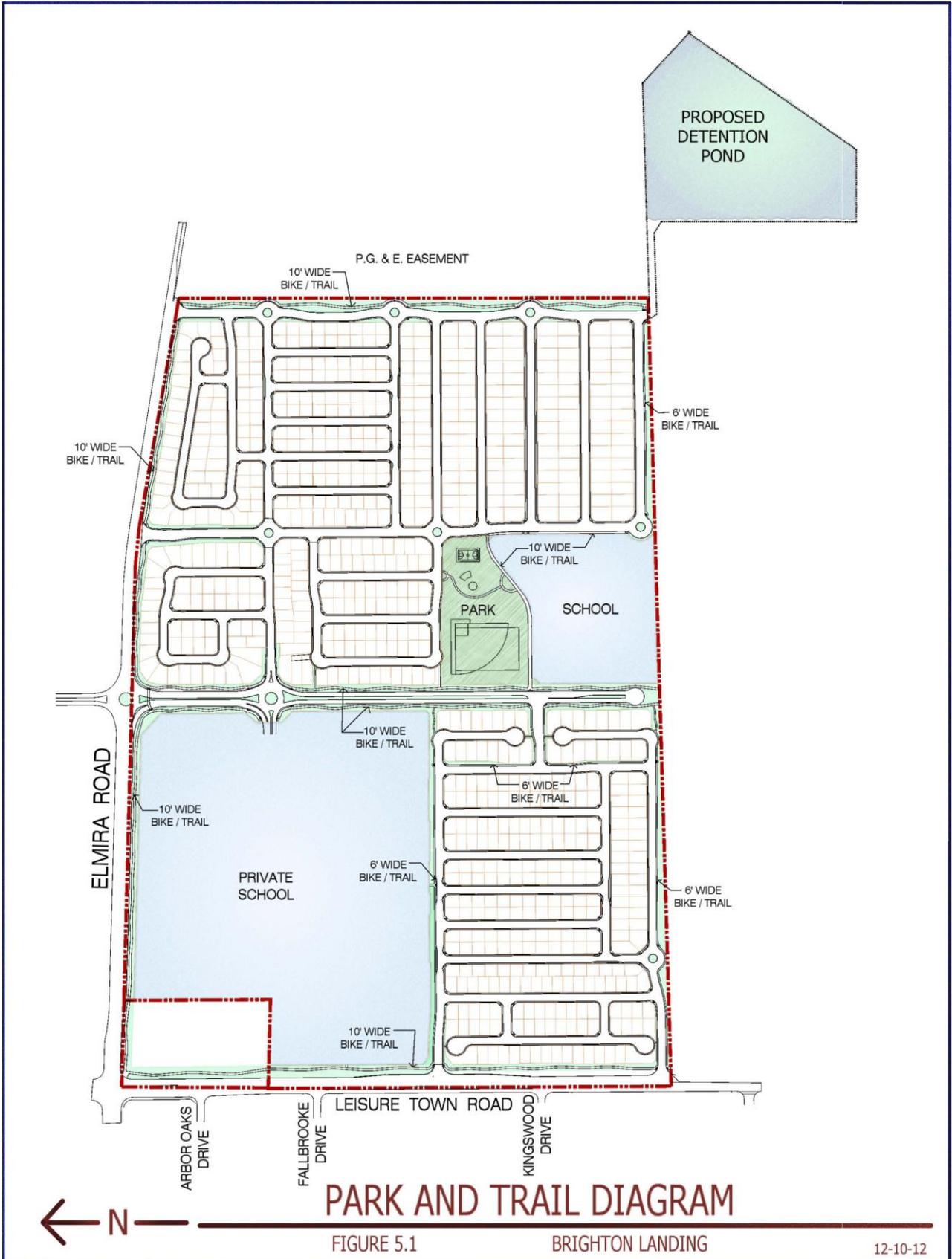
5.2 PUBLIC OPEN SPACE AND RECREATION

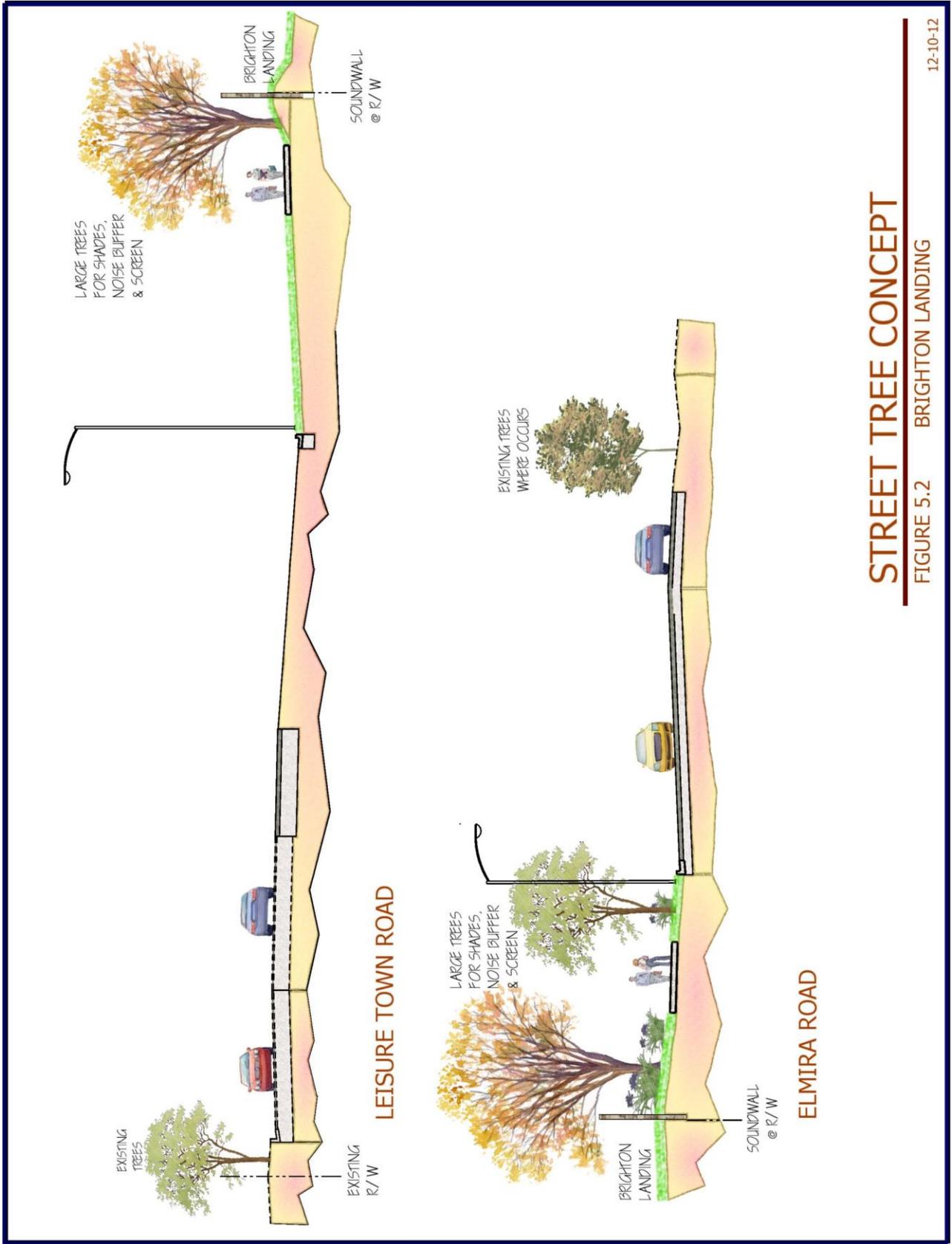
As mentioned in Section 2; development of the Brighton Landing area will result in the construction of a new 6 acre park adjacent to the proposed school site. The City of Vacaville and the Vacaville Unified School District are encouraged to have a joint use agreement regarding this park to increase its usability and functionality. In addition to the new park, a series of trails will be constructed throughout the development which will connect with the park, and the schools. The Brighton Landing project will be constructing approximately 3.11 miles of trails and when combined with the park and landscaping, a total of 21.07 acres are dedicated to open space and recreational area. Street trees will also be planted throughout the project area and will be designed to shade the trails. Figures 5.2 and 5.3 illustrate the street tree concept in various locations.

Figure 5.4 details the fencing requirements at various locations. Along the western edge of the school, the fence will be a wrought iron fence to provide an open feel while preventing school children direct access to the main north south collector. Along the edges that have adjacent agricultural uses, a 48 inch high 3 rail vinyl fence will be installed. On the edge areas where there is a concern with livestock and other animals traversing between the agricultural areas and the residential areas, in addition to the 3 rail vinyl fence, a wire mesh fence will be installed on the agricultural side.

5.2.1-P-1 The park, trails, and backup landscaping will be designed to enhance the Brighton Landing development area. High quality material will be used along with drought tolerant plants in conformance with the City of Vacaville landscape ordinance. The park, trails and back-up landscaping will be dedicated to the City of Vacaville as public amenities with maintenance paid for by the residents of Brighton Landing through the use of a LLD.

