

September 12, 2008

Association of Bay Area Governments
Attn: Jackie Guzman
PO BOX 2050
Oakland, CA 94604-2050

RE: Application for Priority Development Area Designation

Dear Ms. Guzman:

The City of Benicia is excited to submit the enclosed application to establish Downtown Benicia as a Priority Development Area under the FOCUS program. This item will be before the City Council on September 16, 2008. Thereafter we will send you a copy of the required signed resolution.

If you have any questions concerning this application, please do not hesitate to contact me at (707) 746-2477.

Sincerely,

Lisa Y. Porras, AICP, Senior Planner
Planning Division
Community Development Department

Encl: PDA Application

Part 1 – APPLICANT INFORMATION & AREA DETAILS

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS <i>Attach resolution showing local support for involvement in FOCUS</i>	
a. Lead Applicant -City/County	City of Benicia
Contact Person	Lisa Porras
Title	Senior Planner
Department	Community Development
Street Address	250 East "L" Street
City	Benicia
Zip Code	94510
Phone Number	(707) 746-4277
Fax Number	(707) 747-8121
Email	lporras@ci.benicia.ca.us
b. Area Name and Location	Downtown Benicia; boundary defined by N Street south to First Street Pier, between West 2nd and East 3rd Streets.
c. Area Size <i>(minimum acreage = 100)</i>	145 acres
d. Public Transit Serving the Area (existing and planned)	Existing: Benicia Breeze, including regional Route 75 to Pleasant Hill BART station. Planned: A new Intermodal Facility to include a park and ride with bus service from Benicia Breeze and Vallejo Transit's new regional express Route 78 connecting Vallejo and Benicia to the Pleasant Hill and Walnut Creek BART stations (new route begins October 6, 2008).
e. Place Type (Identify based on the Station Area Planning Manual)	Transit Town Center

Part 2 – AREA INFORMATION
A spreadsheet for entering area information on demographics, housing, and land use is provided. Please complete these worksheets with all currently available information and <u>attach</u> .

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)
Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input checked="" type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input checked="" type="checkbox"/> Other: Master Plan for Solano Square retrofit	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov by 5:00 p.m. Friday, September 12, 2008. The local government resolution can be submitted by Friday, October 31, 2008. In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 P.O. Box 2050

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

Oakland, CA 94604-2050

Attn: Jackie Guzman

For questions regarding the application, please contact Jackie Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994.

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Part 2 – AREA INFORMATION

PDA Name: DOWNTOWN BENICIA

PDA Jurisdiction: CITY OF BENICIA

Housing Units			
	Existing in PDA	Planned in PDA	2007- 2014 Jurisdiction Allocation
	Current	2015	
Very Low	0	83	147
Low	0	56	99
Moderate	0	60	108
Above	588	392	178
Total	588	591	532

Data Sources:

- ~ San Francisco Bay Area Regional Housing Needs Plan, 2007-2014
- ~ 2000 Census, Tract 2520, Block Group 2 Data
- ~ Field Research

PDA Name: DOWNTOWN BENICIA
PDA Jurisdiction: CITY OF BENICIA

Data for the PDA	2008	2035 – Local Planning Assumptions
Population	1,036	1,251
Household Population	1,036	1,251
Total Housing Units	588	680
Single-Family	67	75
Multi-Family	521	605
Persons per Unit	1.84	1.84
Employed Residents	549	663
Mean Household Income	\$ 50,976.00	\$ 51,797.00
Total Jobs	477	575

Data Sources:

- ~ 2000 Census, Tract 2520, Block Group 2 and Field Research
- ~ City of Benicia Zoning Map
- ~ 2000 Census Data states that 53% of the population in Tract 2520 were employed. This percentage was used to determine the approximate number of employed residents within the PDA.
- ~ 2000 Census - Median Household Income for Tract 2520 (\$67,617 citywide)
- ~ 2006 Business License Data (does not include banks, insurance, sole proprietors, contractors)
- ~ Field Studies/Site Visits
- ~ Department of Finance Population Projections for Benicia (0.7% annual growth)

PDA Name: DOWNTOWN BENICIA
 PDA Jurisdiction: CITY OF BENICIA

Data for the PDA		Existing	Planned
		Current	2015
Zoning			
	General Commercial (CG)		modified to allow more residential
	Community Commercial (CC)		modified to allow more residential
	Town Core (TC)		no changes
	Town Core - Open (TC-O)		no changes
	Neighborhood General (NG)		no changes
	Neighborhood General - Open (NG-O)		no changes
	Medium Density Residential (RM)		no changes
	Planned Development (PD)		no changes
	Single Family Residential (RS)		potential upzone to RM
	Public and Semi-Public (PS)		no changes
	Open Space (OS)		no changes
Densities/FAR			
	General Commercial (CG)	FAR 1.2, Residential 15-21 units/ac	reevalute residential limitations
	Community Commercial (CC)	FAR 1.2, Residential 15-21 units/ac	reevalute residential limitations
	Town Core (TC)*	Yards: Front- 0, Side - 0, Rear 5-8 ft; Height: min. 22 ft, max. 40 ft. and 2.5 stories.	no changes
	Town Core - Open (TC-O)*	Yards: Front - 0, Side - 3 ft., Rear - 5-8 ft.; Height: min. 16 ft., max. 25 ft. and 2 stories.	no changes
	Neighborhood General (NG)*	Yards: Front - 20 ft, Side - 4 - 10 ft., Rear - 5 - 40 ft.; Height: - 2.5 stories and 30 ft. max., Ancillary Building - 1.5 stories and 15 ft max.	no changes
	Neighborhood General - Open (NG-O)*	Yards: Front - 20 ft., Side 4 - 10 ft., Rear - 5 - 35 ft.; Height - max. 2.5 stories and 30 ft., Ancillary Building max. 1.5 stories and 15 ft.	no changes
	Medium Density Residential (RM)	8-14 units / acre	no changes

Densities/FAR	Planned Development (PD)	Same as RM: 8-14 units/ acre	no changes
	Single Family Residential (RS)	0-7 units/acre	potential upzone to RM standards
	Public and Semi-Public (PS)	As specified by use permit or by nearest zone district.	no changes
	Open Space (OS)	As specified by the use permit or nearest zone district.	no changes

*Form Based Code - does not include conventional FAR and Density standards. Instead uses build to lines and building height to govern development intensities. The TC-O, NG, and NG-O zones are roughly equivalent to 1.8 FAR, while TC is 2.6.

Total Commercial (sq. ft.)	
Office	50,000
Retail	150,000

Total Industrial (sq. ft.)	
Heavy Industrial	0
Light Industrial	0
Other Industrial	0

Total Schools	
Pre-K Schools	0
Elementary Schools	0
Middle Schools	0
High Schools	0
Colleges/Universities	0

Parks	
Total Number	3
Total Acreage	11

Parking (# Structures)	
#	3 city-owned parking lots
	1 park and ride facility planned

Data Sources:
 ~ Benicia Municipal Code , Title 17
 ~ Downtown Mixed Use Master Plan
 ~ Benicia General Plan
 ~ Solano County GIS Assessor's Parcel Information
 ~ Field Studies

Part 3 – ADDITIONAL AREA INFORMATION

Part 3 – ADDITIONAL AREA INFORMATION

- b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? If yes, please attach brief list of individual planning efforts and date completed.

1. Benicia's *General Plan* clearly cites policies to encourage and facilitate a mix of uses in the downtown area, including residential. In addition, policies support public transit and walkability in downtown, as well as investments in street improvements.

--Adopted June 15, 1999

2. The *Downtown Mixed Use Master Plan* serves as the implementation tool to establish the desired mix of uses that were envisioned in the General Plan. This document includes a regulating plan (e.g. zoning map) and form-based development standards to regulate mixed-use projects. Almost all of the Priority Development Area is subject to the Downtown Mixed Use Master Plan (exception being Solano Square).

--Adopted September, 2007

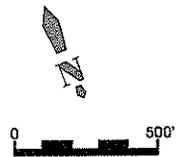
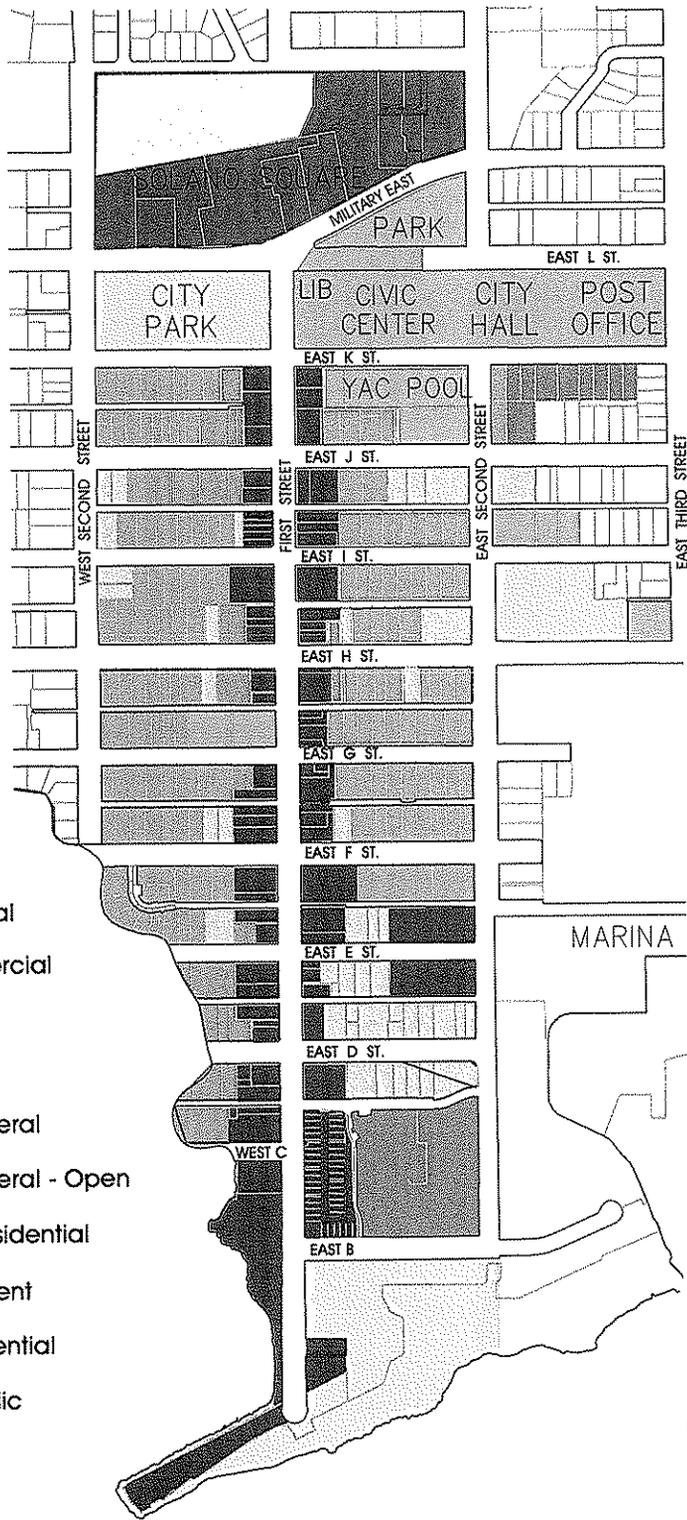
3. *Analysis of The Benicia Breeze Transit System Service Strategy Report*. The primary objectives of the report were to: (1) establish a service plan for the implementation of a commuter service for Benicia residents along the I-780 corridor to potential destinations in Central and Western Contra Costa County; and (2) develop a service plan to improve ridership and productivity on the City's local transit services. This study helped establish a new regional express route 78, which will provide faster service with fewer stops. Operation of Express Route 78 begins October 6, 2008.

--Completed May 30, 2008

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Zoning Key

-  General Commercial
-  Community Commercial
-  Town Core
-  Town Core -Open
-  Neighborhood General
-  Neighborhood General - Open
-  Medium Density Residential
-  Planned Development
-  Single Family Residential
-  Public & Semi - Public
-  Open Space



**Downtown Benicia
Priority Development Area**

Part 5 – NARRATIVE

Part 5 – NARRATIVE

What is the overall vision for this area?

The vision for Benicia's 145-acre Priority Development Area (PDA) is not only to become the predominant recipient of new growth and investment within the city, but to also serve as the primary destination for local and visitor activity. This area is envisioned as a prosperous, vibrant, and *complete* neighborhood that includes a wide range of housing types, services to meet everyday needs, retail and professional offices, civic uses such as churches and libraries, as well as public spaces and recreation opportunities that can all be accessed by a 5-minute walk. Finally, it would not be enough to achieve all that without a means to the region and beyond made possible through efficient and convenient public transportation. Fulfilling this vision may sound quite ambitious. But in Benicia it isn't. This is because this area already has these qualities, but they must be improved and expanded to reach their fullest potential.

What has to occur in order to fully realize this vision?

In order to realize the vision for downtown, a vision new growth and investment must be channeled into the area to support existing amenities. Presently, there is an abundance of commercial and retail space (200,000 sq. ft.), but it needs a larger population base to support it. Local and regional bus service is available, but facilities are needed to make bus service more convenient and accessible for regional commuters. Downtown's well-connected street pattern makes it easy to get around by foot, bicycle or car, but street improvements are needed to make cars yield to pedestrians and cyclists. Finally, parking facilities must be established and managed so that motorists are able to drive downtown, quickly find a parking space and then walk or ride public transit to jobs, shops, restaurants and entertainment.

What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of the community members were addressed.

Recent efforts to help achieve the vision included completion of the *Downtown Mixed Use Master Plan* that was adopted in September 2007. The purpose of the plan was to produce growth and reinvestment in the area. The plan set forth the implementation tools needed to make development decisions more predictable. The process included a comprehensive rezone and resulted in a series of new zones (form-based development standards) where the building configuration, disposition, and syntax were established. Residential uses were also addressed and now every zone in downtown allows residential uses either as a stand-alone option, or in mixed-use buildings. The emphasis is to direct more residential units on the side streets. Central to the development of the plan was a hands on public participation process that included interviews, meetings, and a charrette. Together, these forums provided guidance to the plan and helped define a set of overriding design principles to work from. Benicians expressed their desire to see downtown as more of a destination and to improve pedestrian safety in the area.

Other plans are underway to accommodate a new regional express bus route. Currently bus service is offered by Benicia Breeze, which is a regional transit operator providing local flex route service within the City and regional service from Vallejo to the Pleasant Hill BART Station. This new express route was made possible when the city made the decision to conduct an analysis of the Benicia Breeze Transit System. Workshops targeting transit riders were

offered and their input was incorporated into the changes. This report, *Analysis of The Benicia Breeze System Service Strategy Report* was completed May 30, 2008 and led to the new Regional Express Route 78. This route will stop at a key intersection within the PDA (Military and First Street) and will begin operation on October 6, 2008. Reduced travel times and larger, charter-type buses to attract choice commuters are some of the new changes. This route will also offer connections to the Pleasant Hill and Walnut Creek BART stations in Contra Costa County and the Vallejo Ferry Terminal. To accommodate the new route, the City is currently requesting to utilize Regional Measure 2 funds for an intermodal facility (park and ride) so riders can easily access the Military and First Street bus stop. This facility will be located at City Park off of East K and West 2nd Streets where new angled parking will be designated for park and ride.

Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Benicia is at the southern tip of Solano County whose population is expected to increase 22% by the year 2035. However, Benicia and the other 6 cities in Solano County do not benefit from mass transit offered by the Bay Area Rapid Transit District (BART). In addition, Solano County is presently not part BART's system expansion plans. This means Benicia and its counterparts will have to work harder to offer connections to BART, which will enable citizens to access a wide range of Bay Area destinations and to airports for travel virtually anywhere.

To be successful, Benicia will have to channel growth and development in already urbanized (and walkable) areas where express bus service can be realized. Two key projects offer opportunities to address the issues holistically: (1) the Housing Element update, and (2) a Climate Action Plan. Both of these projects are already underway and will put the spotlight on the proverbial question, "*Where should we grow?*" Together, these projects will focus Benicians to take a close look at the outcomes of their decisions as they relate to reducing carbon emission and ensuring viable alternatives to the automobile. To maintain the charming quality of life in Benicia and preserve its historic character, areas ripe for change or retrofit must be identified and used most efficiently to provide for future housing, and be designed to produce a range of housing types that can be rented or purchased by those with varied incomes.

Smart choices lead to Smart Growth. Citizens will confront these issues during the Housing Element update and Climate Action Plan projects. With the help of these plans, Benicia can position itself to become an example of how a small town of 27,978 people can become leaders in Smart Growth. Not only in the ABAG region, but also beyond.

Part 6 – POTENTIAL ASSISTANCE REQUIRED
(see form under Part 1)

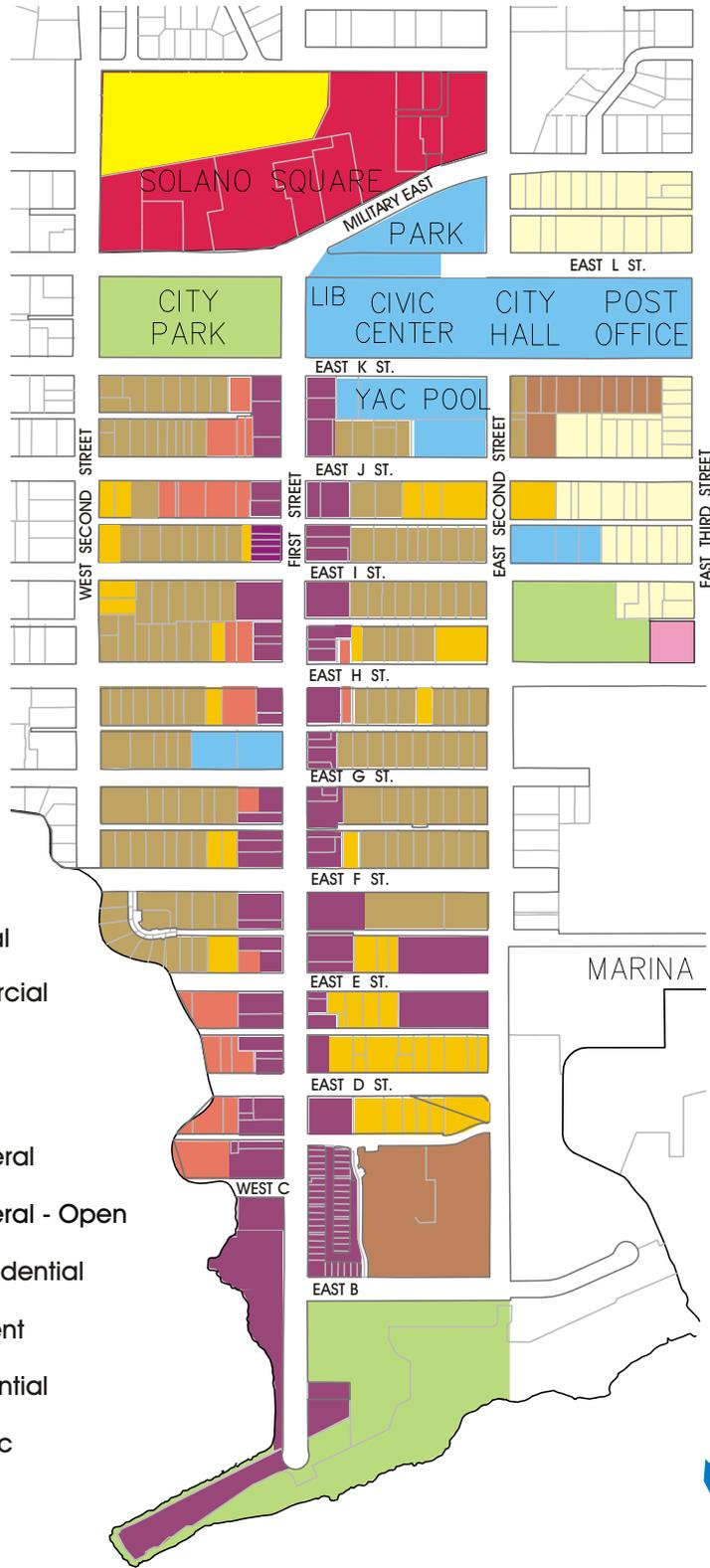
Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

FOCUS
Application for Priority Development Area Designation

Sample Infrastructure Budget
for Part 7 of the Application

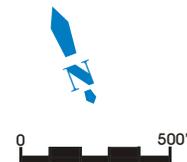
ACTION	TIMELINE	COST capital	COST operating	RESPONSIBILITY	POTENTIAL FUNDING SOURCE
<u>Street and Transportation Improvements</u>					
First Street Pedestrian and Traffic Calming Improvements	medium term	\$ 2,000,000	n/a	Public	CIP, PDA Grants
Parking Management Study	medium term	\$ 75,000	n/a	Public	PDA Grant, City
Park and Ride - Parking Management	medium term	TBD	TBD	Public	Operating: parking meters, permits, parking tickets, other TBD
<u>Solano Square Retrofit</u>					
Vision, Master Plan, Design Standards, CEQA underground parking (\$20,000 per parking space; spaces TBD)	medium term	\$ 200,000	n/a	Public	General Fund; potential PDA Grants
<u>Inerrnodal Facility</u>					
West K and West 2nd Street Parking	short term	\$ 500,000	TBD	Public	PDA Grant, Regional Transit Funds, Private, etc.
Military and First Street Intersection Improvements	short term	\$ 500,000	n/a	Public	CIP, PDA Grants, Regional Measure 2 Funds
<u>Community Amenities</u>					
Bus Shelter Upgrades	short term	\$ 30,000	n/a	Public	PDA Grant, Regional Measure 2 Funds, CIP
TOTAL ESTIMATED BUDGET		\$ 3,325,000	\$		

Listed in order of priority
Short term 0-5 years; Medium term 5-10; Long term 10+
Costs in Millions, Operating Costs Annual (20 year)



Zoning Key

- General Commercial
- Community Commercial
- Town Core
- Town Core -Open
- Neighborhood General
- Neighborhood General - Open
- Medium Density Residential
- Planned Development
- Single Family Residential
- Public & Semi - Public
- Open Space



**Downtown Benicia
Priority Development Area**

RESOLUTION NO. 08-100

A RESOLUTION OF THE BENICIA CITY COUNCIL AUTHORIZING THE DESIGNATION OF DOWNTOWN BENICIA AS A PRIORITY DEVELOPMENT AREA UNDER THE FOCUS PROGRAM

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission have undertaken a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create specific locations where growth can be appropriately accommodated, known as Priority Development Areas; and

WHEREAS, a Priority Development Area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) planned or planning for more housing; and

WHEREAS, local governments in the nine-county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth.

NOW, THEREFORE, BE IT RESOLVED, THAT the City Council of the City of Benicia hereby supports designation of Downtown Benicia (as depicted in Exhibit A) as a Priority Development Area under the FOCUS program.

* * * * *

On motion of Council Member **Schwartzman**, seconded by Council Member **Hughes**, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council held on the 16th day of September, 2008, and adopted by the following vote:

Ayes: **Council Members Campbell, Hughes, Ioakimedes, Schwartzman and Mayor Patterson**

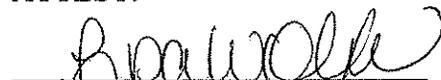
Noes: **None**

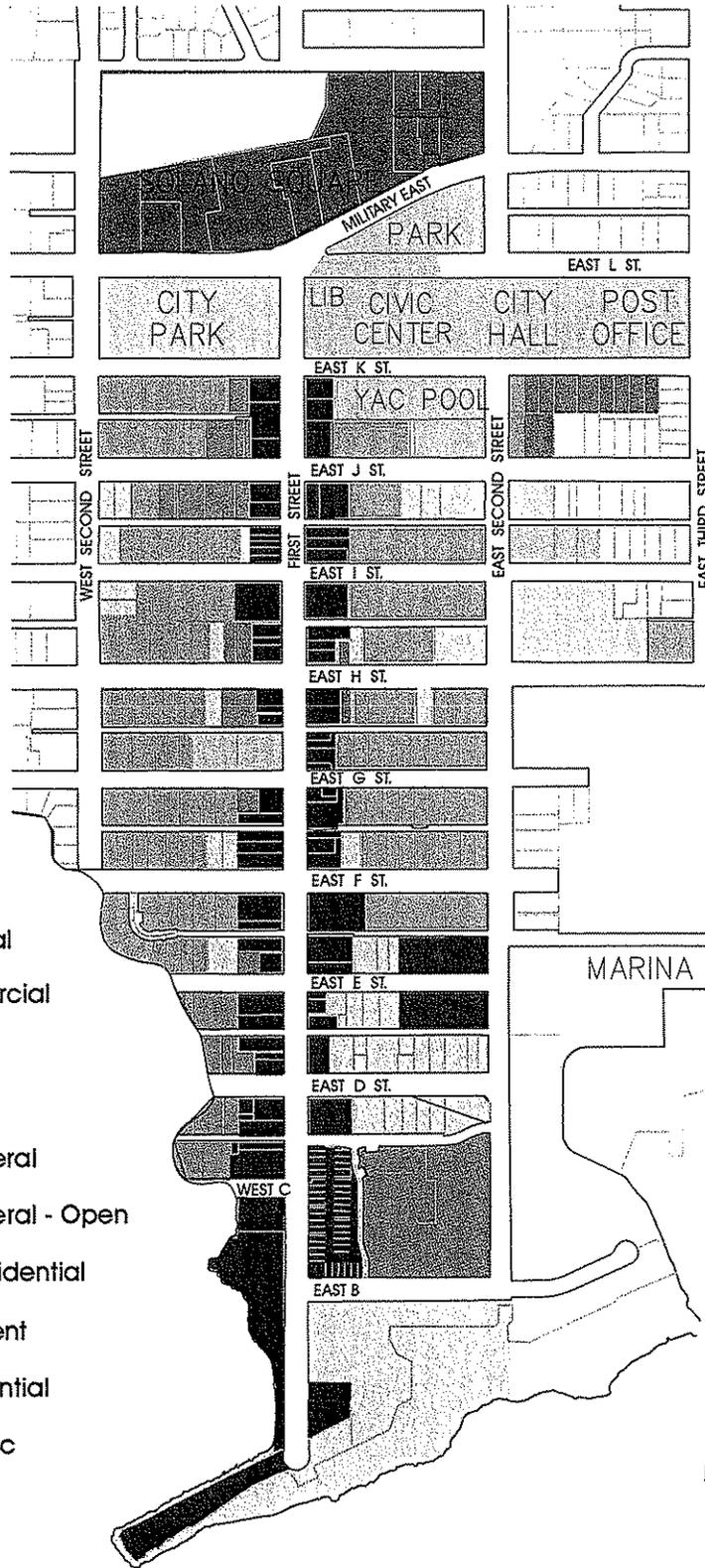
Absent: **None**

Abstain: **None**


Elizabeth Patterson, Mayor

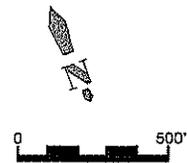
ATTEST:


Lisa Wolfe, City Clerk



Zoning Key

- General Commercial
- Community Commercial
- Town Core
- Town Core -Open
- Neighborhood General
- Neighborhood General - Open
- Medium Density Residential
- Planned Development
- Single Family Residential
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- Open Space



**Downtown Benicia
Priority Development Area**

DEPARTMENT OF PLANNING AND DEVELOPMENT

June 27, 2007

Association of Bay Area Governments
Metropolitan Transportation Commission
Bay Area Air Quality Management District
Bay Conservation and Development Commission
P.O. Box 2050
Oakland, CA 94604-2050

Re: City of Fairfield 2006 Priority Development Areas

Dear Ms. Guzman et al:

The City of Fairfield is pleased to present its applications for four Priority Development Areas (PDAs): **Downtown South (Union Avenue/Jefferson Street), the West Texas Street Gateway, North Texas Street Core, and the Fairfield-Vacaville Train Station.** Each of these areas has been identified by the City as a focal area for new development and redevelopment. All are within a short distance of fixed transit (Suisun-Fairfield Train Station and the planned Fairfield-Vacaville Train Station), or a major bus transportation center. We have included photographs, maps, and budgets where appropriate for each area.

Please feel free to contact me at 707.428.7446 if you have any questions.