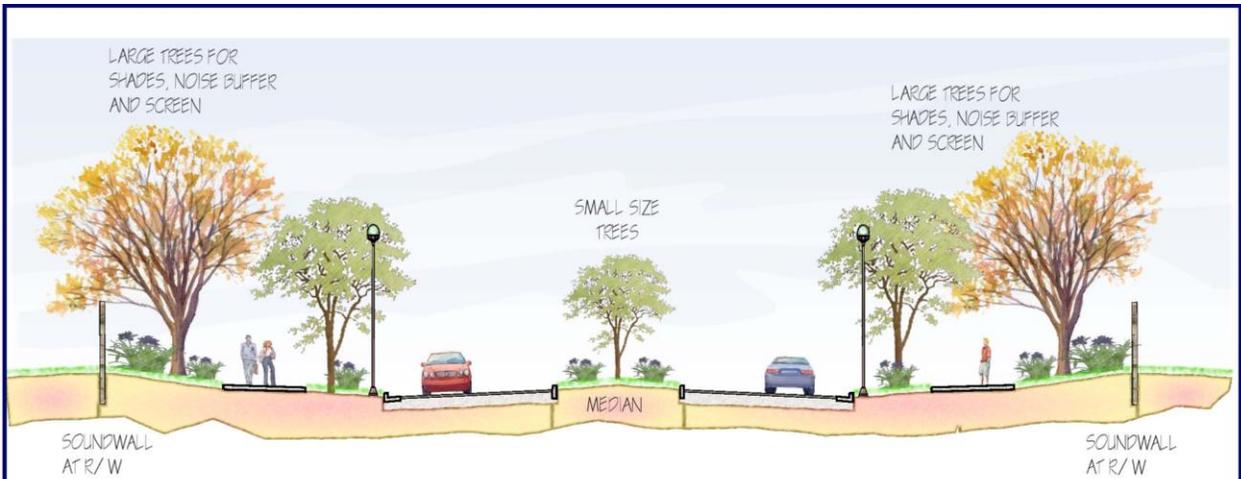
It should be noted that the EIR identified invasive plant species that are prohibited from the Brighton Landing Policy Plan area. Those species are identified in Section 3.5.9.





STREET TREE CONCEPT

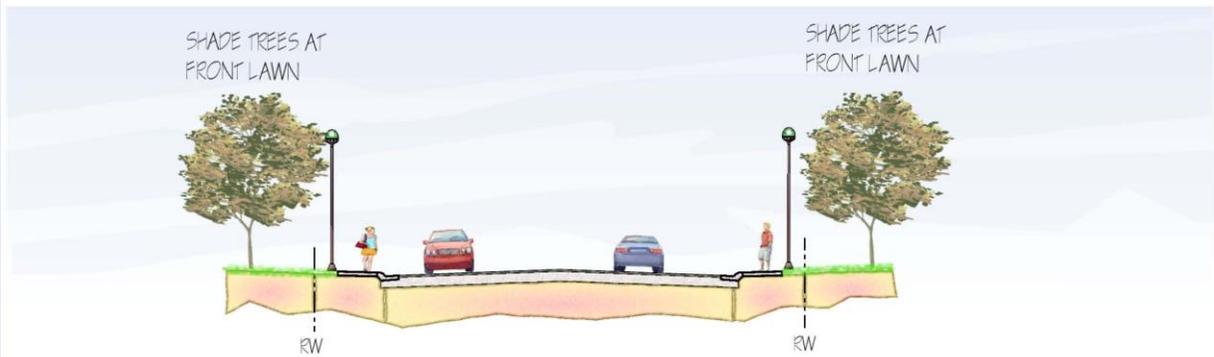
FIGURE 5.2 BRIGHTON LANDING



MAJOR COLLECTOR ROAD



MINOR COLLECTOR ROAD AT LINEAR PARK



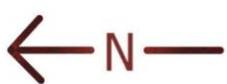
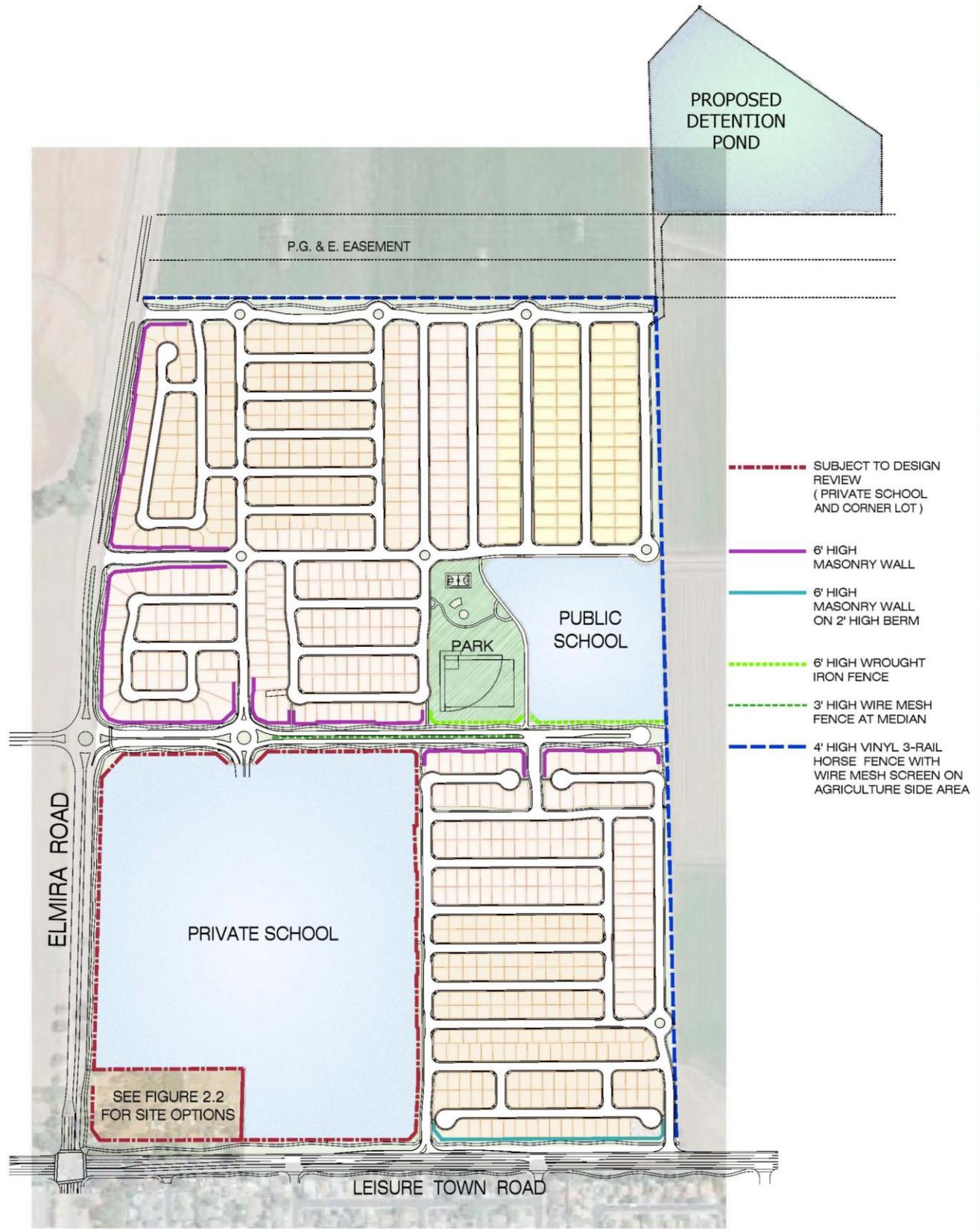
MINOR COLLECTOR / RESIDENTIAL ROAD

STREET TREE CONCEPT

FIGURE 5.3

BRIGHTON LANDING

12-10-12



FENCING PLAN

FIGURE 5.4

BRIGHTON LANDING

6.0 COMMUNITY DESIGN

6.1 INTRODUCTION

- 1. Goal: Create walkable neighborhoods with interconnected streets and trails that encourage pedestrian activity.**
- 2. Goal: Construct a neighborhood park which connects to the trails and is adjacent to the schools.**
- 3. Goal: Construct a regional high school serving 1,200 students.**
- 4. Goal: Construct a public school (anticipated capacity is 650 for an elementary school and 1,100 if expanded in the future to serve as a K-8 school) that serves the needs of the local community.**

6.2 PURPOSE AND INTENT

6.2-P-1 Create an attractive residential setting that compliments surrounding residential development to the west and agricultural uses to the east while setting the stage for future development east of Leisure Road both north and south of Brighton Landing.

6.2-P-2 Create a suitable buffer between the Brighton Landing development and the agricultural uses to the east.

6.2-P-3 Provide design guidelines to ensure that Brighton Landing is an attractive setting for Vacaville residents. The design theme for each village will be developed by the builder of each village and implemented through the Design Review process and approved by the Planning Commission.

6.3 COMMUNITY DESIGN THEME: “LIVABLE NEIGHBORHOODS”

The intent of the Brighton Landing development is to create neighborhoods that families can afford. To that end, the development encourages a variety

of housing types including a significant number of small single family homes on small lots.

6.3-P-1 House design and materials are intended to be of high quality while recognizing the need to keep homes affordable. The choice of materials, colors and detailing shall be thoughtfully integrated into the design. As mentioned previously, the builder of each village shall develop a architectural theme and implement that theme through the Design Review process subject to review and approval by the Planning Staff and the Planning Commission.

6.3-P-2 Neighborhoods should be created with similar design themes and elements to create strong neighborhood identities. This would include incorporating street trees and fencing materials which complement and enhance the design themes.

6.3-P-3 Street trees will be used throughout the Specific Plan to create attractive opportunities for non-vehicular transportation within the neighborhoods.



COMMUNITY ENTRY FEATURES

FIGURE 6.1

BRIGHTON LANDING

12-10-12

6.4 BUILDING FORM

The houses should be designed creating a sense of variety. This can be accomplished by utilizing both one and two story elements on the same building and by varying roof plans. In general the community's architecture should create a pedestrian friendly street experience, create neighborhood identity and recognize the need for more affordable living.

6.4-P-1 There should be a wide range of product types incorporated into the various neighborhoods.

6.4-P-2 Garage doors should not become the dominant element of the front elevation. Relief should be achieved by recessing doors and by varying the garage orientation (recessed, swing-in, side street access, etc.).

6.5 STREETScape CHARACTER

Streets will be planted with approved street trees and enhanced streetscape landscaping as defined in subsequent submittals. Streetscapes should reflect the identity of the roadway system. Taller more imposing trees and widened (20-35') landscape strips should define the arterials and major collectors. Medium-sized trees and smaller (5-20') landscape strips should articulate the minor collectors and certain residential streets. In general street trees should be used consistently on residential streets to establish attractive neighborhoods. On major streets, street trees will be planted on both sides of major pathways to provide shade cover for these trails.