Sincerely,

BRIAN MILLER
Associate Planner

BKM:bkm

Enclosures

cc: Sean Quinn, Mike Duncan, Erin Beavers, Joe Lucchio, David White, John Pedersen

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Enter information in the spaces provided. E-mail this completed application form and attachments requested in this application form to FOCUS@abag.ca.gov by Friday, June 29, 2007.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<i>Attach resolution showing local support for involvement in FOCUS</i>	
a. Lead Applicant -City/County	City of Fairfield, Solano County
Contact Person	Brian Miller
Title	Associate Planner
Department	Community Development
Street Address	1000 Webster Street
City	Fairfield
Zip Code	94533
Phone Number	707.428.7446
Fax Number	707.428.7621
Email	bkmliller@ci.fairfield.ca.us
b. Area Name and Location	Jefferson Street/Union Avenue
c. Area Size <i>(recommended minimum acreage = 100)</i>	100+
d. Public Transit Serving the Area	Fairfield-Suisun Transit Service

Part 2 – AREA INFORMATION		
	CURRENT CONDITIONS	FUTURE GOAL (Horizon Year: 2035)
a. Types of Zoning in Priority Area (land uses and densities)	Public Facilities, Downtown Commercial, commercial Mixed, High Density Residential, Medium Density Residential, Commercial Service, Office Commercial	Public Facilities, Downtown Commercial, commercial Mixed, High Density Residential, Medium Density Residential, Commercial Service, Office Commercial
b. Total Housing Units (Best Estimate)	50	350
c. Total Jobs (Best Estimate)	2000	2500

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Type below or attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
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- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS*
<input checked="" type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other: <i>* If any box checked, Part 7 applies.</i>

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA (If applicable and feasible)

If you are interested in capital grants as a potential incentive, please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

If submitting an infrastructure budget is not feasible at this time, please note why:

In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 Metropolitan Transportation Commission
 Bay Area Air Quality Management District
 Bay Conservation and Development Commission
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jaqueline Guzman

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at JackieG@abaq.ca.gov or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at djohnson@mtc.ca.gov or 510.817.5846.

PRIORITY DEVELOPMENT AREA: DOWNTOWN SOUTH (JEFFERSON STREET/UNION AVENUE)

The Downtown South (Jefferson Street/Union Avenue) Priority Development Area is bounded by Jefferson Street on the west, Highway 12 on the South, both frontages of Union Avenue on the east, and Texas Street on the north. The area is located between downtown Fairfield and the Suisun-Fairfield Train Station in Suisun City. The project area incorporates the new Solano County Government Center and a variety of commercial, office, and residential land uses.

What is the overall vision for the area?

The overall vision for the Jefferson Street/Union Avenue Priority Development Area is an attractive mixed use urban center with higher density residential and office uses that complement and expand downtown.

This vision includes:

- Higher density mixed use, residential and limited office/commercial infill development and redevelopment along Jefferson Street between Texas Street and Highway 12. A recently completed project in Fairfield, McInnis Corners, illustrates the new quality and density of development that we would like to see extended south along Jefferson Street and Union Avenue.
- High quality office and commercial infill/redevelopment along Union Avenue.
- Improved streetscapes along Jefferson Street cross streets south of Delaware
- Improved streetscape along Union Avenue, including better lighting.
- Improvement of the intersection of West Texas Street, Oliver Road, Rockville Road and the Fairfield Linear Park to improve bicycle and pedestrian crossing conditions, way finding, and comfort.
- Redevelopment of existing vacant and underutilized properties
- A more attractive streetscape that improves community identity and image, improves pedestrian safety and comfort, and provides better connectivity between Downtown Fairfield, the Suisun-Fairfield Train Station, Downtown Suisun City, Armijo High School, and the Solano County Government Center

The project area includes many potentially underutilized parcels that could be suitable for higher quality and higher density infill development. This area abuts the County Government Center and could thus benefit from this market for office (and residential) space-especially for persons and companies doing business with the County.

What has to occur to fully realize this vision? What has happened during the past five years? Describe relevant planning processes and how the needs of community members were addressed.

A major impetus for redevelopment is construction of the Solano County Government Center, the County's seat of government. This facility represented a significant

investment in the eastern end of Downtown Fairfield and could inspire investment in office space for professionals doing business with the county, and perhaps a demand for high quality housing for County employees.

In response, the City amended the Zoning Ordinance in 2002 to permit higher density development along Jefferson Street to facilitate redevelopment. The City has also received a grant to improve the streetscape along Union Avenue. This project will install new streetlights, landscaping, and pedestrian scale-lighting at the pedestrian bridge leading to the Suisun-Fairfield Train Station. The project will be completed by 2008.

The biggest challenge facing implementation of the vision is divided property ownership. The project area includes a large number of small parcels, many occupied with existing single family homes and smaller office and commercial buildings. This may make the assembly of larger parcels, required for economies of scale, more difficult. In fact, what the City is seeing now is incremental redevelopment of these sites by individual property owners. While this new development does result in some intensification of development, it remains scattered and smaller in scale (rear yard second units and apartments are the most common construction occurring in the area. The challenge for the City is to ensure that such incremental improvements follow the overall objectives for the area.

The formal planning process for the Jefferson Street/Union Avenue PDA has included public hearings for the major projects and the rezoning. The City has an active downtown association which has been included in discussions about the project area. In addition, downtown Fairfield is within the boundaries of the current 80-to-80 Planning Study now underway.

Describe how this planning area has the potential to be a leading example of smart growth for the Bay Area

The Jefferson/Union Corridor is an example of the kind of transitional downtown neighborhood common in many of the Bay Area's older suburban towns. Implementing this vision will demonstrate that there is a market for sensitive infill development near train stations, government centers, and downtown commercial districts. With the application for PDA status for downtown Suisun City, this PDA will also demonstrate how communities can cooperate in developing a more pedestrian friendly downtown environment.

Developing a more intensive urban environment near an active train station will also demonstrate the possibilities of connecting new development and residents to transit. The train station offers significant access to the Bay Area via Capital Corridor trains and ultimately BART and ferry service in the Bay Area.

Existing Conditions



Webster Street Storefronts



Webster Street Office



Texas at Jefferson Street



Broadway



Broadway Near Jefferson



Jefferson Street



Jefferson Street



Union Avenue



Union Avenue



PROJECT/ACTION	TIMELINE	COST capital	COST operating	RESPONSIBILITY	POTENTIAL FUNDING SOURCE
Downtown South Street Lighting Program	Short-to-Medium	\$ 2,000,000.00		Fairfield	City funds, Regional Smart Growth Grants, TEA funds
Union/Jefferson Avenue Corridor Pedestrian Enhancements	Short-to-Medium	\$ 2,000,000.00	n/a	Fairfield	City funds, Regional grants, Redevelopment Agency
Infill Housing and Mixed Use Development-Acquisition, Lot Consolidation, Affordable Housing Subsidies	Medium	\$ 5,000,000.00	n/a	Fairfield, Private Developers	Fairfield, Private landowners, developers, Regional "Smart Growth" funding, Redevelopment Agency funds, MTC HIP Grants
Pedestrian Overcrossing to Train Station	Medium	\$ 3,000,000.00	n/a	Fairfield, Private Developers	Fairfield, CALTRANS, STA, City of Suisun City
Downtown Parking Garage	Medium	\$ 20,000,000.00	\$ 200,000.00	Fairfield,	Fairfield, Redevelopment Agency, MTC Grants
Infrastructure (Water/Sewer Service)	Short-to-Medium	\$ 3,000,000.00	n/a	Fairfield	Fairfield, Redevelopment Agency, MTC Grants
TOTAL ESTIMATED BUDGET		\$ 35,000,000.00	\$ 200,000.00		

Listed in order of priority
Short term 0-5 years; Medium term 5-10; Long term 10+
Costs in Millions, Operating Costs Annual (20 year)

JEFFERSON ST/UNION AVE FOCUS AREA DEVELOPMENT

FAIRFIELD CITY HALL

MAJORS ST

JACKSON ST

JACKSON ST

ILLINOIS ST

BROADWAY

WEBSTER ST

DELAWARE ST

MISSOURI ST

MAJORS ST

UNION ST

ILLINOIS ST

ST. JOHN ST

JEFFERSON ST

ST. JOHN ST

ST. JOHN ST

TEXAS ST

UNION ST

ILLINOIS ST

ST. JOHN ST

UNION AVE

UNION AVE

UNION AVE

TEXAS ST

EMPIRE ST

UNION AVE

HIGHWAY 12

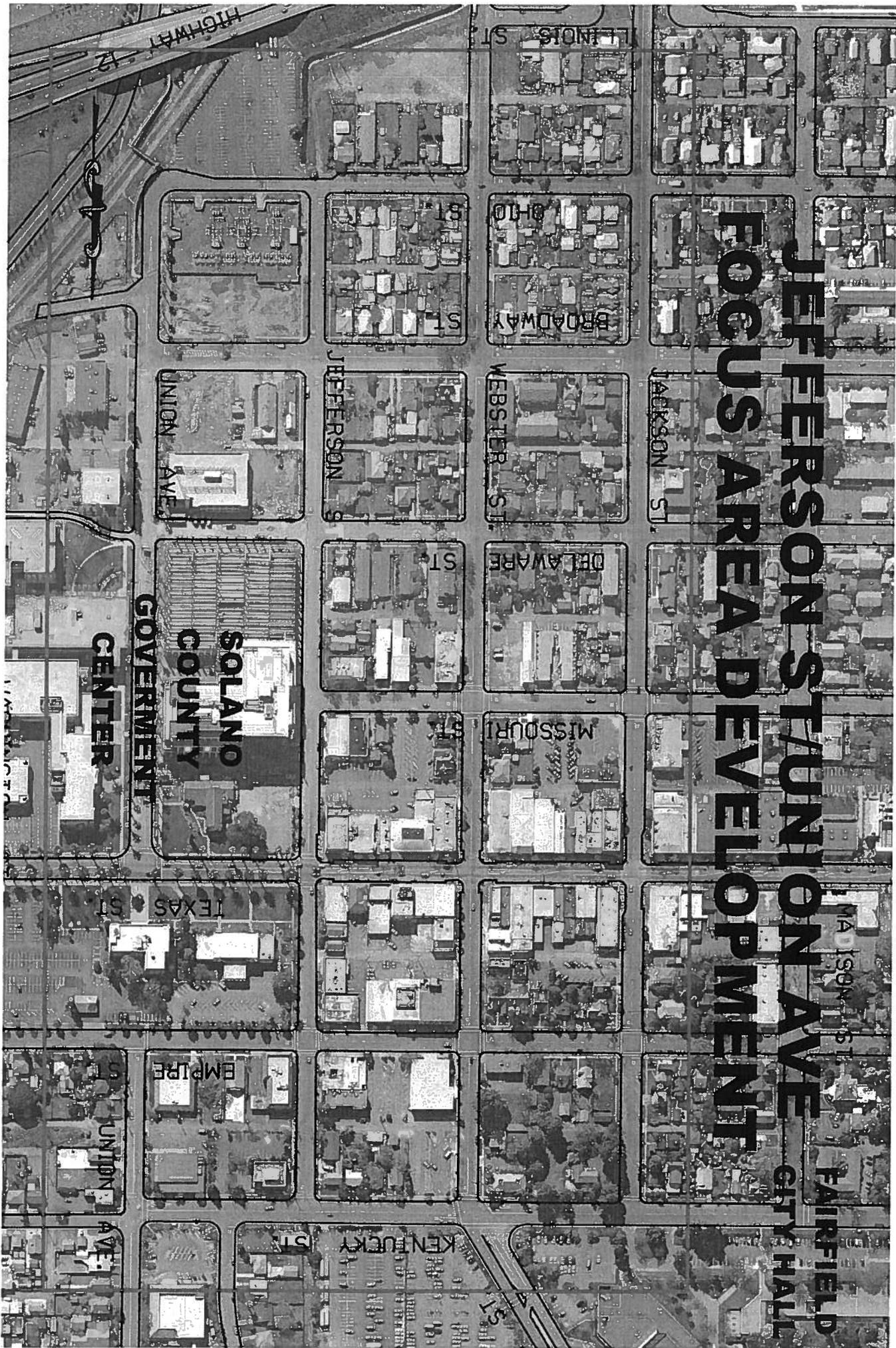
CENTER

GOVERNMENT

SOLANO COUNTY

KENTUCKY ST

15



FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Enter information in the spaces provided. E-mail this completed application form and attachments requested in this application form to FOCUS@abag.ca.gov by Friday, June 29, 2007.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<i>Attach</i> resolution showing local support for involvement in FOCUS	
a. Lead Applicant -City/County	City of Fairfield, Solano County
Contact Person	Brian Miller
Title	Associate Planner
Department	Community Development
Street Address	1000 Webster Street
City	Fairfield
Zip Code	94533
Phone Number	707.428.7446
Fax Number	707.428.7621
Email	bkmler@ci.fairfield.ca.us
b. Area Name and Location	North Texas Street Core
c. Area Size <i>(recommended minimum acreage = 100)</i>	120 acres
d. Public Transit Serving the Area	Fairfield-Suisun Transit Service

Part 2 – AREA INFORMATION		
	CURRENT CONDITIONS	FUTURE GOAL (Horizon Year: 2035)
a. Types of Zoning in Priority Area (land uses and densities)	Commercial, Open Space, Residential	Commercial, Residential, Recreation, Mixed Use
b. Total Housing Units (Best Estimate)	50	300
c. Total Jobs (Best Estimate)		

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Type below or attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS*
<input checked="" type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other: <i>* If any box checked, Part 7 applies.</i>

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA (If applicable and feasible)

If you are interested in capital grants as a potential incentive, please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

If submitting an infrastructure budget is not feasible at this time, please note why:

In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 Metropolitan Transportation Commission
 Bay Area Air Quality Management District
 Bay Conservation and Development Commission
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jaqueline Guzman

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at djohnson@mtc.ca.gov or 510.817.5846.

PRIORITY DEVELOPMENT AREA: N. TEXAS STREET CORE

The North Texas Street Core Priority Development Area (PDA) is centered around the intersection of North Texas Street, East Tabor Avenue, and the Fairfield Linear Park. The Core area includes a planned Central Transfer Facility, the intermodal hub for the City's bus system. The Fairfield Linear Park provides an all-weather, paved continuous 4-mile connection between North Texas Street and Solano Community College, with planned extensions providing a connection to northeastern Fairfield, including the planned Fairfield-Vacaville Train Station.

What is the overall vision for the area?

Located at the heart of the North Texas Street business district, this PDA will incorporate, higher density commercial/residential/office projects that create a more vibrant, pedestrian-friendly community. Given redevelopment and infill development opportunities in the neighborhood, our vision for the corridor includes:

- A fully-landscaped Linear Park between Pennsylvania Ave. and Dover Ave.
- A mixed use residential/commercial development on the vacant former Fairfield Bowl site at East Tabor and North Texas Street.
- New infill development where appropriate, including mixed use..
- Pedestrian crossing improvements at East Tabor Avenue, across North Texas Street, and at Alaska Avenue.
- Streetscape improvements identified in the North Texas Streetscape Plan, including street trees, widened sidewalks, and landscaping.
- The Central Transfer Facility, which will provide enhanced transit access to regional transit and the core Bay Area.

What has to occur to fully realize this vision? What has happened during the past five years? Describe relevant planning processes and how the needs of community members were addressed.

Implementing this vision will require the City and private property owners to continue cooperative efforts to create change in the area, including incremental improvements to basic infrastructure and direct investments by private property owners and City, Regional, and State agencies.

During the past five years, the City has undertaken several projects to improve conditions on North Texas Street. These projects have included reconstruction and streetscaping at the intersection of North Texas Street and Travis Boulevard, financial support for the development of a high quality infill housing project with affordable housing (Providence Walk)-the second phase is now under construction across the street, and support for the North Texas Street Business Association. These activities help implement planning studies such as the North Texas Streetscape Plan and the Redevelopment Plan. New developments proposed for the area will further contribute to implementing the vision

above and the guidelines established in previous planning efforts. For example, one project planned for the intersection of East Tabor and North Texas Street will include a new mixed use project and significant improvements to the Fairfield Linear Park. Private and public projects will continue to be required to install new landscaping that meets adopted plans. Signage, pedestrian crosswalks, landscape improvements, and public art will be elements of these projects.

Past planning efforts for North Texas Street involved substantial public input through workshops, public hearings, and media campaigns. The North Texas Street planning process also resulted in the creation of the North Texas Street Business Improvement District, which has continued to work with City staff on issues facing the corridor. The current 80-to-80 Corridor planning process will also involve substantial public input, with stakeholder interviews by our consultant team and a series of public workshops focused around property owners and business operators as well as the general public in order to determine realistic, market based ways to implement the overall vision.

Describe how this planning area has the potential to be a leading example of smart growth for the Bay Area

North Texas Street will be a good example of redevelopment focused around infill mixed use and moderate density housing, a major public alternative transportation amenity (the Linear Park), and access to public transportation (the Central Transfer Center).

Project Area Photographs and Graphics



East Pacific Avenue



Acacia Street



East Travis Blvd.



Food Maxx



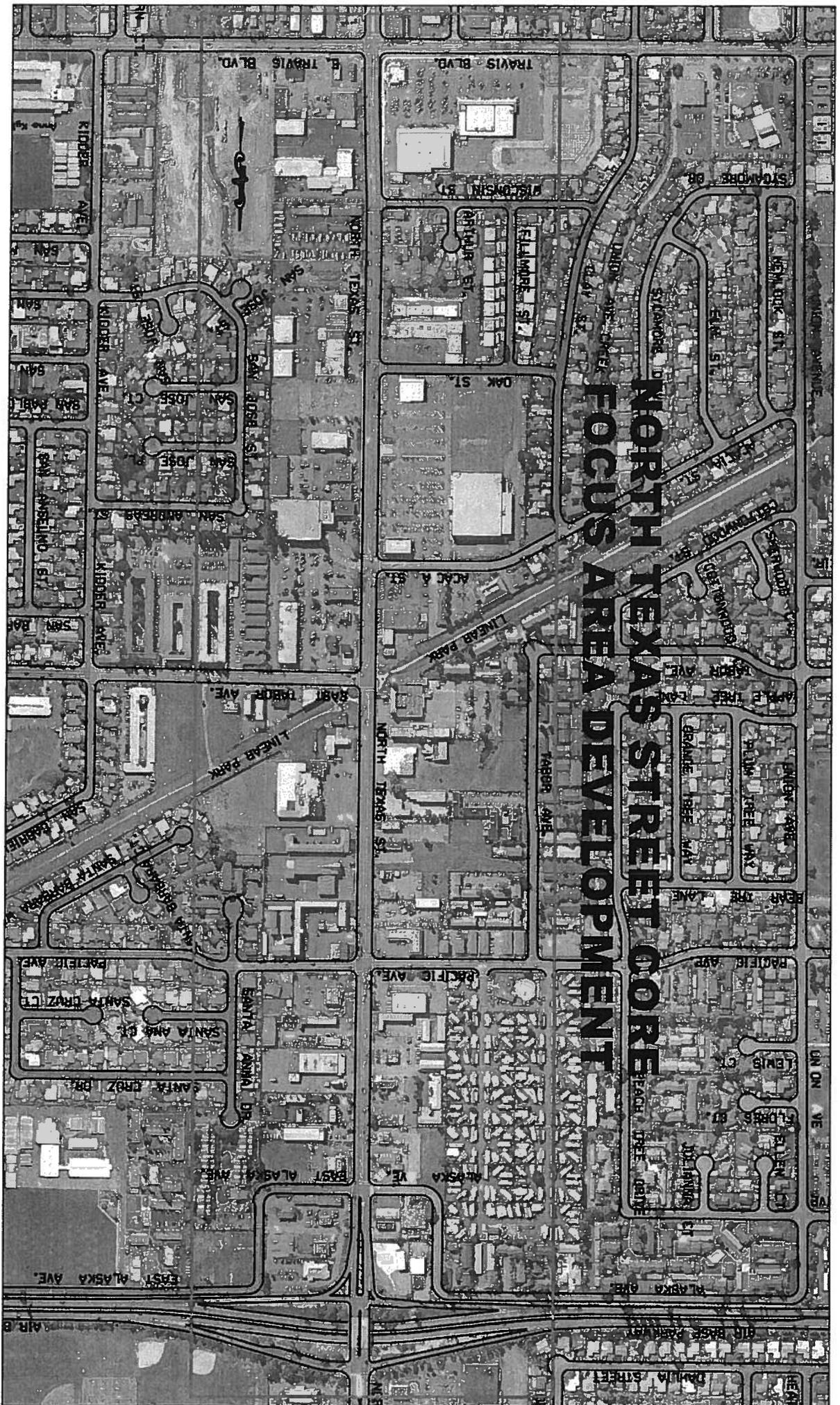
FOCUS

Application for Priority Development Area Designation

North Texas Street Core
for Part 7 of the Application

PROJECT/ACTION	TIMELINE	COST capital	COST operating	RESPONSIBILITY	POTENTIAL FUNDING SOURCE
Central Bus Transfer Center	Short-to-Medium	\$ 5,000,000.00	\$200,000.00	Fairfield, Suisun	City funds, Regional Smart Growth Grants, TEA funds
Linear Park Landscaping and Enhancements	Short-to-Medium	\$ 2,000,000.00	n/a	Fairfield	City funds, Regional grants, Redevelopment Agency Fairfield, Private landowners, developers, Regional "Smart Growth" funding, Redevelopment Agency funds, MTC HIP Grants
Infill Housing and Mixed Use Development-Acquisition, Lot Consolidation, Affordable Housing Subsidies	Medium-to-Long	\$ 12,000,000.00	n/a	Fairfield, Private Developers	Fairfield, CALTRANS, STA, City of Suisun City
Crosswalks/Pedestrian Safety Enhancements	Short-to-Medium	\$ 300,000.00	n/a	Fairfield, Private Developers	Fairfield, Redevelopment Agency, MTC Grants
Streetscape Enhancement	Medium-to-Long	\$ 3,000,000.00	n/a	Fairfield, Private Property Owners, Developers	
TOTAL ESTIMATED BUDGET		\$ 22,300,000.00	\$200,000.00		

Listed in order of priority
Short term 0-5 years; Medium term 5-10; Long term 10+
Costs in Millions, Operating Costs Annual (20 year)



NORTH TEXAS STREET CORE FOCUS AREA DEVELOPMENT

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

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Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<i>Attach resolution showing local support for involvement in FOCUS</i>	
a. Lead Applicant -City/County	City of Fairfield, Solano County
Contact Person	Brian Miller
Title	Associate Planner
Department	Community Development
Street Address	1000 Webster Street
City	Fairfield
Zip Code	94533
Phone Number	707.428.7446
Fax Number	707.428.7621
Email	bkmiller@ci.fairfield.ca.us
b. Area Name and Location	Fairfield-Vacaville Train Station
c. Area Size <i>(recommended minimum acreage = 100)</i>	+/-425
d. Public Transit Serving the Area	None Currently

Part 2 – AREA INFORMATION		
	CURRENT CONDITIONS	FUTURE GOAL (Horizon Year: 2035)
a. Types of Zoning in Priority Area (land uses and densities)	Industrial, Outside City Limits	Commercial, Residential, Industrial, Recreation, Mixed Use
b. Total Housing Units (Best Estimate)	10	2500
c. Total Jobs (Best Estimate)	50	500

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Type below or attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS*
<input type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input checked="" type="checkbox"/> Other: Public outreach efforts for higher density housing to be proposed in the Specific Plan.	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other: <i>* If any box checked, Part 7 applies.</i>

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA (If applicable and feasible)

If you are interested in capital grants as a potential incentive, please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

If submitting an infrastructure budget is not feasible at this time, please note why:

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Association of Bay Area Governments
 Metropolitan Transportation Commission
 Bay Area Air Quality Management District
 Bay Conservation and Development Commission
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jaqueline Guzman

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at djohnson@mtc.ca.gov or 510.817.5846.

PRIORITY DEVELOPMENT AREA: FAIRFIELD/VACAVILLE TRAIN STATION

The Fairfield/Vacaville Train Station Priority Development Area (PDA) consists of land within approximately ½ mile of the Fairfield-Vacaville Train Station, a multimodal transportation center proposed for the vicinity of Peabody and Vanden roads in northeast Fairfield. Most of the Specific Plan area is currently outside the City Limits. The City is currently developing design plans for the train station and is preparing a comprehensive Specific Plan for development in this area that will result in the annexation and development of the planning area. Much of the area is currently characterized by industrial and service commercial uses such as auto dismantlers, rock crushing operations, concrete batch plants and workshops incompatible with regional transportation nodes like a train station. The proposed development plan will, by contrast, take advantage of this major planned transportation facility.

What is the overall vision for the area?

The Fairfield/Vacaville Train Station PDA will be a true transit-oriented (TOD), pedestrian-friendly, mixed use development. The draft development plan includes very high density (32 dwellings per acre), high density, and medium density housing (almost 2,500 units) along with local-serving commercial uses and office uses oriented around a “Main Street” focused on the new train station for the Capitol Corridor, a passenger rail service operating daily between San Jose and Sacramento. The Capitol Corridor operates 32 trains a day, and will have as many as 40 as equipment becomes available. The scale of development, including sidewalk design, pedestrian crosswalks, a bicycle friendly roadway (Jepson Parkway), public amenities, and recreational facilities, will combined create a multifaceted, pedestrian oriented community.

What has to occur to fully realize this vision? What has happened during the past five years? Describe relevant planning processes and how the needs of community members were addressed.

Completion of the Specific Plan and subsequent annexations will be the first steps to realizing this vision. A draft concept plan has been prepared in conjunction with affected property owners and private developers, and forms the basis for the project’s Environmental Impact Report (EIR). Other key steps include finalizing plans for construction of the train station, locking in financing for building and maintaining public infrastructure, and marketing the new Specific Plan Area to developers.

The Specific Plan process has involved numerous public workshops, meetings with individual landowners and developers, and public hearings with the Planning Commission and City Council. Using this process, the project team is successfully integrating suggestions from landowners into the design.

Describe how this planning area has the potential to be a leading example of smart growth.

The Train Station Specific Plan will be a unique opportunity to build from scratch a transit-oriented town center. As train service expands and becomes more important, this project will be a leading example for other communities interested in developing new growth centers focused around fixed guideway hubs integrated with local and intercity bus services. The Train Station project will also demonstrate how to connect outlying suburban communities with core Bay Area job centers through alternative transportation systems. Finally, the Train Station will serve as a multi-modal hub served by local and regional bus service, Class I bikeways, and a unique pedestrian under-crossing of the railroad tracks. These design features may provide good examples for other communities in the vicinity of fixed rail transit.

PROJECT/ACTION	TIMELINE	COST capital	COST operating	RESPONSIBILITY	POTENTIAL FUNDING SOURCE
Fairfield Vacaville Train Station	Short Term	\$25,000,000	\$300,000.00	Fairfield, Vacaville, Capital Corridor Joint Powers Authority	City funds, TLC Grant Funds, CALTRANS, Federal transportation funds,
New Bridge for Peabody Road (Railroad Overcrossing)	Short-to-Medium	\$ 16,000,000.00		Fairfield	City funds, Northeast Fairfield Development Fees, TLC Grant Funds, CALTRANS, Federal transportation funds,
Affordable housing, site assembly and development	Medium	\$ 10,000,000.00	n/a	Fairfield, Private Developers	Fairfield, Private landowners, developers, Regional "Smart Growth" funding, MTC HIP Grants
Pedestrian connections to train station	Medium	\$ 3,000,000.00	n/a	Fairfield, Private Developers	Fairfield, CALTRANS, STA, City of Suisun City
Parking Garage	Long	\$ 20,000,000.00	\$200,000.00	Fairfield,	Fairfield, Capital Corridor JPA, MTC Grants
Infrastructure (Water/Sewer Service)	Short-to-Medium	\$ 3,000,000.00	n/a	Fairfield	Northeast Development Fees, MTC Grants
TOTAL ESTIMATED BUDGET		\$ 77,000,000.00	\$500,000.00		

Listed in order of priority
 Short term 0-5 years; Medium term 5-10; Long term 10+
 Costs in Millions, Operating Costs Annual (20 year)