6.6 ENTRY FEATURES

Entry features should be located at four key locations on the exterior of the Brighton Landing development area (in each case the developer closest to the designated feature will be responsible for its construction). Refer to Figure 6.1 Community Entry Features Locations:

1. On the east side of Leisure Town Road at the intersection of the road at the center of the Brighton Landing development area.

2. On the south side of Elmira Road at the intersection of the street closest to the PG & E towers near the eastern end of the development area.
3. On the east side of the Major Collector at Elmira Road.
4. On the west side of the Major Collector at the southern most street that intersects the Major Collector.

6.6-P-1 The developers of the Brighton Landing project will design and install entry features at the locations designated above. The design for the first entry feature will be used for subsequent features. Entry features will be placed within the landscaped areas, outside of the sight-distance areas at street corners. In addition, at other corners where masonry walls wrap residential lots, the builder shall use enhanced masonry features consistent with the entry feature theme.

6.7 SCHOOLS

An 11.0 acre site has been set aside for the construction of an elementary school serving the Vacaville Unified School District. At the time of the preparation of this Specific Plan no decision has been made by the School District regarding the required school configuration. The 11.0 acre site as configured with the Brighton Landing development can be developed as an elementary school. If the District chooses to construct a K-8 school or a middle school the Brighton Landing site will serve as the northern half of the ultimate school. The southern half of the school site would be on the Batch Property. The PLUA provides for this southern half of the school on the Batch property.

The Vacaville Unified School District, with input from the City of Vacaville and the developers of the Brighton Landing project, will design and construct a school that is in keeping with the character of the Brighton Landing development area to serve the needs of the residents of east Vacaville. Developer impact fees generated by development east of Leisure Town Road will fund construction of the school.

In addition to the public school site a 50 acre site is set aside for the construction of a private regional Catholic High School. The school would be sized to serve approximately 1,200 students and faculty. The school design will require City of Vacaville approval and the design and character of the school facility should be in keeping with the overall design of the Brighton Landing development.

Both schools will require City of Vacaville water and sewer services to develop. Road improvements should be designed to facility to heavy traffic flow expected during morning and afternoon peak hours when students are being arriving or leaving school. The Vacaville Unified School District and the Catholic High School operators are encouraged to coordinate schedules to minimize the impacts the schools may create for each other (i.e. stagger starting and dismissal times).

7.0 PUBLIC FACILITIES

7.1 INTRODUCTION

This section of the Specific Plan provides both general and specific guidelines for the development of future infrastructure facilities necessary to serve the Brighton Landing development area. The infrastructure facilities covered in this section include water distribution (potable and non-potable), sanitary sewer collection, storm drainage and detention, gas, electric, telephone, and cable TV.

The time frames for installation of various public facilities will be established through the adoption of a financing plan, such as a Brighton Landing Benefit District. This District will spell out which improvements will be required with each phase of construction. This is discussed in greater detail in Section 9.3.

This section's specific purpose is to:

1. Ensure that the project incorporates adequate water and sewer facilities to meet the needs of the Brighton Landing area.
2. Use non-potable water in Brighton Landing to reduce demand for potable water.
3. Size a detention basin to mitigate for increased run-off due to development.
4. Present preliminary sizes of utility components. Final pipe sizes will be based on computer modeling using the City wide models maintained by the Utilities Department and funded by the developers and will be subject to the approval by the Director of Utilities prior to design approval. On-site piping and utility facilities shall be sized to accommodate only the development in the Specific Plan area. However, some facilities are sized or placed in order to connect with anticipated development from the PLUA for the Updated General Plan which was approved by the City Council in December of 2011.
5. Identify off-site improvements which are necessary to serve the project. Again, as mentioned in number 4 above, some facilities are sized or placed in order to connect with anticipated development from the PLUA.

Goal: Ensure that project design incorporates adequate infrastructure facilities to meet City design standards and the needs of the Brighton Landing residents.

Goal: To the extent required by law, use non-potable water and water conservation practices in the Brighton Landing area to reduce demand for potable water.

7.2 WATER SUPPLY

Goal: Provide an adequate and reliable source of potable and non potable water for the Brighton Landing Specific Plan area.

7.2.1 Potable Water Supply

Figure 7.1 shows the Potable Water Specific Plan with existing and proposed water line sizes. In general, Leisure Town Road has an existing 12" water main and it is intended that there will be 12" water mains in all arterials (including Elmira Road) and collectors. In addition, a 12" water main is envisioned for the Major collector to serve as a future water main for development east of Leisure Town Road. Streets surrounding the school sites will require 12" water mains. All other streets will contain an 8" water line with domestic services and fire hydrants appropriately sized and spaced to serve the development. For RLMD areas, 8-inch water lines are appropriate where building separation requirements are met. That requirement is that the eave to eave separation of buildings is at least 6 feet.

7.2-P-1 Each developer will be responsible for construction of their portion of the water lines shown on the Potable Water Specific Plan. Per the recommendations in the Nolte Technical Report for Brighton, each developer will be required to demonstrate that the proposed phasing of water line installation will provide for adequate redundancy (looping) and flow to the satisfaction of the Director of Public Works.

7.2-P-2 Adequacy of the water distribution system needs to be confirmed in each phase up to and including build-out to the satisfaction of the Director of Utilities.

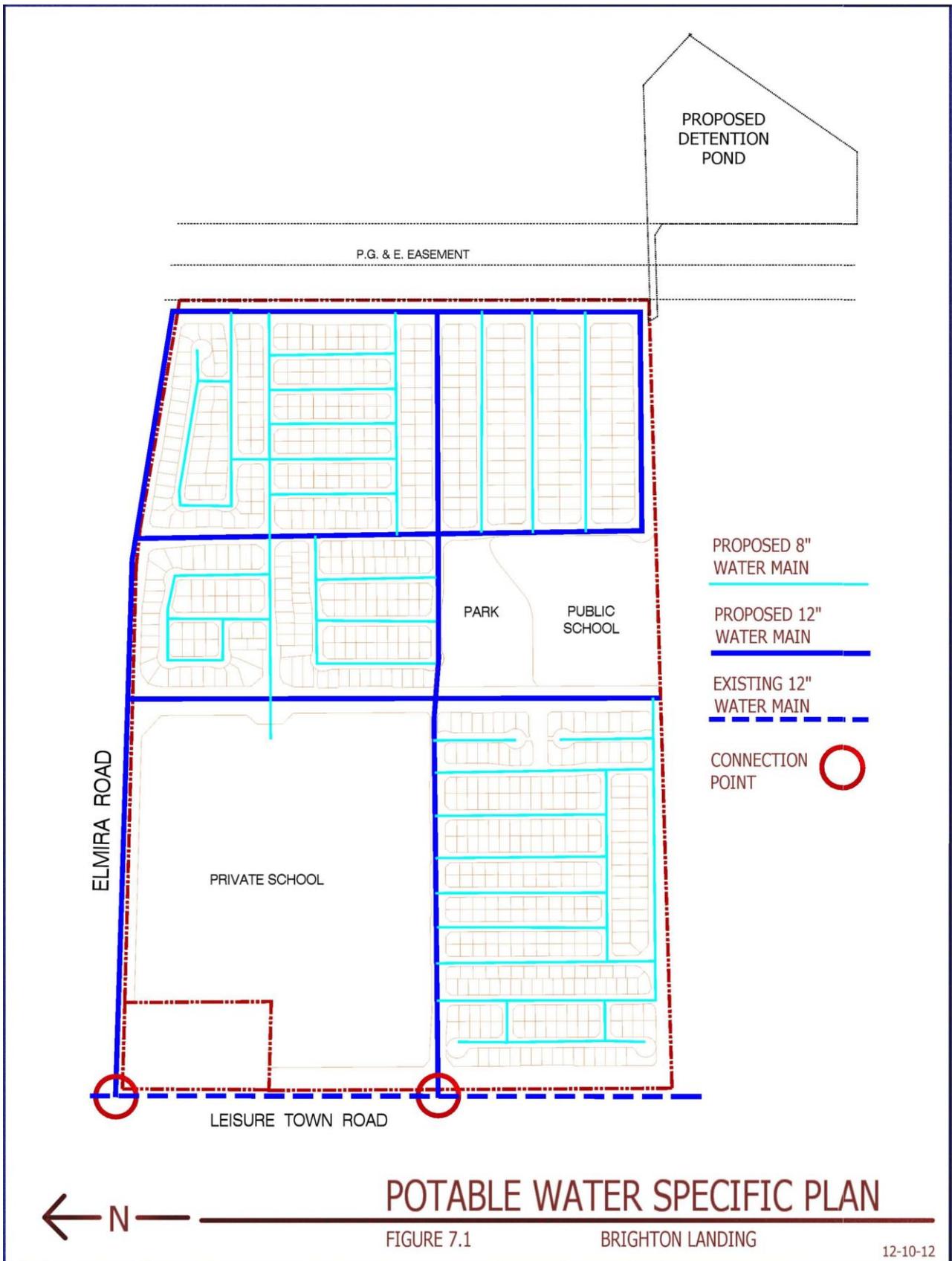
7.2-P-3 Developers will use low-flow irrigation systems and drought resistant plant materials to the extent that it is required by law.