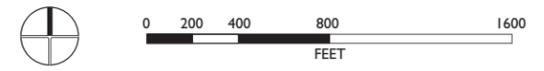
Fairfield Station Area Specific Plan



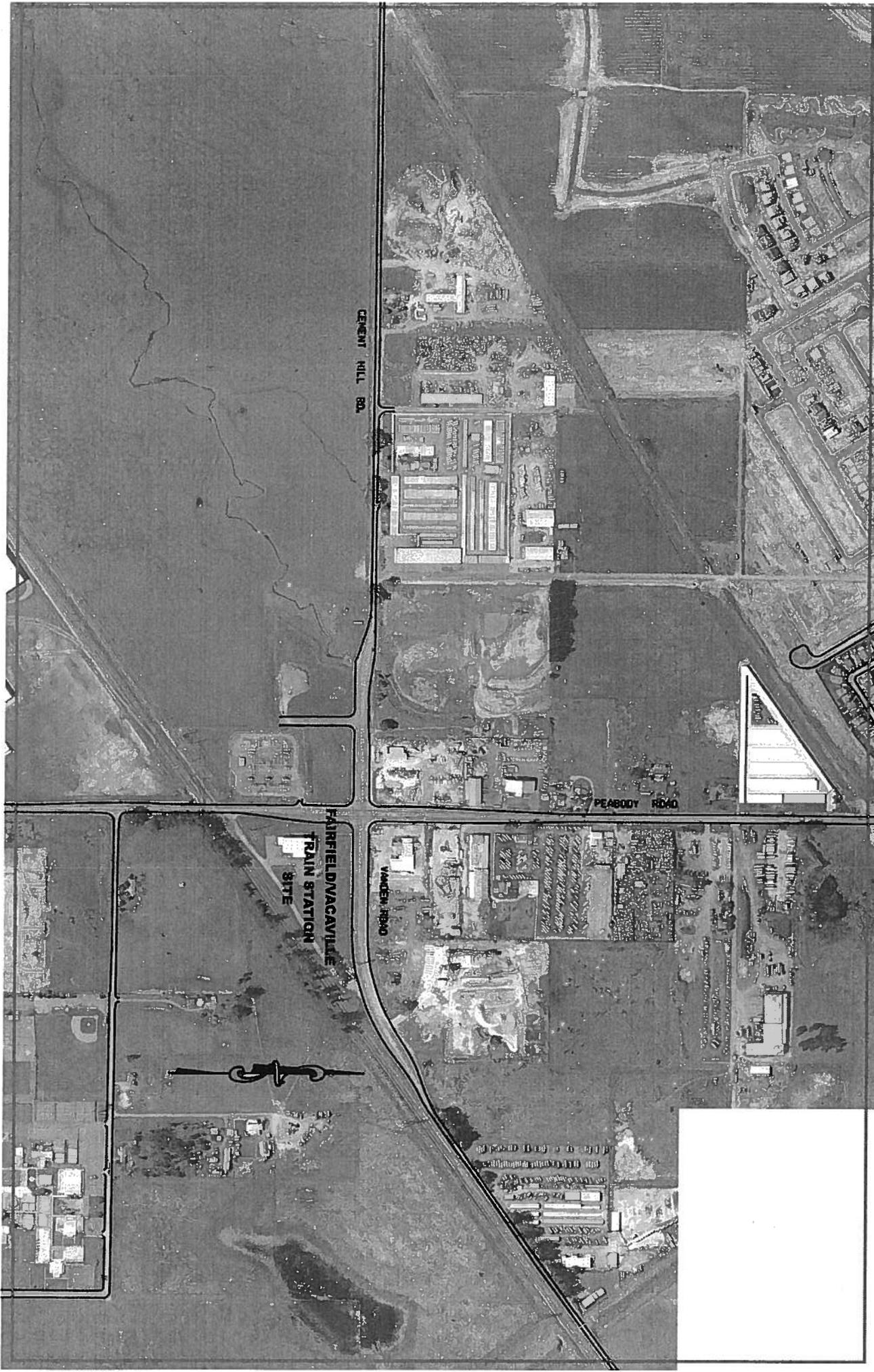
Illustrative Plan

- Community Park
- HCP Conservation Area
High Priority, Very limited development potential
- Linear Parkway / Buffer
- Neighborhood Park
- Pocket Park
- Detention Basin Locations
- Small Lot Single Family
- Medium Density Residential
(Townhouses, Condos)
- High Density Residential
(Apts/Condo w/ Surface Pkg)
- Very High Density Residential
(Apts/Condo w/ Structured Pkg)
- Commercial
- Office
- Public
- Neighborhood Center
- Railroad
- Residential Street
- Local Residential Street
- Bike Lanes and Bike Paths
- Signalized Intersection
- Unsignalized Intersection

November 8, 2006



FAIRFIELD/VACAVILLE TRAIN STATION FOCUS AREA DEVELOPMENT



FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

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Street Address	1000 Webster Street
City	Fairfield
Zip Code	94533
Phone Number	707.428.7446
Fax Number	707.428.7621
Email	bkmiller@ci.fairfield.ca.us
b. Area Name and Location	West Texas Street Gateway
c. Area Size <i>(recommended minimum acreage = 100)</i>	100+ acres
d. Public Transit Serving the Area	Fairfield-Suisun, Vallejo, Rio Vista Transit Services

Part 2 – AREA INFORMATION		
	CURRENT CONDITIONS	FUTURE GOAL (Horizon Year: 2035)
a. Types of Zoning in Priority Area (land uses and densities)	Commercial, Residential (5-8 du/acre, Medium Density Residential (8-15 du/acre); High Density Residential (15-22 du/acre); Very High Density Residential (22-32 du/acre)	Mixed Use, Commercial, Residential (5-8 du/acre, Medium Density Residential (8-15 du/acre); High Density Residential (15-22 du/acre); Very High Density Residential (22-32 du/acre)
b. Total Housing Units (Best Estimate)	350	1000
c. Total Jobs (Best Estimate)	1000	2000

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

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- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply) Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.		
<p style="text-align: center; margin: 0;">TECHNICAL ASSISTANCE</p> <p><input checked="" type="checkbox"/> Assistance with policies to implement existing plan</p> <p><input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions</p> <p><input checked="" type="checkbox"/> Assistance with local workshops and tours</p> <p><input type="checkbox"/> Other:</p>	<p style="text-align: center; margin: 0;">REQUEST FOR PLANNING GRANTS</p> <p><input type="checkbox"/> Funding for new area-wide specific plan or precise plan</p> <p><input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan</p> <p><input type="checkbox"/> Funding for EIR to implement existing area-wide plan</p> <p><input type="checkbox"/> Other:</p>	<p style="text-align: center; margin: 0;">REQUEST FOR CAPITAL GRANTS*</p> <p><input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle)</p> <p><input checked="" type="checkbox"/> Funding for housing projects</p> <p><input checked="" type="checkbox"/> Funding for water/sewer capacity</p> <p><input checked="" type="checkbox"/> Funding for parks/urban greening</p> <p><input checked="" type="checkbox"/> Funding for streetscape improvements</p> <p><input type="checkbox"/> Other:</p> <p style="font-size: small;"><i>* If any box checked, Part 7 applies.</i></p>

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA (If applicable and feasible)
<p>If you are interested in capital grants as a potential incentive, please <u>attach</u> a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.</p> <p>If submitting an infrastructure budget is not feasible at this time, please note why:</p>

In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 Metropolitan Transportation Commission
 Bay Area Air Quality Management District
 Bay Conservation and Development Commission
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jaqueline Guzman

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at djohnson@mtc.ca.gov or 510.817.5846.

PRIORITY DEVELOPMENT AREA: WEST TEXAS STREET GATEWAY

The West Texas Street Gateway is located in Fairfield near the western end of West Texas Street at its intersection with Interstate 80. The PDA includes West Texas Street proper, Auto Mall Parkway/Cadenasso Drive, and Woolner Avenue.

What is the overall vision for the area?

The overall vision for the West Texas Street Gateway PDA is the complete transformation over time of an aging commercial corridor into a vibrant, attractive, more pedestrian-friendly, and denser mixed-use residential and commercial neighborhood that takes advantage of its key location near the Fairfield Transportation Center and Interstate 80. This vision includes:

- New residential and commercial infill development along the corridor, including in the Allan Witt Park project area, and vacant and underutilized parcels nearby.
- Improved recreational and community amenities
- Revitalization of Winery Square Shopping Center
- Completion of public improvements and high quality private development on Auto Mall Parkway.
- Improved pedestrian, bicyclist, and vehicular connections with the Fairfield Transportation Center and Allan Witt Park.
- Intensified use of the Transportation Center through new facilities and programs.
- Improvement of the intersection of West Texas Street, Oliver Road, Rockville Road and the Fairfield Linear Park to improve bicycle and pedestrian crossing conditions, way finding, comfort, and safety.
- Redevelopment of existing vacant and underutilized properties
- A more attractive streetscape with improved community identity and image, pedestrian safety, and comfort
- Improved multimodal connectivity between I-80, the Fairfield Transportation Center, Alan Witt Park, the Fairfield Linear Park, and Downtown Fairfield.

What has to occur to fully realize this vision? What has happened during the past five years? Describe relevant planning processes and how the needs of community members were addressed.

Implementing this vision will require the City and private property owners to continue cooperative efforts to create change in the area, including incremental improvements to basic infrastructure and direct investments by private property owners and City, Regional, and State agencies.

The City has already completed or initiated several planning studies. These include the **West Texas Streetscape Plan** for the corridor between Oliver Road and Pennsylvania Avenue. The City is currently working with Solano Transportation Authority, CALTRANS, and a landscape architecture firm to complete designs for pedestrian improvements near Allan Witt Park and Woolner Avenue based on the Streetscape Plan.

The City also has initiated a comprehensive planning process for Allan Witt Park and adjacent parcels. This planning process envisions reconfiguration and improvement of the recreational amenities in the park, along with the introduction of new housing and limited office and commercial space.

Several capital projects are also completed or under way. The City constructed the first phase of the Fairfield Transportation Center, an intermodal transit hub with regional bus service connections (including to BART and the Vallejo Ferry) and a parking garage. Due to the added passenger demand, the City is currently designing a multi-level parking garage for additional capacity at this location. CALTRANS has begun implementing intersection improvements at Oliver road that will include a new sidewalk linking the Linear Park to the City's existing sidewalk network east of Beck Avenue.

There has been private development in the corridor that reflects the city's vision as well. Spanos Development completed a 200-unit very-high density apartment complex within a block of the Transportation Center and across the street from Allan Witt Park and Winery Square Shopping Center. This project is one of the largest "infill" projects on the West Texas Street corridor.

The West Texas Streetscape Plan included substantial public input with nine public workshops, several hearings, and consultations with local citizens. The planning process for Allan Witt Park has included a series of workshops, establishment of a citizens' committee, and continued public hearings and updates, along with a website on the project. The current 80-to-80 Corridor planning process will involve stakeholder interviews by our consultant team and a series of public workshops focused around property owners and business operators in order to determine realistic, market based solutions to implement the overall vision.

Describe how this planning area has the potential to be a leading example of smart growth for the Bay Area

Almost every suburban community in the Bay Area (and the United States) has a street similar to West Texas Street. Redevelopment of aging strip commercial corridors into more urban, mixed use, and pedestrian friendly community is one of the biggest planning challenges facing communities. It is an example of how a re-urbanizing community can develop, anchored by a major bus transportation center, informal and formal carpooling, and redesign of the street to be more comfortable for pedestrians. Residents in the PDA will have direct access to the Fairfield transportation Center for local transit lines and inter-city service to the AMTRAK/Capital Corridor train station in Suisun City, BART in El Cerrito, Pleasant Hill and Walnut Creek, to the University of California-Davis, and downtown Sacramento.

Current Conditions





Newer big box retail building



**Abandoned building-Fifth at
Indiana Opportunity Site**



Fifth at Indiana-Opportunity Site



Fairfield Transportation Center

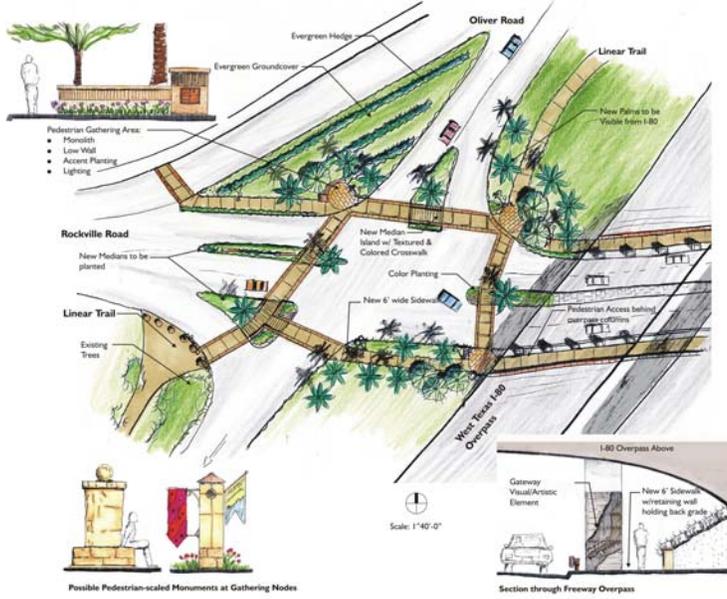


Fairfield Transportation Center



Conceptual Improvement Plans

West Texas Street Master Plan Design Concept (Preliminary Only)



**Conceptual Budget
West Texas Street Gateway
2006 TLC Capital Grant Application**

No.	Description	Estimated Quantity	Unit	Estimated Cost	
				Unit Price	Total Price
A.	DESIGN DEVELOPMENT AND ENGINEERING	1	Project	\$ 200,000.00	\$ 200,000.00
B.	GENERAL REQUIREMENTS				
	Traffic Control	1	LS	\$ 100,000.00	\$ 100,000.00
C	DEMOLITION and PREP				
	Demolition and Sawcutting	1	LS	\$ 150,000.00	\$ 150,000.00
	Clear and Grub	70,000	SF	\$ 0.10	\$ 7,000.00
	Soil Prep and Finish Grading	60,000	SF	\$ 0.25	\$ 15,000.00
D	CONSTRUCTION COSTS				
	West Gateway				
	Stamped Colored Asphalt Crosswalks	2,800	SF	\$ 15.00	\$ 42,000.00
	Pedestrian Plazas	50	SF	\$ 30.00	\$ 1,500.00
	Low Walls at Pedestrian Plazas	50	LF	\$ 175.00	\$ 8,750.00
	Monoliths at Pedestrian Plaza	1	EA	\$ 4,000.00	\$ 4,000.00
	Lighting at Linear Park Gateway	2	EA	\$ 9,000.00	\$ 18,000.00
	Bollards	4	EA	\$ 300.00	\$ 1,200.00
	Shrubs-5 Gallon	25	EA	\$ 40.00	\$ 1,000.00
	Shrubs-1 Gallon	75	EA	\$ 20.00	\$ 1,500.00
	Trees-Palms, Cypress, or other "Vertical" Trees	15	EA	\$ 400.00	\$ 6,000.00
	Bike Route Signage	2	EA	\$ 1,500.00	\$ 3,000.00
	Ground Cover-Flats	1,000	EA	\$ 1.50	\$ 1,500.00
	Ground Cover-Fescue	1,000	EA	\$ 0.75	\$ 750.00
	I-80 Undercrossing				
	Tile Mural Public Artwork	1	EA	\$ 150,000.00	\$ 150,000.00
	Lighting Program	1	LS	\$ 25,000.00	\$ 25,000.00
	East Gateway				
	Median Islands (incl.decorative fencing, landscaping, lighting)	320	LF	\$ 1,000.00	\$ 320,000.00

Trees-Palms, Cypress, or other Vertical Trees	15	EA	\$ 400.00	\$ 6,000.00
Ground Cover-Flats	2,000	EA	\$ 1.50	\$ 3,000.00
Ground Cover-Fescue	2,000	EA	\$ 0.75	\$ 1,500.00
Shrubs-5 Gallon	25	ea	\$ 40.00	\$ 1,000.00
Shrubs-1 Gallon	75		\$ 20.00	\$ 1,500.00
Flowering Trees	10	EA	\$ 120.00	\$ 1,200.00
Vines	350	EA	\$ 40.00	\$ 14,000.00
Beck Avenue Intersection				
Stamped Colored Asphalt Crosswalks	3,000	SF	\$ 15.00	\$ 45,000.00
Directional Signage	4	EA	\$ 2,500.00	\$ 10,000.00
Allan Witt Park				
Stamped Colored Asphalt Crosswalks	2,000	SF	\$ 15.00	\$ 30,000.00
Directional Signs	4	EA	\$ 1,500.00	\$ 6,000.00
Pedestrian Plazas	50	SF	\$ 30.00	\$ 1,500.00
Low Walls at Pedestrian Plazas	50	LF	\$ 175.00	\$ 8,750.00
Monoliths at Pedestrian Plaza	4	EA	\$ 3,500.00	\$ 14,000.00
ESTIMATED TOTAL COSTS				\$ 1,199,650.00
Contingency and Miscellaneous (30%) (Includes Irrigation, drainage, utility connections, contingencies)				\$ 374,895.00
TOTAL PROJECT BUDGET				\$ 1,574,545.00

CITY OF FAIRFIELD

RESOLUTION NO. 2007 - 165

A RESOLUTION OF THE CITY COUNCIL OF FAIRFIELD AUTHORIZING THE CITY TO SUBMIT AN APPLICATION TO REGIONAL AGENCIES FOR DESIGNATION OF PRIORITY DEVELOPMENT AREAS

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, said development pattern is generally consistent with the goals and objectives in the Fairfield General Plan; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth; and

WHEREAS, staff have presented substantial information on the FOCUS program and potential Priority Development Areas.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FAIRFIELD HEREBY AUTHORIZES STAFF TO SUBMIT APPLICATIONS FOR THE FOLLOWING PRIORITY DEVELOPMENT AREAS:

Section 1. West Texas Street Gateway, consisting generally of those areas within ½ mile of the Fairfield Transportation Center along West Texas Street, Auto Mall Parkway, Beck Avenue, Fifth Street, and Gregory Street.

Section 2. Downtown Fairfield, consisting generally of those areas within ½ mile of the Suisun City/Fairfield Train Station generally located between Highway 12, Empire Street, Jackson Street, and State Street (the North Texas Street Curve).

Section 3. North Texas Street Core, consisting generally of the properties within one mile of the potential Fairfield Central Bus Transfer Station fronting on North Texas Street and East Tabor Avenue between Air Base Parkway and Travis Boulevard.

Section 4. Fairfield-Vacaville Train Station, consisting of those properties within ½ mile of the planned train station located northeast of Fairfield.

PASSED AND ADOPTED this 19th day of June, 2007, by the following vote:

AYES: COUNCILMEMBERS:	<u>PRICE/BATSON/FARLEY/MRAZ/KARDOS</u>
NOES: COUNCILMEMBERS:	<u>None</u>
ABSENT: COUNCILMEMBERS:	<u>None</u>
ABSTAIN: COUNCILMEMBERS:	<u>None</u>

/s/ Harry T. Price

MAYOR

ATTEST:

/s/ Arletta K. Cortright

CITY CLERK

FAIRFIELD VAQA VILLE TRAIN STATION FOCUS AREA DEVELOPMENT



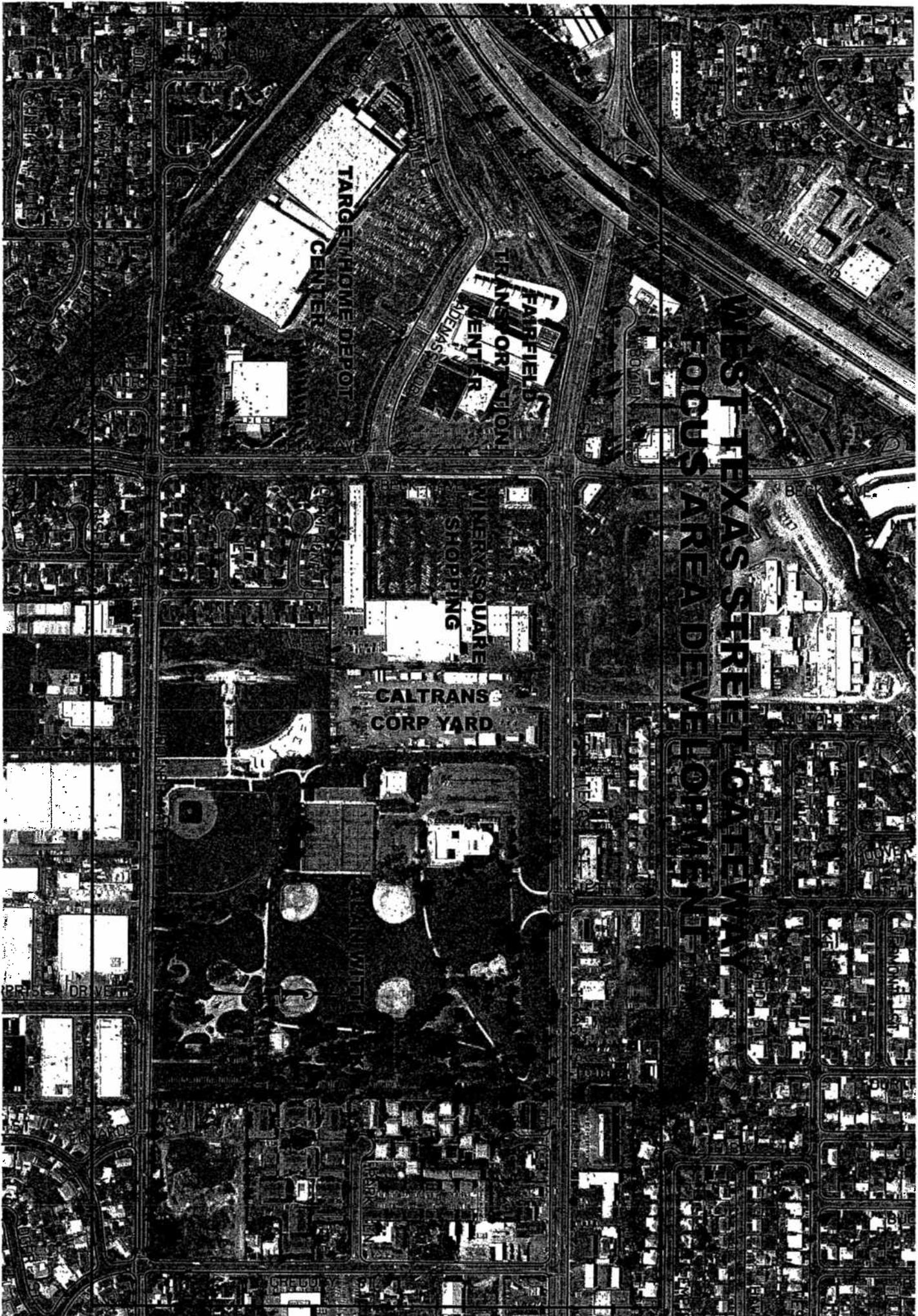
**WEST TEXAS STREET CORRIDOR
FOCUS AREA DEVELOPMENT**

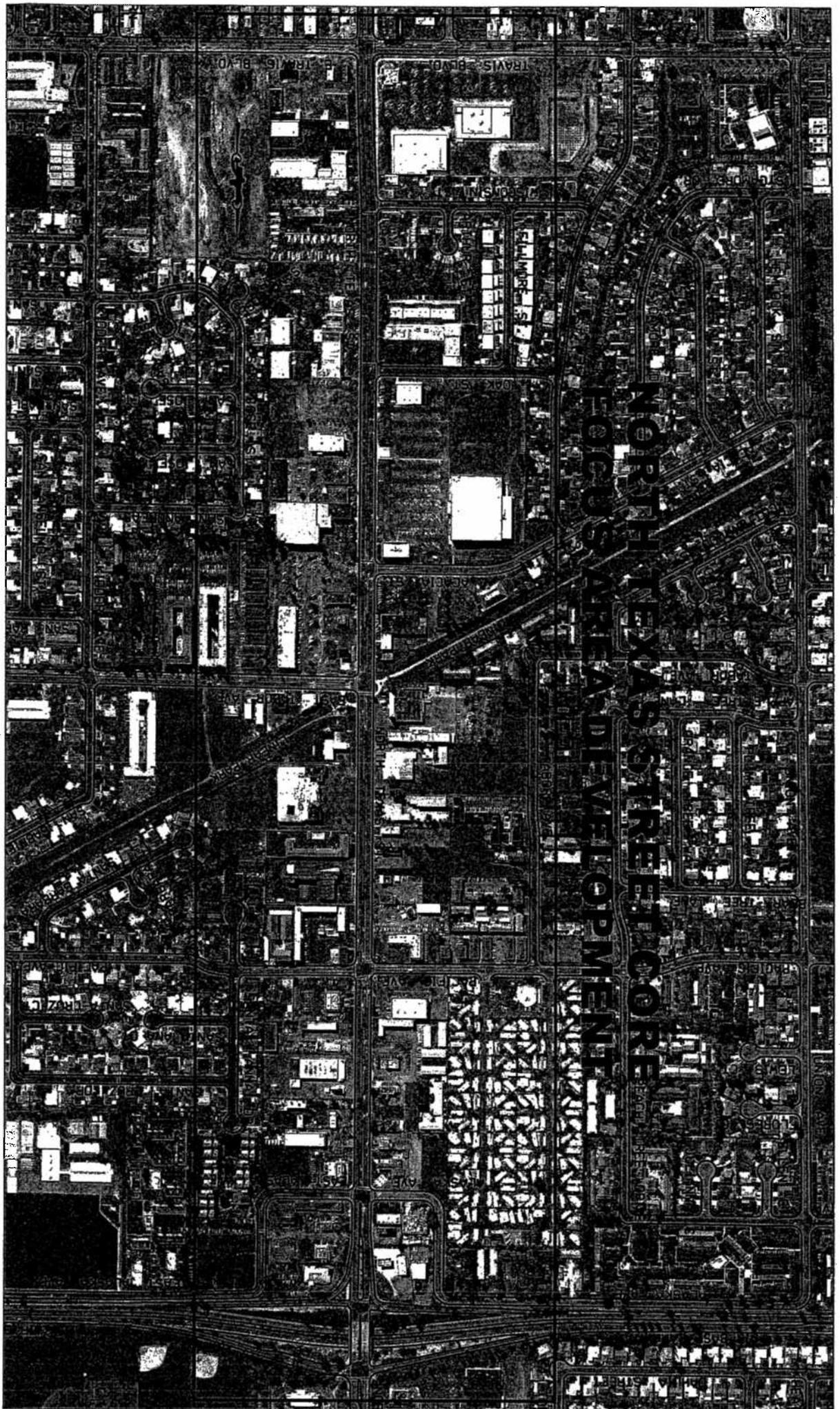
**TARGET HOME DEPOT
CENTER**

**FARFIELD
TRUCKS & EQUIPMENT
CENTER**

**MARY SQUARE
SHOPPING**

**CALTRANS
CORP YARD**





NORTH TEXAS CORE DEVELOPMENT

TRAVIS BLVD

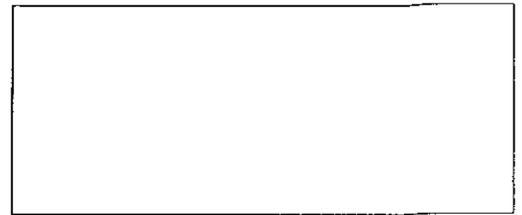
TRAVIS BLVD

ASBURY BLVD

MONROE BLVD



**City of Suisun City
Community Development
701 Civic Center Blvd.
Suisun City, CA 94533
707.421.7335
fax: 429.3758**



TRANSMITTAL MEMORANDUM

To:	Association of Bay Area Governments P.O. Box 2050 Oakland, CA 94604-2050	Date:	September 11, 2008
Subject:	FOCUS Application		

TRANSMITTED	<input checked="" type="checkbox"/>	Herewith	<input checked="" type="checkbox"/>	VIA EMAIL
		Under separate cover		VIA HAND
ACTION		Per your request	<input checked="" type="checkbox"/>	For your use
INFORMATION		For your approval	<input checked="" type="checkbox"/>	For your consideration
	<input checked="" type="checkbox"/>	For your review		For your use

DESCRIPTION OF ENCLOSED

1. FOCUS Application and attachments

MESSAGE

To Whom It May Concern:

Please accept this as our formal application for ABAG's FOCUS Program by the City of Suisun City. One hard copy will be mailed to your organization within the week. In addition, we will submit a finalized Resolution approved by the City Council by the October 31, 2008 deadline. If you have any questions, please do not hesitate to call me at (707) 421-7396.

Thank you,
Heather McCollister

FROM:	Heather McCollister, Community Development Director
CC:	

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<u>Attach</u> resolution showing local support for involvement in FOCUS	
a. Lead Applicant -City/County	Suisun City/Solano County
Contact Person	Heather McCollister
Title	Community Development Director
Department	Community Development
Street Address	701 Civic Center Boulevard
City	Suisun City
Zip Code	94585
Phone Number	707-421-7396
Fax Number	707-429-3758
Email	hmccollister@suisun.com
b. Area Name and Location	Downtown Waterfront District
c. Area Size (minimum acreage = 100)	Approximately 448 Acres
d. Public Transit Serving the Area (existing and planned)	Amtrak, public bus services, and a public Park and Ride Lot with bicycle lockers
e. Place Type (Identify based on the Station Area Planning Manual)	Transit Town Center

Part 2 – AREA INFORMATION
A spreadsheet for entering area information on demographics, housing, and land use is provided. Please complete these worksheets with all currently available information and <u>attach</u> .