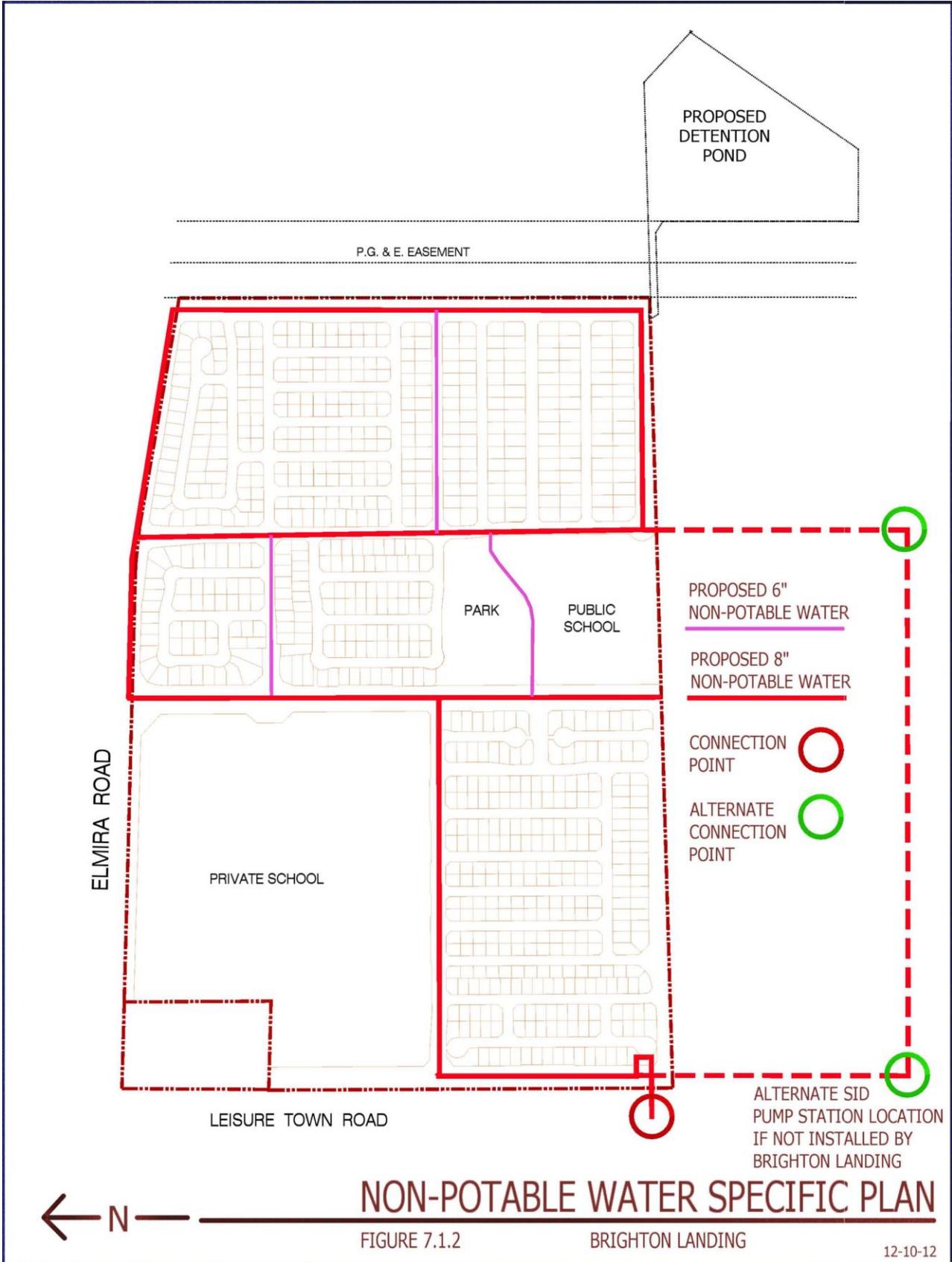
7.2.2 Non Potable Water Supply

Figure 7.1.2 shows the Non Potable Water Specific Plan with existing and proposed water line sizes. In general, 8" water mains are to be located in all arterials and collectors. On Leisure Town Road it is envisioned that a Solano Irrigation District (SID) pump will be required. The 8-inch non potable water mains will be constructed as each phase proceeds.

The developers of Brighton Landing shall be responsible for the design and construction of an SID Pump Station. Prior to the installation of the pump station, landscaping will be irrigated with potable water through the use of temporary connections. The construction costs for the pump station will be a component of the Brighton Landing Benefit District. The pump station will be located at the southwest corner of the project adjacent to Leisure Town Road and the trail. Final detailed plans will be processed with the initial Large Lot Tentative Map.

The areas served by SID non potable water (park, backup landscaping, etc.) will remain within the boundaries of the Solano Irrigation District. All other areas will be deannexed from the District.





7.3 SEWER

Goal: Provide an adequate and reliable wastewater collection system for the Brighton Landing Specific Plan area.

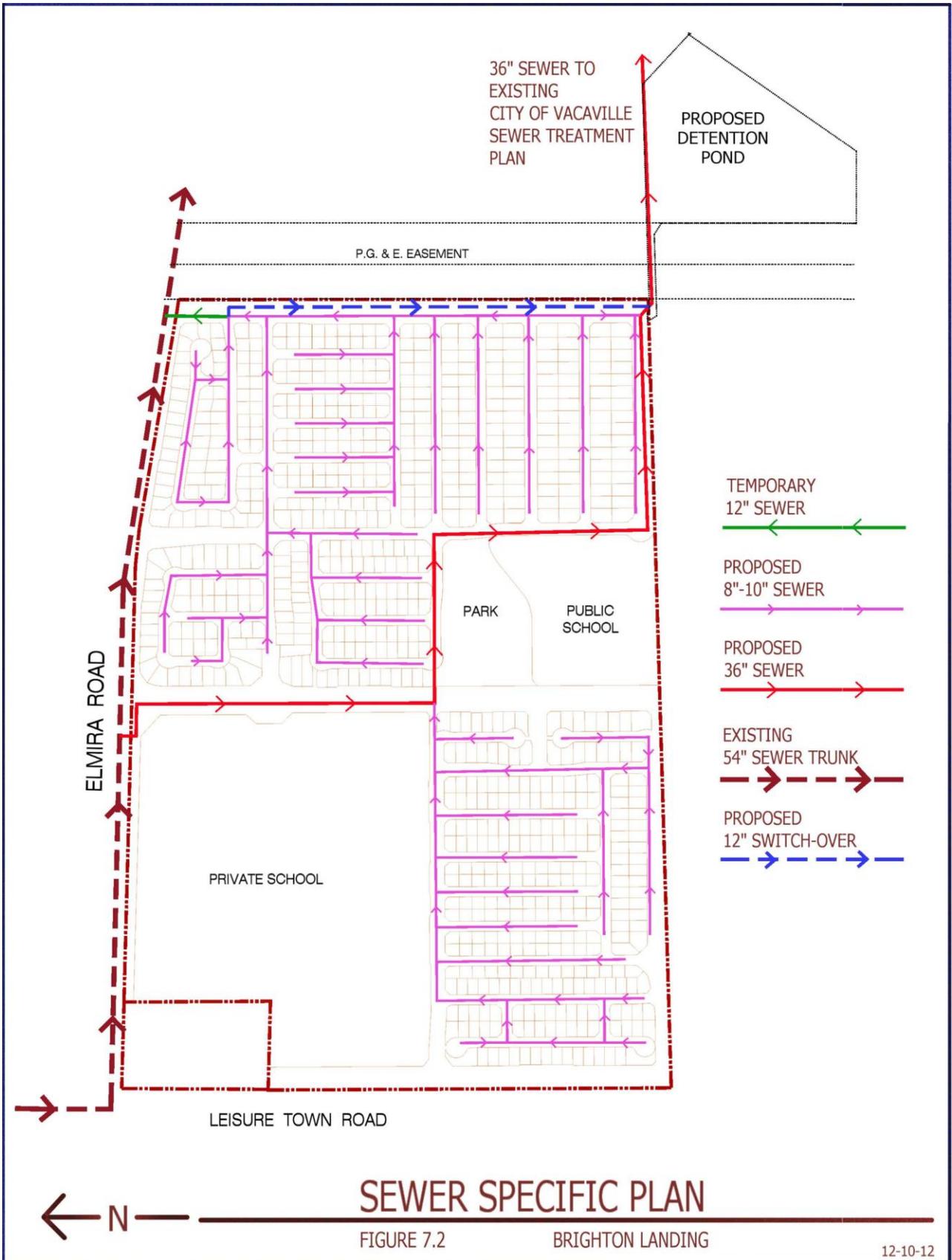
Figure 7.2 shows the Sewer Specific Plan with existing and proposed sewer line sizes. In general, all streets will have a minimum of an 8" line. It is envisioned that the Brighton Landing development will be key in developing a sewer system that will serve the entire area of future development east of Leisure Town Road. Preliminary analysis of the required sewer main line indicates that a new 36" trunk main from the Easterly Waste Water Treatment to and through Brighton Landing will be required. The depth of the sewer line is also critical to insuring that development can occur without significant importing of soil to raise the property to maintain adequate sewer cover. Beginning a new sewer system at the treatment plant allows for that design. A Sanitary Sewer Study will be required for the area that will include the size, location, phasing, etc of the sanitary sewer system. The construction of the various phases of the Brighton Landing project will comply with the findings/requirements of this study.

The 36" trunk sewer line is in excess of what the Brighton Landing project would be required to construct as it will potentially serve approximately 3,000 +/- acres of development. The size of the 36" sewer may change based on final analysis of the Preferred Land Use Alternative. Further, it is recognized that development of the sewer system beyond Brighton Landing will likely require the formation of a Sewer Assessment District or Benefit District. It is expected that the Brighton Landing Project would participate in the formation of the District which would result in the Brighton Landing developers being reimbursed for the portion of the sewer system installed that is in excess of their obligation. The exact dollar amounts would be worked out in the formation of the Assessment or Benefit District. The depth of the 36-inch sewer main shall be master planned with the PLUA in order to ensure this facility is placed at the appropriate depth to alleviate need for upstream lift stations and provide adequate cover in the event of overflows.

To reduce the upfront costs associated with development of Brighton Landing, discussions have occurred with the Public Works Department to construct a temporary connection to the 54” sewer main in Elmira Road. This temporary connection would be used for up to 386 housing units. The developers of the first 386 units would be required to contribute funds to be set aside for the construction of the ultimate sewer improvements. It is expected that after 386 housing units are constructed, a 12” sewer line will have been installed underneath the east boundary trail which will facilitate disconnecting the sewer into the 54” and allow for the flow to be transmitted to the new 36” sewer main. The proposed “switchover” line is shown in green on Figure 7.2. The Development Agreement contains provisions relating to this requirement.

Further, to the extent that sewer improvements are installed that are part of the existing City sewer master plan (i.e. projects that been identified as components of the City’s sewer impact fees); fee credits will be available.

7.3-P-1 Each developer will be responsible for construction of their portion of the sewer lines shown on the Sewer Specific Plan (Figure 7.2). The Brighton Landing Benefit District will be created which will identify timing of improvements and costs that must be set aside to demonstrate adequacy of each phase of the system up to and including full build-out to the satisfaction of the Director of Utilities.



7.4 STORM DRAINAGE

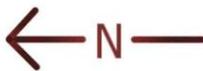
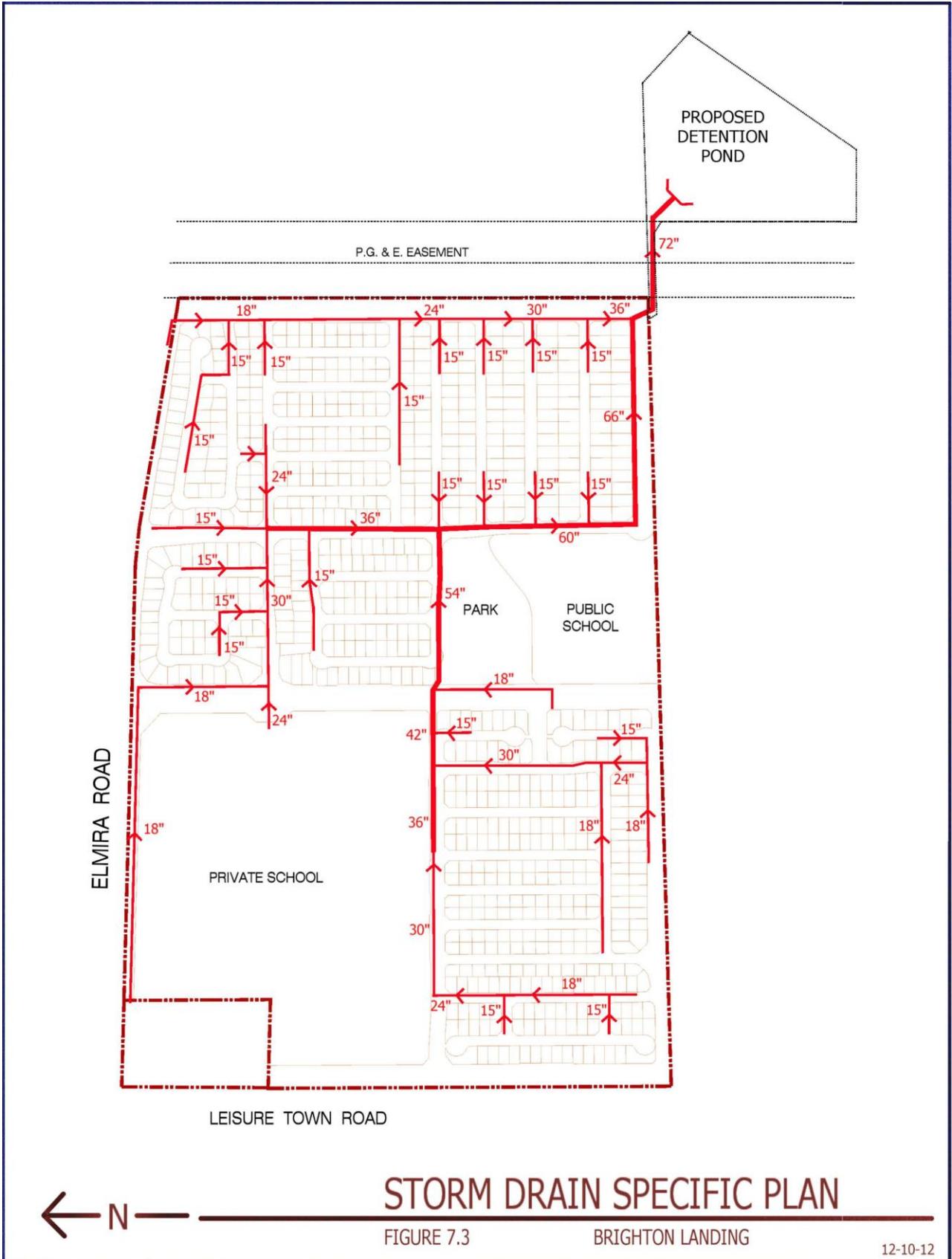
Goal: Provide an adequate, efficient and environmentally compatible storm drainage system for the Brighton Landing Specific Plan area to meet City standards and the requirements of the City's storm water permit.

7.4.1 Existing Setting

The entire Brighton Landing area is very flat with little grade difference across the property. Generally, the land slopes from west to east with drainage eventually ending up in Alamo Creek. Current City Policy requires that all new development be required to mitigate its drainage through detention such that peak after development run-off does not exceed of pre-development run-off. Because the terrain is so flat, and in order to develop the property without increasing peak run-offs; detention basins will need to be constructed with the use of pumps to discharge the water out of the basins at a prescribed rate of flow. Further, to reduce maintenance costs every effort should be made to minimize the number of basins east of Leisure Town Road. With the development of Brighton Landing, a detention Basin would be constructed on the Batch property adjacent to and east of the PG & E tower lines. This basin would serve a large area (nearly 400 +/- acres if approved with the General Plan Update) and be located in an area that will not interfere with agriculture or future development. As part of the development review for the Brighton Landing project, a Hydrology Study shall be prepared by the developer that will identify the size, location, phasing, etc. of the various storm drain facilities required for the project. The phasing plan for Brighton Landing will include a drainage master plan to identify the drainage infrastructure required as each phase is constructed.

The pipelines through the Brighton Landing development to the detention will range in size from a 72" line discharging into the basin to 15" lines at the upper ends of the system. A layout of the proposed drainage system throughout the Brighton Landing development is shown on Figure 7.3 Storm Drain Specific Plan. Discharge from the basin will be through use of a pump system discharging into a small creek paralleling the railroad tracks which travels north to Alamo Creek.

Funding for the maintenance of the detention basin will be through the formation of a Lighting and Landscape District.



STORM DRAIN SPECIFIC PLAN

FIGURE 7.3

BRIGHTON LANDING

12-10-12

7.5 STORM WATER QUALITY

7.5.1 Introduction

The Brighton Landing project is committed to fulfilling its Clean Water Runoff requirements. As required by the Regional Water Quality Control Board the project will have a Stormwater Pollution Prevention Plan (SWPPP) for the project along with identifying the Best Management Practices (BMPs) planned for implementing and maintaining procedures outlined in the SWPPP.

7.5-P-1 Prepare and implement a comprehensive Stormwater Pollution Prevention Plan (SWPPP) for the project.

7.5-P-2 The Project SWPPP and Project Improvement Plans shall identify all Best Management Practices (BMPs) planned for implementation during and following project construction, including Source Control BMPs, Treatment Control BMPs and Post-Construction BMPs. Said Project BMPs shall comply with City of Vacaville Design Standards and BMPs. Sediment and other particulates will be controlled through the use of berms and other devices within the basin which will slow the velocity of storm water and allow the sediment to settle out. Deposited sediment will be periodically removed by City of Vacaville maintenance crews. Costs to maintain the basin will be through a LLD funded by the residents of Brighton Landing. The Brighton Landing Detention Basin is intended to serve as a regional detention basin for both Brighton Landing and the Batch property and as the Post Construction Storm Water Quality BMP device for the area. Additional Post Construction Storm Water Quality BMP devices, if required by City or State, shall be placed within public rights-of-way.

7.5-P-3 Require drainage facilities to minimize any increased potential for erosion or flooding.

7.6 FLOODPLAINS

7.6.1 Introduction

The Brighton Landing area is within Zone X (Area determined to be outside the 0.2% annual chance floodplain), as depicted on FEMA's Flood Insurance

Rate Map (FIRM) Community Panel Numbers 06095C0281E dated May 4, 2009.

7.6-P-1 Ensure that the project continues to remain outside the floodplain in conformance with FEMA standards.

7.7 NATURAL GAS, ELECTRICITY, TELEPHONE, AND CABLE TELEVISION SERVICE

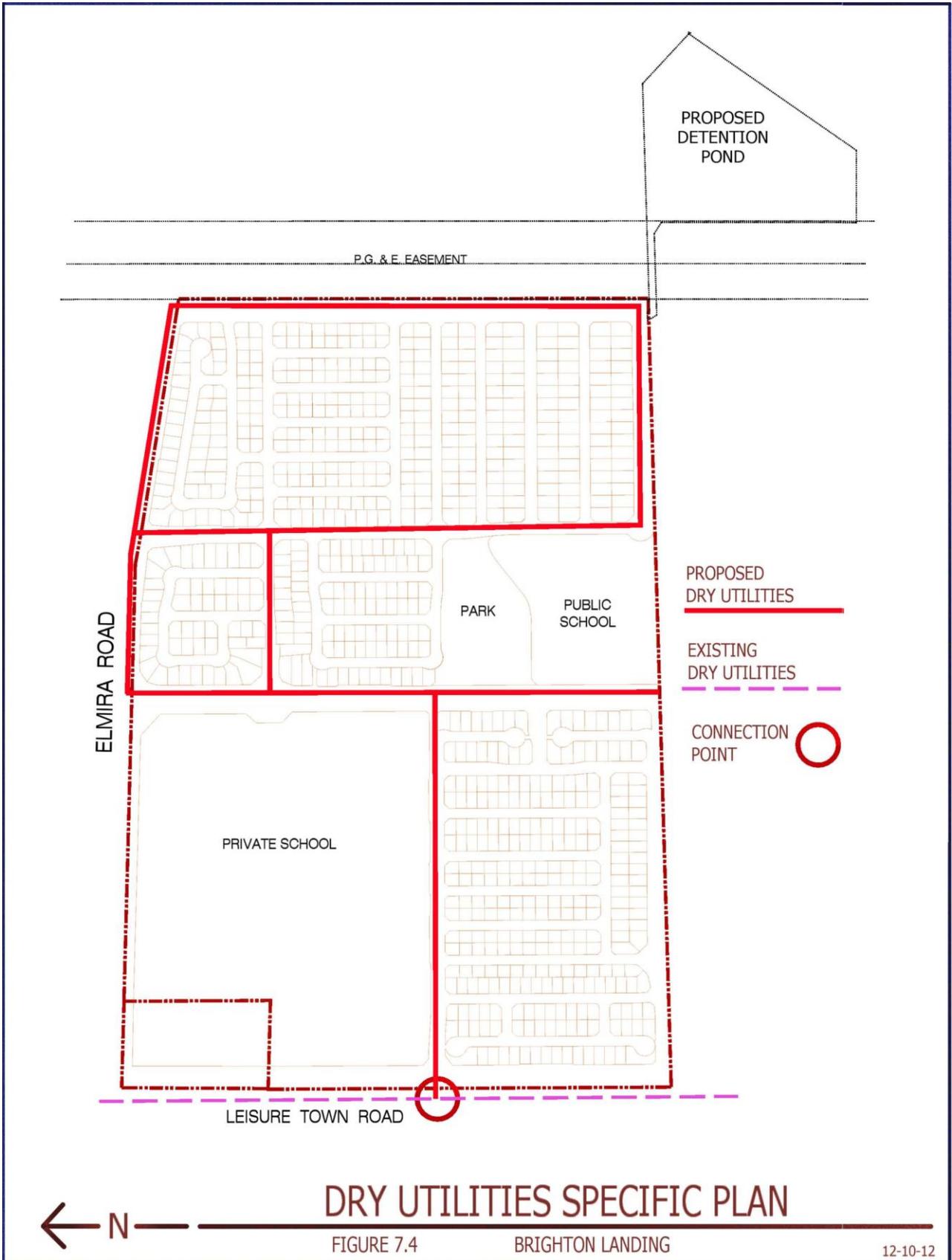
Goal: To provide a full complement of community services as needed in the Brighton Landing area.