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input checked="" type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input checked="" type="checkbox"/> Other: Future expansion of transit services including possible ferry services.

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov by 5:00 p.m. Friday, September 12, 2008. The local government resolution can be submitted by Friday, October 31, 2008. In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jackie Guzman

Part 2 - Area Information

Please see attached demographic spreadsheet and source data including information from ABAG's Projections 2007 and Claritas Inc. Demographic Snapshot Report of 2008.

PDA Name:

Downtown Waterfront District

PDA Jurisdiction:

Suisun City, Solano County, California 94585

Data for the PDA	2008 (Reported by 2008 Claritas Inc.)	2010 (Reported by 2007 ABAG Projections)	2035 (Reported by 2007 ABAG Projections)
Population	27,504	30,300	38,100
Household Population		30,200	38,000
Total Housing Units	8,832	9,320	11,630
Single-Family	7,588		
Multi-Family	1,244		
Persons per Unit	3.22		
Employed Residents	13,263	14,970	21,990
Mean Household Income		88,700	120,200
Total Jobs		4,530	7,080

Data Sources:

Claritas Inc. (2008)
ABAG 2007 Projections

Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
Population		
2013 Projection	28,720	
2008 Estimate	27,504	
2000 Census	26,118	
1990 Census	22,789	
Growth 2008-2013	4.42%	
Growth 2000-2008	5.31%	
Growth 1990-2000	14.61%	
2008 Est. Population by Single Race Classification		
White Alone	10,433	37.93
Black or African American Alone	5,810	21.12
American Indian and Alaska Native Alone	196	0.71
Asian Alone	5,544	20.16
Native Hawaiian and Other Pacific Islander Alone	296	1.08
Some Other Race Alone	2,665	9.69
Two or More Races	2,560	9.31
2008 Est. Population Hispanic or Latino by Origin*		
Not Hispanic or Latino	21,713	78.94
Hispanic or Latino:	5,791	21.06
Mexican	3,777	65.22
Puerto Rican	312	5.39
Cuban	29	0.50
All Other Hispanic or Latino	1,673	28.89
2008 Est. Hispanic or Latino by Single Race Class.		
White Alone	1,904	32.88
Black or African American Alone	196	3.38
American Indian and Alaska Native Alone	66	1.14
Asian Alone	131	2.26
Native Hawaiian and Other Pacific Islander Alone	19	0.33
Some Other Race Alone	2,609	45.05
Two or More Races	866	14.95



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Pop. Asian Alone Race by Category*	5,544	
Chinese, except Taiwanese	299	5.39
Filipino	3,538	63.82
Japanese	219	3.95
Asian Indian	314	5.66
Korean	89	1.61
Vietnamese	320	5.77
Cambodian	14	0.25
Hmong	159	2.87
Laotian	293	5.28
Thai	105	1.89
Other Asian	86	1.55
Two or more Asian categories	108	1.95
2008 Est. Population by Ancestry	27,504	
Pop, Arab	117	0.43
Pop, Czech	82	0.30
Pop, Danish	125	0.45
Pop, Dutch	129	0.47
Pop, English	1,098	3.99
Pop, French (except Basque)	421	1.53
Pop, French Canadian	98	0.36
Pop, German	1,765	6.42
Pop, Greek	65	0.24
Pop, Hungarian	33	0.12
Pop, Irish	1,118	4.06
Pop, Italian	873	3.17
Pop, Lithuanian	13	0.05
Pop, United States or American	908	3.30
Pop, Norwegian	367	1.33
Pop, Polish	278	1.01
Pop, Portuguese	217	0.79
Pop, Russian	35	0.13
Pop, Scottish	195	0.71
Pop, Scotch-Irish	113	0.41
Pop, Slovak	0	0.00
Pop, Sub-Saharan African	97	0.35
Pop, Swedish	117	0.43
Pop, Swiss	12	0.04
Pop, Ukrainian	0	0.00
Pop, Welsh	72	0.26
Pop, West Indian (exc Hisp groups)	100	0.36



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Population by Ancestry		
Pop, Other ancestries	15,482	56.29
Pop, Ancestry Unclassified	3,574	12.99
2008 Est. Pop Age 5+ by Language Spoken At Home	25,539	
Speak Only English at Home	18,167	71.13
Speak Asian/Pacific Islander Language at Home	3,433	13.44
Speak IndoEuropean Language at Home	790	3.09
Speak Spanish at Home	3,036	11.89
Speak Other Language at Home	113	0.44
2008 Est. Population by Sex	27,504	
Male	13,564	49.32
Female	13,940	50.68
Male/Female Ratio	0.97	
2008 Est. Population by Age	27,504	
Age 0 - 4	1,965	7.14
Age 5 - 9	2,075	7.54
Age 10 - 14	2,408	8.76
Age 15 - 17	1,542	5.61
Age 18 - 20	1,305	4.74
Age 21 - 24	1,461	5.31
Age 25 - 34	3,551	12.91
Age 35 - 44	4,079	14.83
Age 45 - 49	2,277	8.28
Age 50 - 54	2,014	7.32
Age 55 - 59	1,671	6.08
Age 60 - 64	1,154	4.20
Age 65 - 74	1,219	4.43
Age 75 - 84	565	2.05
Age 85 and over	218	0.79
Age 16 and over	20,574	74.80
Age 18 and over	19,514	70.95
Age 21 and over	18,209	66.20
Age 65 and over	2,002	7.28
2008 Est. Median Age	33.44	
2008 Est. Average Age	34.07	



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Male Population by Age	13,564	
Age 0 - 4	1,011	7.45
Age 5 - 9	1,042	7.68
Age 10 - 14	1,221	9.00
Age 15 - 17	776	5.72
Age 18 - 20	693	5.11
Age 21 - 24	749	5.52
Age 25 - 34	1,758	12.96
Age 35 - 44	1,973	14.55
Age 45 - 49	1,105	8.15
Age 50 - 54	987	7.28
Age 55 - 59	835	6.16
Age 60 - 64	548	4.04
Age 65 - 74	554	4.08
Age 75 - 84	232	1.71
Age 85 and over	80	0.59
2008 Est. Median Age, Male	32.34	
2008 Est. Average Age, Male	33.32	
2008 Est. Female Population by Age	13,940	
Age 0 - 4	954	6.84
Age 5 - 9	1,033	7.41
Age 10 - 14	1,187	8.52
Age 15 - 17	766	5.49
Age 18 - 20	612	4.39
Age 21 - 24	712	5.11
Age 25 - 34	1,793	12.86
Age 35 - 44	2,106	15.11
Age 45 - 49	1,172	8.41
Age 50 - 54	1,027	7.37
Age 55 - 59	836	6.00
Age 60 - 64	606	4.35
Age 65 - 74	665	4.77
Age 75 - 84	333	2.39
Age 85 and over	138	0.99
2008 Est. Median Age, Female	34.51	
2008 Est. Average Age, Female	34.80	



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total Place	%
2008 Est. Population Age 15+ by Marital Status*	21,056	
Total, Never Married	5,521	26.22
Married, Spouse present	11,726	55.69
Married, Spouse absent	1,122	5.33
Widowed	837	3.98
Divorced	1,850	8.79
Males, Never Married	2,948	14.00
Previously Married	991	4.71
Females, Never Married	2,573	12.22
Previously Married	1,696	8.05
2008 Est. Pop. Age 25+ by Educational Attainment*	16,748	
Less than 9th grade	1,028	6.14
Some High School, no diploma	1,393	8.32
High School Graduate (or GED)	4,255	25.41
Some College, no degree	5,320	31.76
Associate Degree	1,857	11.09
Bachelor's Degree	2,264	13.52
Master's Degree	456	2.72
Professional School Degree	151	0.90
Doctorate Degree	24	0.14
Households		
2013 Projection	8,979	
2008 Estimate	8,524	
2000 Census	7,987	
1990 Census	6,726	
Growth 2008-2013	5.34%	
Growth 2000-2008	6.72%	
Growth 1990-2000	18.75%	
2008 Est. Households by Household Type	8,524	
Family Households	6,887	80.80
Nonfamily Households	1,637	19.20
2008 Est. Group Quarters Population	97	
2008 Households by Ethnicity, Hispanic/Latino	1,355	15.90



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Households by Household Income	8,524	
Income Less than \$15,000	456	5.35
Income \$15,000 - \$24,999	421	4.94
Income \$25,000 - \$34,999	495	5.81
Income \$35,000 - \$49,999	980	11.50
Income \$50,000 - \$74,999	1,969	23.10
Income \$75,000 - \$99,999	1,754	20.58
Income \$100,000 - \$149,999	1,873	21.97
Income \$150,000 - \$249,999	498	5.84
Income \$250,000 - \$499,999	65	0.76
Income \$500,000 and more	13	0.15
2008 Est. Average Household Income	\$81,599	
2008 Est. Median Household Income	\$74,245	
2008 Est. Per Capita Income	\$25,419	
2008 Est. Household Type, Presence Own Children*	8,524	
Single Male Householder	601	7.05
Single Female Householder	646	7.58
Married-Couple Family, own children	3,081	36.15
Married-Couple Family, no own children	2,252	26.42
Male Householder, own children	275	3.23
Male Householder, no own children	166	1.95
Female Householder, own children	710	8.33
Female Householder, no own children	403	4.73
Nonfamily, Male Householder	234	2.75
Nonfamily, Female Householder	156	1.83
2008 Est. Households by Household Size*	8,524	
1-person household	1,247	14.63
2-person household	2,134	25.04
3-person household	1,696	19.90
4-person household	1,755	20.59
5-person household	946	11.10
6-person household	442	5.19
7 or more person household	304	3.57
2008 Est. Average Household Size	3.22	



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Households by Presence of People*	8,524	
Households with 1 or more People under Age 18:		
Married-Couple Family	3,312	38.85
Other Family, Male Householder	310	3.64
Other Family, Female Householder	884	10.37
Nonfamily, Male Householder	42	0.49
Nonfamily, Female Householder	18	0.21
Households no People under Age 18:		
Married-Couple Family	2,021	23.71
Other Family, Male Householder	131	1.54
Other Family, Female Householder	229	2.69
Nonfamily, Male Householder	793	9.30
Nonfamily, Female Householder	784	9.20
2008 Est. Households by Number of Vehicles*	8,524	
No Vehicles	369	4.33
1 Vehicle	1,913	22.44
2 Vehicles	3,752	44.02
3 Vehicles	1,537	18.03
4 Vehicles	669	7.85
5 or more Vehicles	284	3.33
2008 Est. Average Number of Vehicles*	2.16	
Family Households		
2013 Projection	7,260	
2008 Estimate	6,887	
2000 Census	6,447	
1990 Census	5,619	
Growth 2008-2013	5.42%	
Growth 2000-2008	6.82%	
Growth 1990-2000	14.74%	



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Family Households by Household Income	6,887	
Income Less than \$15,000	222	3.22
Income \$15,000 - \$24,999	210	3.05
Income \$25,000 - \$34,999	354	5.14
Income \$35,000 - \$49,999	670	9.73
Income \$50,000 - \$74,999	1,609	23.36
Income \$75,000 - \$99,999	1,575	22.87
Income \$100,000 - \$149,999	1,726	25.06
Income \$150,000 - \$249,999	447	6.49
Income \$250,000 - \$499,999	64	0.93
Income \$500,000 and more	10	0.15
2008 Est. Average Family Household Income	\$87,723	
2008 Est. Median Family Household Income	\$81,012	
2008 Est. Families by Poverty Status*	6,887	
Income At or Above Poverty Level:		
Married-Couple Family, own children	3,303	47.96
Married-Couple Family, no own children	1,897	27.54
Male Householder, own children	265	3.85
Male Householder, no own children	149	2.16
Female Householder, own children	718	10.43
Female Householder, no own children	185	2.69
Income Below Poverty Level:		
Married-Couple Family, own children	97	1.41
Married-Couple Family, no own children	36	0.52
Male Householder, own children	23	0.33
Male Householder, no own children	4	0.06
Female Householder, own children	180	2.61
Female Householder, no own children	30	0.44
2008 Est. Pop Age 16+ by Employment Status*	20,574	
In Armed Forces	345	1.68
Civilian - Employed	13,263	64.46
Civilian - Unemployed	887	4.31
Not in Labor Force	6,079	29.55



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Civ Employed Pop 16+ Class of Worker*	13,263	
For-Profit Private Workers	8,722	65.76
Non-Profit Private Workers	731	5.51
Local Government Workers	1,535	11.57
State Government Workers	675	5.09
Federal Government Workers	941	7.09
Self-Emp Workers	634	4.78
Unpaid Family Workers	25	0.19
2008 Est. Civ Employed Pop 16+ by Occupation*	13,263	
Management, Business, and Financial Operations	1,266	9.55
Professional and Related Occupations	2,195	16.55
Service	2,210	16.66
Sales and Office	3,999	30.15
Farming, Fishing, and Forestry	23	0.17
Construction, Extraction and Maintenance	1,637	12.34
Production, Transportation and Material Moving	1,933	14.57
2008 Est. Pop 16+ by Occupation Classification*	13,263	
Blue Collar	3,570	26.92
White Collar	7,437	56.07
Service and Farm	2,256	17.01
2008 Est. Workers Age 16+, Transportation To Work*	13,223	
Drove Alone	9,847	74.47
Car Pooled	2,406	18.20
Public Transportation	333	2.52
Walked	132	1.00
Motorcycle	29	0.22
Bicycle	37	0.28
Other Means	120	0.91
Worked at Home	319	2.41
2008 Est. Workers Age 16+ by Travel Time to Work*	12,904	
Less than 15 Minutes	2,911	22.56
15 - 29 Minutes	3,606	27.94
30 - 44 Minutes	2,097	16.25
45 - 59 Minutes	1,484	11.50
60 or more Minutes	2,806	21.75
2008 Est. Average Travel Time to Work in Minutes*	37.95	



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Tenure of Occupied Housing Units	8,524	
Owner Occupied	6,326	74.21
Renter Occupied	2,198	25.79
2008 Occ Housing Units, Avg Length of Residence	8	
2008 Est. All Owner-Occupied Housing Values	6,326	
Value Less than \$20,000	8	0.13
Value \$20,000 - \$39,999	8	0.13
Value \$40,000 - \$59,999	15	0.24
Value \$60,000 - \$79,999	9	0.14
Value \$80,000 - \$99,999	10	0.16
Value \$100,000 - \$149,999	8	0.13
Value \$150,000 - \$199,999	27	0.43
Value \$200,000 - \$299,999	436	6.89
Value \$300,000 - \$399,999	2,310	36.52
Value \$400,000 - \$499,999	2,346	37.09
Value \$500,000 - \$749,999	1,036	16.38
Value \$750,000 - \$999,999	90	1.42
Value \$1,000,000 or more	23	0.36
2008 Est. Median All Owner-Occupied Housing Value	\$414,167	
2008 Est. Housing Units by Units in Structure*	8,832	
1 Unit Attached	204	2.31
1 Unit Detached	7,384	83.61
2 Units	89	1.01
3 to 19 Units	638	7.22
20 to 49 Units	119	1.35
50 or More Units	323	3.66
Mobile Home or Trailer	70	0.79
Boat, RV, Van, etc.	5	0.06



Pop-Facts: Demographic Snapshot Report

Suisun City

Place, (see appendix for geographies), aggregate

Description	Total	
	Place	%
2008 Est. Housing Units by Year Structure Built	8,832	
Housing Units Built 1999 to 2008	913	10.34
Housing Unit Built 1995 to 1998	517	5.85
Housing Unit Built 1990 to 1994	1,554	17.60
Housing Unit Built 1980 to 1989	2,783	31.51
Housing Unit Built 1970 to 1979	2,501	28.32
Housing Unit Built 1960 to 1969	250	2.83
Housing Unit Built 1950 to 1959	135	1.53
Housing Unit Built 1940 to 1949	44	0.50
Housing Unit Built 1939 or Earlier	135	1.53
2008 Est. Median Year Structure Built **	1985	

*In contrast to Claritas Demographic Estimates, "smoothed" data items are Census 2000 tables made consistent with current year estimated and 5 year projected base counts.