7.7.1 Introduction

Gas and electric will be provided by Pacific Gas & Electric (PG&E). Telephone will be provided by SBC, and cable television will be provided by Comcast. All new utilities within the Specific Plan area will be under grounded. The existing overhead lines within the Specific Plan will be placed underground to the limits of the proposed project.

7.7-P-1 During the improvement plan design process the City of Vacaville and the developer will work with the utility companies to locate their transmission line corridors within the rights-of-way for streets.

7.7-P-2 During the improvement plan design process, the City of Vacaville and the developer will work with the utility companies to ensure that all new utilities and utility vault appurtenances will be placed underground in accordance with the Vacaville Municipal Code.



8.0 COMMUNITY SERVICES AND FACILITIES

8.1 FIRE PROTECTION

Goal: Provide is adequate fire protection in the Brighton Landing Specific Plan area that is consistent with the standards maintained throughout the City.

Currently, fire protection within the Brighton Landing area does meet current City of Vacaville Fire Department Standards for response times. With the construction of a new Fire Station within the Southtown project the Brighton Landing area response times are improved. Further, with Brighton Landing's annexation into the CFD the station is assured of having adequate staffing.

Also, to insure that adequate fire access is maintained for each phase of development, the developer shall prepare and file with the fire department **An Emergency Access and Evacuation Plan** for each phase. Said plan shall be approved by the fire department prior to construction of homes within the phase for which the plan has been prepared.

Brighton Landing is bounded on the north and west by arterial roads which allows for adequate fire protection along these boundaries. However, because of the potential for wild land fires to the south and east these areas are of particular concern. To that end, the Brighton Landing site plan has been designed to facilitate adequate fire protection along the eastern and southern boundaries through the use of irrigated trails and roads.

Also, it should be noted that since all the trails are along streets, proposed fire hydrants meeting City standards for location and fire flow will provide adequate fire protection along the trails.

The Brighton Landing project will be constructed in phases. Compliance with the Mitigation Monitoring & Reporting Plan (Mitigation Measure HAZ-2 and HAZ-3 will provide fire breaks at the boundary of developed and undeveloped lands at all phases of construction and will provide emergency secondary access to the first phases of the project from Leisure Town Road.

Lastly, per the adopted City Building Code all houses will have residential fire sprinkler systems.

8.2 POLICE

Goal: Provide adequate police protection in the Brighton Landing Specific Plan area that is consistent with the standards maintained throughout the City.

The Brighton Landing Specific Plan area will be served by the Vacaville Police Department. As with fire protection, the developers of Brighton Landing will pay its fair share of Police Impact fees along with creating or annexing into the CFD for Brighton Landing to ensure adequate staffing for the area. Emergency secondary access shall be provided as noted in Section 8.1 above.

8.3 PARKS AND RECREATION

Goal: Develop a park and trail system which is designed to meet the needs of the future Brighton Landing Specific Plan area residents.

The proposed park within the Brighton Landing Specific Plan area meets the City of Vacaville requirements for neighborhood parks in a development area of this size. This park, when combined with the elaborate trail system, will provide for numerous outdoor recreational opportunities for the future Brighton Landing residents.

The park and each section of trail will be constructed by the developer responsible for that portion of the project. The costs associated with dedication of the land will be spread among all Brighton Landing developers through establishment of a Benefit District.

8.3-P-1 Prior to the approval of the first small lot final map that creates individual residential lots for the Brighton Landing area, the City and the first developer shall establish funding mechanisms (e.g., Lighting and Landscape Maintenance District and Park Maintenance District, etc.) that provide for the maintenance of the Brighton Landing neighborhood park and trail system. In addition, with the first final

map, a Park Fee Agreement will be negotiated which will establish the timing for construction of the Park. It is envisioned that the developer, in lieu of paying park impact fees, would expend certain funds towards the park as development of the project begins (for example land dedication and preparation of the improvement plans). Once a certain number of homes are constructed (to be negotiated) the developer would then begin construction of the park (which may be phased, again subject to negotiation and beyond the scope of this Specific Plan).

8.3-P-2 The park and trail system shall be dedicated to the City of Vacaville with each respective development phase as a public amenity, unless otherwise dedicated with the first Final Map.

8.3-P-3 The Brighton Landing Park should be of high quality and reflect the design theme of the Brighton Landing Specific Plan area. The City's Community Services Department shall oversee the park master plan design approval as specified by the City's park planning process.

8.3-P-4 The developers of the Brighton Landing Specific Plan area shall incorporate park and trail facilities to meet the neighborhood park standards specified in the City of Vacaville General Plan for new developments:

8.3-P-4.1 Ensure, as part of the approval process, that each new development provides its share of planned park and trail facilities as shown on Figures 4.3 and 5.1.

8.3-P-4.2 The acreage of these park and trail areas shall meet or exceed the minimum total neighborhood park acreage as specified in the City of Vacaville General Plan for new land use areas.

8.4 SCHOOLS

The Brighton Landing Specific Plan area is within the Vacaville Unified School District boundaries. The District needs to complete a master plan for the east of Leisure Town area to determine the need for new school facilities. The land set aside within the Brighton Landing development will facilitate the construction of a new elementary school. If the District determines that a K-8 school is required (as opposed to a K-6 elementary school) the site set aside in the Brighton Landing area will serve as the northern half of the K-8 school. It is expected that the school size required will be determined over the next two to three years as development occurs within the Brighton Landing area.

It is anticipated that the District will enter into an agreement with the Brighton Landing developer regarding financing of the new school and timing of its construction.

8.5 SOLID WASTE

Goal: Incorporate into all development approvals adequate access for waste haulers and recycling.

Recology has the exclusive right to provide collection and hauling services for solid waste, recyclables, and yard waste as well as street sweeping services in the City of Vacaville through a franchise agreement, subject to limited exceptions stated in the Vacaville Municipal Code.

8.5-P-1 All development within the Brighton Landing Specific Plan shall provide adequate areas for the placement of refuse bins and toters within their respective development areas.

9.0 IMPLEMENTATION

9.1 ADMINISTRATION OF THE SPECIFIC PLAN

The Brighton Landing Specific Plan will be used to direct the processing of future development projects within the planning area. Since there is an extended timeframe for development, and the likelihood that multiple developers will be involved in the development of the Brighton Landing Specific Plan Area, the following responsibilities and procedures will be necessary to review, monitor, coordinate and integrate the stages of development.

9.1.1. Responsibilities for Administration of the Specific Plan

Implementation of the Brighton Landing Specific Plan will be a joint effort between the City of Vacaville and any developer who is proposing to develop in the Specific Plan area or who is a party to the DA with the City.

9.1.2 Development Review

The purpose of this section is to specify the steps required to review new development projects within the Brighton Landing Specific Plan Area. All development projects proposed under this Specific Plan are to be reviewed in accordance with the provisions of the zoning code related to Specific Plans and Policy Plans. Review processes included in this section may be carried out concurrently.

All development within the Brighton Landing area must be consistent with the Specific Plan. Where standards are not contained within the Specific Plan the development must be in compliance with the Vacaville Municipal Code.

Per Condition #10 of the Brighton Landing Specific Plan Conditions of Approval, the City review and approval through subsequent applications is required for the following elements of the Specific Plan area:

- a. Private High School: This project shall be subject to Design Review Approval from the Planning Commission as detail in Section 3.5.

b. Residential Projects: Residential Projects shall be subject to Design Review Approval by the Planning Commission.

c. Neighborhood Park: This public facility shall be subject to the City's park approval process through the Community Services Commission, Design Review approval by the Planning Director, and City Council approval for final use and design. The design and development process for the Neighborhood Park shall follow the terms identified in the Brighton Landing Development Agreement. The following design standards shall be incorporated into the Specific Plan standards for the park as shown on the Tentative Map dated 12/10/12:

1. Provide sufficient room for a southwest park entry (at the crosswalk).
2. Accommodate a north-south oriented soccer field (300 feet in length).
3. Provide adequate space between the soccer field and walkway along the south edge of the site as shown on the Tentative Map and adequate space as determined by the design review process between the walkway and property line.

d. Public Trails and Landscaped Corridors shall be subject to Design Review Approval by the Planning Director.

1. The Agricultural Buffer shall be subject to Design Review and shall incorporate dense plantings intended to screen residential areas from agricultural activities.

e. Model Home Complexes: These uses shall be subject to Design Review approval from the Community Development Director, and shall include requirements for park construction disclosure as required by the Development Agreement.

f. Land Use Area O: Land uses within Area O shall be subject to development standards as listed above or, in the event of Neighborhood Commercial development, approval per the process identified in Section 14.09.084 of the Land Use & Development Code for commercial uses. Existing uses may continue under the AG zoning in place at time of Specific Plan approval.

g. Review of Subsequent Applications will include land use consistency and compatibility, design review, development standards, signage and lighting. All future development proposals for these areas shall comply with the Brighton Landing Specific Plan and the Tentative Map, and including all mitigation measures identified in the adopted Mitigation Monitoring and Reporting Program.

9.1.3 Mitigation Monitoring

A program to monitor mitigation measures, adopted as a part of the environmental impact report for this Specific Plan, shall be carried out for all such affected projects in order to ensure compliance with the required mitigation measures during project implementation. An annual review for compliance of the required mitigation measures will be conducted as a part of the Development Agreement Review process.

9.1.4 Project Master Utility Plans and Fair Share Cost Allocation

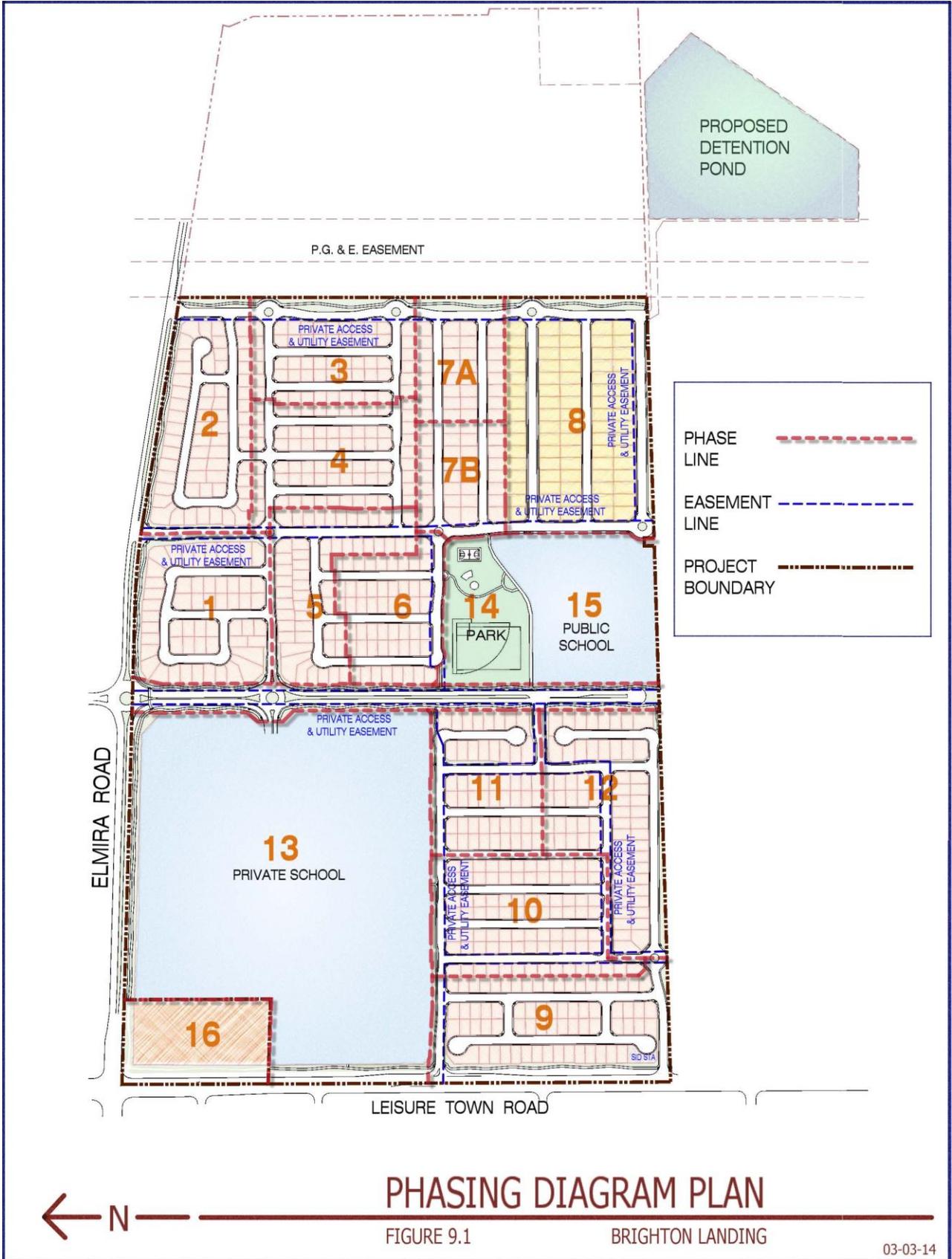
Given the size of the Brighton Landing Specific Plan and the anticipated time frame for buildout, a Master Utility Plan needs to be filed to detail the required infrastructure to be installed by each developer. As each Tentative Map is submitted, the map will be evaluated based on the Master Utility Plan to specifically determine the improvements required by said map.

With respect to cost allocations for the infrastructure installed, it is expected that a Benefit District will be established by the Master developer and approved by the City Council, which will define the method of cost distribution. Further, if infrastructure items are required and not listed the developer may be eligible for a partial reimbursement from other developers as may be established in a subsequent benefit district.

9.2 PROCEDURE FOR ENVIRONMENTAL REVIEW

The Community Development Director will conduct an environmental assessment on each development application submitted to the City. All projects shall comply with the requirements of the Mitigation Monitoring & Reporting Plan adopted for the Brighton Landing EIR.

If subsequent development is in accordance with the Specific Plan and no additional significant impacts can be identified, a new environmental document will not be necessary. If subsequent projects are found to cause additional significant effects, a subsequent EIR or mitigated negative declaration may be required. Subsequent environmental documents will be tiered with the original program environmental document and will incorporate parts of the original document by reference. Section 65457 of the California Government Code indicates that any residential development (including a subdivision or rezoning) that implements and is consistent with a Specific Plan for which an EIR has been certified after 1980, is exempt from additional CEQA review so long as major changes in the project do not occur. Subsequent development applications will be reviewed consistent with Sections 15162 and 15163 of CEQA.



PHASING DIAGRAM PLAN

FIGURE 9.1

BRIGHTON LANDING

03-03-14

9.3 PROJECT PHASING

While there are four property owners within the Brighton Landing Project area, nearly 97% of the total acreage is under the ownership of Hearthstone and as they develop the Brighton Landing Subdivision, infrastructure improvements will be done by them or their successors. The sole exception to that would be frontage improvements along Elmira Road which is discussed below.

For purposes of project phasing, this Specific Plan will divide the Brighton Landing into four quadrants: The 50 acre northwest quadrant which will be developed by the Catholic High School; the southwest quadrant which is bounded by the High School to the north and the Major Collector Road to the east; and the northeast and southeast quadrants which would each represent one-half of the area east of the Major Collector Road. Figure 9.1 reflects the Phasing Plan which will create the large parcels, easements, and major road rights-of-way. It is expected that many of the specific details related to phasing will be worked out with Public Works during the Tentative Map entitlement process.

The Phasing Plan for implementation of public improvements has been adopted with the project approvals and is incorporated by reference in this Specific Plan document.

Prior to recordation of each small lot final map, a subdivision improvement agreement, acceptable in form and function to the Department of Public Works, shall be prepared and executed for the construction of all public improvements required for the phase of the Project associated with such Final Map. The Phasing Plan, dated 12/10/2012, and prepared by Phillippi Engineering shall serve as a general framework for the public improvements required for each phase of the Project. If the actual phasing of the Project deviates from the phasing anticipated by the Phasing Plan, the Developer shall coordinate the required public infrastructure with the Department of Public Works and revise the Phasing Plan as required by the Department of Public Works.

9.3.1 Roads

Elmira Road – Improvements to Elmira Road will be completed by the Catholic High School for their portion of the frontage and the developer(s) of the northeast quadrant for their portion of the frontage.

The small area that fronts the corner parcels would typically be done by the developer, but it is not envisioned that development of the corner will occur in the near future. If development is delayed and completion of the frontage improvements becomes necessary, the City may wish to consider working with the property owner and installing the improvements themselves or working with the Catholic School to install interim improvements to Leisure Town Road (Jepson Parkway) with their project. These interim improvements would include an interim signing and striping plan.

The remaining frontage improvements for Elmira Road will be completed when the property abutting the road develops.

Leisure Town Road (future Jepson Parkway) – Because Leisure Town Road is to be relocated 35 feet to the east, piecemeal construction of the improvements is not practical or feasible. It is envisioned that the total reconstruction will be done by the City of Vacaville. The Brighton Landing developers will be required to pay their fair share of the costs to the city for the frontage improvements for Leisure Town Road (20 feet of payment plus curb, gutter, sidewalk and landscaping). The City in conjunction with the Solano Transportation Authority (STA) will complete the necessary improvements as funding is available. If construction of Jepson Parkway by the City has not commenced by the time development of Phase 12 for Brighton Landing is set to occur, then the developer will install curb, gutter and landscaping improvements along their project frontage. The developer would then fund their fair share portion of pavement in the form of a payment to the City. An interim level of improvement for the corner area of Leisure Town at Elmira Road may be required if final right of way cannot be acquired before significant development of the site.

Major Collector Road – The major purpose for this Collector Road is to act as parallel reliever route to Jepson Parkway. It is anticipated that this road will be built in phases. The northern portion between Elmira Road and the first roundabout will be constructed in conjunction with the residential phase that abuts this portion of the road. Alternatively, this section of road will be constructed by the private school if school development occurs prior to the residential component mentioned.

The balance of the construction of the southern portion of the Major Collector Road will be done as development occurs on the western side of the road. As mentioned with other infrastructure improvements, this collector road will be part of the Brighton Landing Benefit District and the amount set aside and the timing of construction will be determined in that document.

Other roads within Brighton Landing - All other roads shown within the Brighton Landing development area will be installed by the developer of that phase where said road occurs. It should be noted that construction of each phase will be required to ensure that there are two ways in and out of any particular village or phase. It should be noted, as required by the Fire Department and other first responders, provisions must be made for adequate emergency access to be maintained at all times

Easements required – Since the major area for development is under one ownership, a large lot final map will be processed which will establish the required rights-of-way and ensure that no additional easements are required.

9.3.2 Potable Water

With the development of any phase within the Brighton Landing project area adequate provisions for a “looped water system” must be made in conformance with the Potable Water Specific Plan (See figure 7.1.). The key components of the water system in the project area comprise the following trunk mains: 12” water trunk line in the Major Collector Road; the existing 12” water trunk line in Leisure Town Road; the proposed 12” water trunk line in Elmira Road and the proposed east-west 12” water trunk line which bisects the area. One of these key components would be anticipated to be upsized

based upon the needs of the General Plan Update. As each final map is processed a water system analysis will be required to ensure adequate water pressure and looping.

Easements required –Since the majority of the area of the Specific Plan is under one ownership, a large lot final map will be processed is envisioned which will establish up front the required rights-of-way such that no additional easements are required.

9.3.3 Non Potable Water

As with the Potable Water system, development of any quadrant within the Brighton Landing project area adequate provisions for an appropriate non-potable system must be made in conformance with the Non Potable Water Specific Plan (See figure 7.1.2). The key components of the water system in the project area comprise the pump station and the following trunk mains: 8” water trunk line in a portion of Leisure Town Road; the 8” water trunk line in a portion of Elmira Road; the 8” water trunk line in the Major Collector Road; and the 8” water trunk line in the road at the southern boundary of the Catholic High School.

It is envisioned that the pump station will be installed in later phases of the project buildout. The pump station will be located in the Phase 12 area and it would cost prohibitive to build the pump station early on. The pump station will be a component of the Brighton Landing Benefit District and the costs to be set aside by each developer and the timing for construction will be established in that document. It should be noted that the City of Vacaville and the Solano Irrigation District are in negotiations regarding water issues in this area. Timing of and requirements for various facilities will be dictated by that final agreement.

With regard to the water line installation, as each phase develops the developer will install the non-potable lines which coincident with their area. Temporary connections will be made to the potable system until construction of the pump station is completed. As with the potable water installation, as

each area is developed a water system analysis will be required to ensure adequate water pressure and supply.

Easements required – Again, since the majority of the area is under one ownership, a large lot final map is envisioned which will establish up front the required rights-of-way such that no additional easements are required.

9.3.4 Sewer

As discussed in Section 7.3 and detailed on Figure 7.2, an off-site 36” sewer trunk main which brings a sewer line to the area will need to be installed with buildout of the Brighton Landing area. However, because it is proposed to develop the project from north to south, it is envisioned that a temporary sewer connection be made to the 54” sewer trunk main in Elmira Road. Up to 385 residential units can sewer into the line meeting the City standards for sewer line construction. As development of the first 385 residential units occurs, the developers will contribute their fair share of the costs of the ultimate 36” line (to be held by the City). The fair share amount and timing of construction of the 36” line will be determined in the Brighton Landing Benefit District.

When the 36” line is installed to the southern boundary of the project area (near Phase 8) the sewer flowing into the 54” line will be diverted into this 36” line by means of a 12” line to be located in the trail area bordering the eastern edge of the project. (See Figure 7.2) Ultimately, this 36” line will be constructed from the existing sewer line near the railroad to the southeast area of the development and will then extent though the project to the Major Collector and eventually to Elmira Road for future extension to the north. As each phase develops they will be required to install the required sewer system to service their development with their system tying into the aforementioned 36” line.

Easements required – An easement will be required from the Batch Property to make the connection to the existing sewer line near the railroad. Development of the Batch property will require connection to the proposed 36” line and they have indicated a strong willingness to cooperate and have

stated that they will grant any required easement. For the balance of the sewer system as mentioned previously, since all the major area is under one ownership, a large lot final map is envisioned which will establish up front the required rights-of-way such that no additional easements are required.

9.3.5 Storm Drain

As detailed in Section 7.4 a detention basin will need to be constructed on the Batch Property at the southeast corner of the Brighton Landing development. The first developer will be required to construct the basin and install the pump station and piping to and from this basin. The developer will be reimbursed through the establishment of a Benefit District.

Subsequent developers of the Brighton Landing area will be required to construct storm drainage lines in conformance with the master plan to insure adequate drainage from their development. To the extent that lines are installed which serve other quadrants, a Benefit District will be established to fairly distribute costs.

Easements required – As with the sewer system, the proposed detention basin will be located on the Batch Property at the southeast corner of the Brighton Landing Project. Since the detention basin is slated to serve both Brighton Landing and the Batch Property the Batch's have again indicated a strong willingness to grant whatever easements may be required.

9.3.6 Neighborhood Park

It is expected that a Park Fee Agreement will be negotiated during the Tentative map entitlement process, by the first developer with the Public Works Department regarding timing, funding, and possible phasing of the neighborhood park.

9.4 FUNDING MECHANISMS

It is anticipated that construction of the public infrastructure improvements will be constructed by the developers as outlined in Section 9.3 above. It is recognized that some developers may install infrastructure improvements that benefit other developers in the area. A Brighton Landing Benefit District

(or some other funding mechanism) will be established to ensure the fair distribution of costs. We would also note that it is likely that smaller Benefit Districts will be established to ensure the fair distribution of costs between various phases as development occurs.

9.4.1 City Impact Fees

The City of Vacaville has adopted a set of development impact fees to finance citywide capital facilities requirements and sewer, water, storm drain and traffic improvements. The fee structure requires the payment of fees with the building permit and anticipates the construction of capital facilities at the time that development has met an identified impact threshold. Citywide, all new development is required to participate in the program. Fire, police, drainage conveyance (offsite), parks, schools, and green belt buffers are covered by the fee program.

9.4.2 School Impact Fees

The City of Vacaville has enacted a police power ordinance to impose school impact fees on new development. These fees are used to finance the construction of school facilities. It is envisioned that discussions will be held with the Vacaville Unified School District to agree upon the method of financing the public school within the Brighton Landing development area.

9.4.3 Park and Recreation Fees

The City of Vacaville has adopted a police power ordinance to impose fees for parks and recreational uses on new development. The developer of the quadrant that includes the park would construct the park and negotiate a park fee agreement with the City of Vacaville to obtain credits for the construction of park improvements. The costs associated with dedication of the land would be spread among all the Brighton Landing developers through a Benefit District.

9.4.5 Brighton Landing Benefit District

The Brighton Landing project will be installing improvements that benefit properties to the north and south of Brighton Landing. As other developments tie into those facilities they will reimburse the Brighton Landing

developers based on a Benefit District that will be established and approved by the City Council for the City of Vacaville. The Benefit District insures that future developers reimburse their fair share of improvements installed that benefit them.

9.5 MAINTENANCE

9.5.1 Public Safety District (CFD)

Public Safety District also known as Community Facilities District (CFD) has been established by the City Council to pay for police and fire services in new development areas within the City. Brighton Landing will be required to annex into CFD.

9.5.2 Lighting and Landscape District

The Brighton Landing area will be required that a Lighting and Landscape District be formed for ongoing maintenance of the backup landscaping, trail landscaping, and street lights in the area along with maintenance of the detention basin and agricultural buffer.

9.5.3 Parks Maintenance District

The Brighton Landing area will be required that a Park Maintenance District be formed for ongoing maintenance of the park in the Brighton Landing area.

9.6 PROCEDURE FOR AMENDING THE SPECIFIC PLAN

The procedure for amending the Specific Plan as specified in the Land Use and Development Code (Chapter 14.09.112) requires submittal of an application and accompanying processing fees. Before amending the Specific Plan, the City will refer the action to the appropriate agencies that will participate in the review of the proposed amendment. The City will also provide opportunities for the public to become involved in any future amendment. Amendments are permitted to the Specific Plan, without the necessity to amend the Development Agreement, as long as such amendments are not inconsistent with the Development Agreement. Amendments may be initiated by a property owner or by the City.

9.6.1 Amendment with Rezoning

If the Community Development Director determines that a zone change is required, said applications shall be reviewed in addition to the Specific Plan Amendment itself, and may be reviewed concurrently.

9.6.2 Administrative Changes

Given that the buildout period for the Specific Plan will occur over several years and that the figures are illustrative, the Community Development Director may make administrative changes to the Specific Plan. These administrative changes are not considered amendments:

- a) Changes to the provision of community infrastructure, such as drainage, water and sewer systems that do not have the effect of increasing or decreasing the development capacity in the Brighton Landing area.
- b) Changes to Land Use or Phasing Area boundaries that would not affect dwelling unit ceiling or infrastructure sizing.

9.7 ADMINISTRATION OF THE DEVELOPMENT AGREEMENT

Annually on the anniversary of the signing of the Development Agreement, the developers for Brighton Landing will submit a report on the status of the agreement as provided by the Vacaville Municipal Code. The report will include the status of measures assigned to the developer for implementation by the Development Agreement and the Mitigation Monitoring Program.

An amendment to the Development Agreement necessitates the concurrence of the landowners and the majority of the City Council. Amendments will require a duly noticed public hearing.

Specific Plan Revisions

February 7, 2012

- Revised Cover Sheet and Figures 2.1, 3.1, 3.2, 4.1, 4.2, 4.3, 5.1, 6.1, 7.1, 7.1.2., 7.2, 7.3 and 7.4 to reflect changes in park layout.
- Revised Figure 9.1 to reflect change in phasing and park layout.
- Revised Section 7.5-P-2 to add language which addresses sediment removal from storm water in the detention basin.

August 21, 2012

- Updated all figures to reflect changes to site plan.

October 31, 2012

- Revisions as requested by the City of Vacaville.

December 10, 2012

- Final revisions as requested by the City of Vacaville.

May 21, 2013

- Revisions to reflect EIR Mitigation Monitoring.

February 15, 2014

- Revisions to Section 9 per Final Conditions of Approval.

March 4, 2014

- Revised Maps per Final Conditions of Approval.