**1939 will appear when at least half of the Housing Units in this reports area were built in 1939 or earlier.



Pop-Facts: Demographic Snapshot Report

Suisun City

Appendix: Area Listing

Area Name:

Type: List - Place

Reporting Detail: Aggregate

Reporting Level: Place

<u>Geography Code</u>	<u>Geography Name</u>	<u>Geography Code</u>	<u>Geography Name</u>
0675630	Suisun City city		

Project Information:

Site: 1

Order Number: 966956028



Projections 2007

Forecasts for the San Francisco Bay Area to the Year 2035

- Population
- Households
- Jobs
- Labor Force
- Income



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TOTAL POPULATION

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	26,928	27,200	28,000	28,600	29,400	30,300	31,200	32,000
DIXON**	16,180	17,500	19,300	22,000	24,200	26,700	29,000	31,300
FAIRFIELD**	96,545	106,900	117,400	125,900	132,000	137,300	142,000	146,900
RIO VISTA**	4,715	7,500	10,800	14,100	16,800	19,600	22,400	25,000
SUISUN CITY**	26,640	28,200	30,300	32,200	33,500	35,100	36,600	38,100
VACAVILLE**	89,304	97,200	105,200	112,600	118,700	124,200	129,200	134,300
VALLEJO**	119,917	122,900	129,800	138,400	145,500	151,700	157,400	163,100
REMAINDER	14,313	14,200	14,400	14,600	14,800	15,000	15,100	15,100
SOLANO COUNTY	394,542	421,600	455,200	488,400	514,900	539,900	562,900	585,800

* City ** City Sphere of Influence *** Other Subregional Area

HOUSEHOLD POPULATION

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	26,874	27,100	27,900	28,500	29,300	30,200	31,100	31,900
DIXON**	16,139	17,500	19,300	22,000	24,200	26,700	29,000	31,300
FAIRFIELD**	92,255	102,400	112,900	121,400	127,500	132,800	137,500	142,400
RIO VISTA**	4,713	7,500	10,800	14,100	16,700	19,500	22,300	24,900
SUISUN CITY**	26,546	28,100	30,200	32,100	33,400	35,000	36,500	38,000
VACAVILLE**	80,086	87,800	95,800	103,200	109,200	114,700	119,700	124,800
VALLEJO**	118,119	121,100	128,000	136,600	143,700	149,900	155,600	161,300
REMAINDER	13,836	13,700	13,900	14,100	14,300	14,500	14,600	14,600
SOLANO COUNTY	378,568	405,200	438,800	472,000	498,300	523,300	546,300	569,200

* City ** City Sphere of Influence *** Other Subregional Area

HOUSEHOLDS

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	10,352	10,670	10,850	11,010	11,330	11,630	11,960	12,290
DIXON**	5,102	5,640	6,160	6,950	7,700	8,460	9,200	9,940
FAIRFIELD**	30,995	35,000	38,170	40,760	42,830	44,560	46,190	47,820
RIO VISTA**	1,940	3,120	4,460	5,770	6,850	7,890	8,890	9,890
SUISUN CITY**	8,158	8,770	9,320	9,780	10,230	10,710	11,170	11,630
VACAVILLE**	28,351	31,590	34,120	36,430	38,590	40,460	42,250	44,040
VALLEJO**	40,608	42,330	44,370	46,950	49,510	51,620	53,590	55,560
REMAINDER	4,897	4,920	4,950	4,970	5,010	5,030	5,040	5,050
SOLANO COUNTY	130,403	142,040	152,400	162,620	172,050	180,360	188,290	196,220

* City ** City Sphere of Influence *** Other Subregional Area

MEAN HOUSEHOLD INCOME

In Contant 2005 Dollars

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	98,000	104,100	107,600	111,100	115,100	119,600	123,900	128,200
DIXON**	75,400	80,900	85,500	90,200	94,900	99,600	104,400	109,300
FAIRFIELD**	74,800	78,400	83,000	87,700	93,200	99,600	104,700	110,300
RIO VISTA**	70,200	70,200	75,600	81,800	87,500	93,600	100,700	107,800
SUISUN CITY**	80,400	83,300	88,700	95,000	101,600	107,900	114,000	120,200
VACAVILLE**	79,800	86,400	90,500	95,100	99,800	104,900	110,200	115,600
VALLEJO**	72,000	75,300	80,400	85,700	90,700	95,900	101,400	107,100
REMAINDER	130,500	132,000	137,000	142,900	149,900	157,200	164,100	171,100
SOLANO COUNTY	78,000	84,400	88,600	93,300	98,000	102,900	108,100	113,400

* City

** City Sphere of Influence

*** Other Subregional Area

EMPLOYED RESIDENTS

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	14,455	14,590	15,430	16,360	17,440	18,300	19,280	20,710
DIXON**	7,697	8,340	9,470	11,130	12,700	14,310	15,960	18,030
FAIRFIELD**	44,883	49,570	56,070	62,310	67,390	71,610	76,090	82,360
RIO VISTA**	2,051	3,260	4,850	6,530	8,060	9,480	10,930	12,710
SUISUN CITY**	12,804	13,520	14,970	16,380	17,650	18,870	20,200	21,990
VACAVILLE**	40,246	43,650	48,680	53,890	58,790	62,850	67,130	73,170
VALLEJO**	54,308	55,520	60,570	66,810	72,560	77,390	82,410	89,350
REMAINDER	6,520	6,450	6,760	7,090	7,410	7,690	7,900	8,280
SOLANO COUNTY	182,964	194,900	216,800	240,500	262,000	280,500	299,900	326,600

* City ** City Sphere of Influence *** Other Subregional Area

TOTAL JOBS

	2000	2005	2010	2015	2020	2025	2030	2035
BENICIA**	14,560	15,530	16,390	17,370	18,360	19,150	19,970	20,870
DIXON**	4,980	5,840	6,290	6,850	7,430	8,030	8,560	9,110
FAIRFIELD**	46,500	50,740	53,890	58,210	63,470	68,650	73,290	77,030
RIO VISTA**	2,290	2,450	2,900	3,560	4,260	4,990	5,760	6,560
SUISUN CITY**	3,670	4,080	4,530	5,090	5,510	6,080	6,710	7,080
VACAVILLE**	27,060	30,710	33,480	36,110	38,840	41,260	44,200	47,110
VALLEJO**	32,480	35,720	38,440	41,170	44,460	47,680	51,000	54,600
REMAINDER	5,200	5,450	5,470	5,480	5,480	5,500	5,510	5,510
SOLANO COUNTY	136,740	150,520	161,390	173,840	187,810	201,340	215,000	227,870

* City ** City Sphere of Influence *** Other Subregional Area

Part 3.b - Additional Area Information

On October 18, 1983 the City of Suisun City adopted the Downtown Waterfront Specific Plan as an implementation action to the 1979 Suisun City General Plan. Adoption of the Specific Plan was followed by the Amended Downtown Waterfront Specific Plan in February 1999.

In 2008, the City of Suisun City completed a draft Transit Oriented Development (TOD) Study that will be presented to the City Council for adoption within the next four to six months. The TOD Study fully supports the goals associated with the FOCUS program and will ensure that the City's future development and redevelopment programs follow the concepts associated with smart growth principles.

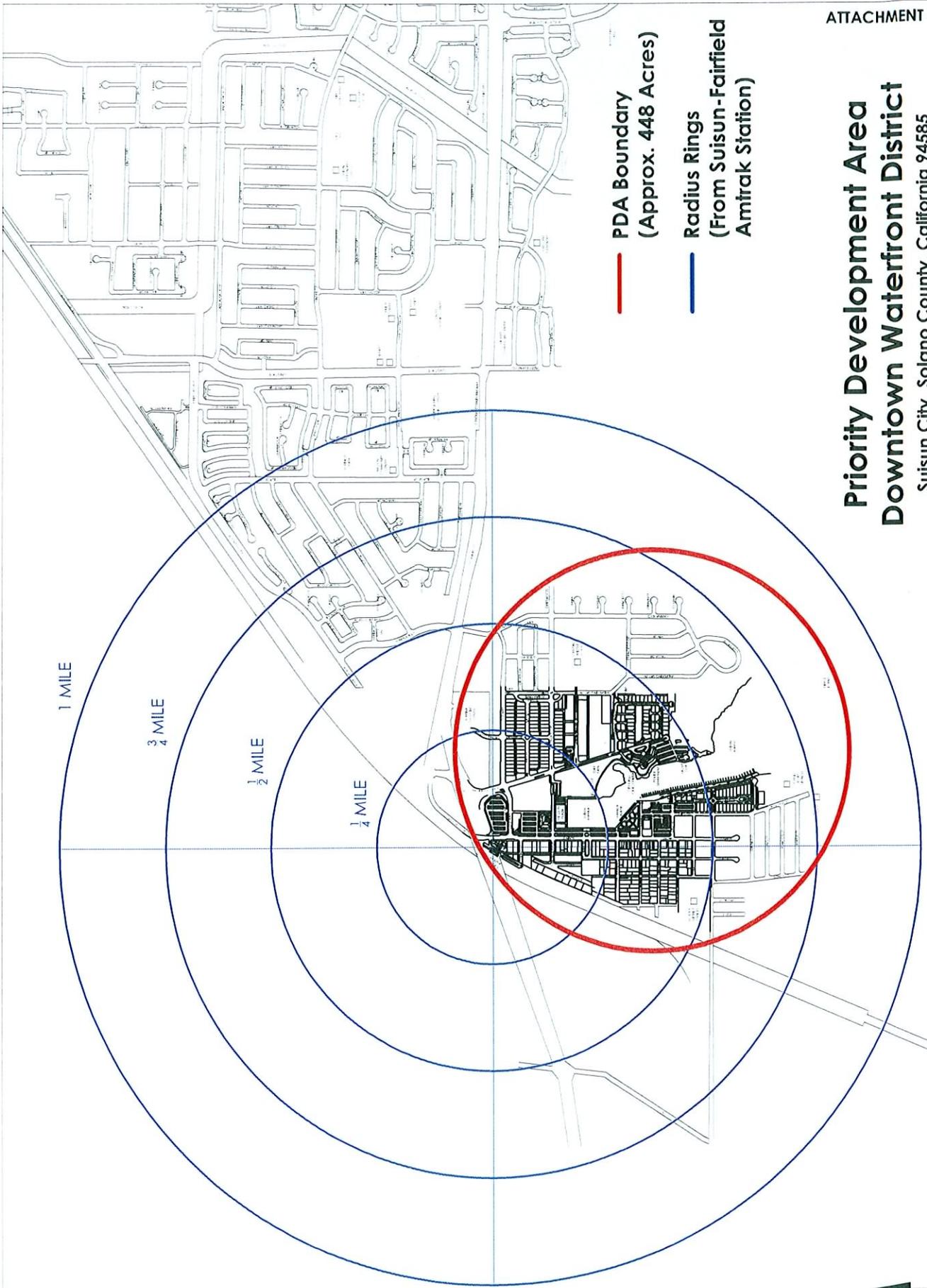
Part 4 – Map of Priority Development Area

Please see the attached Priority Development Area Downtown Waterfront District Map (Attachment 4-A) and Activity Centers near the Suisun-Fairfield Amtrak Station Map (Attachment 4-B).

Priority Development Area Downtown Waterfront District

Suisun City, Solano County, California 94585

September 2008



NO.	ACTIVITY SITE	DISTANCE FROM STATION
1	SUISUN-FAIRFIELD AMTRAK STATION	.02 MILES
2	PARK-AND-RIDE LOT	.12 MILES
3	ONE HARBOR CENTER BUSINESS OFFICES	.13 MILES
4	HAMPTON INN AND SUITES	.19 MILES
5	SHELDON PLAZA	.34 MILES
6	MAIN STREET SHOPPING DISTRICT	.33 MILES
7	HARBOR PLAZA	.43 MILES
8	HARBOR THEATER	.50 MILES
9	DELTA COVE-LIVE/WORK COMMUNITY	.75 MILES
10	PUBLIC BOAT LAUNCH	.30 MILES
11	DAY PARK	.42 MILES
12	CITY HALL/POLICE DEPARTMENT	.35 MILES
13	JOSIAH PARK	.47 MILES
14	CRYSTAL MIDDLE SCHOOL	.01 MILES
15	CENTRAL COUNTY BIKEWAY	



**ACTIVITY CENTERS
NEAR THE SUISUN-FAIRFIELD
AMTRAK STATION**

SUISUN CITY, SOLANO COUNTY, CALIFORNIA 94585

Image © 2008 DigitalGlobe

Part 5 – Narrative

Please see the attached Narrative describing the vision and planning processes associated with the proposed Priority Development Area.

Background

Suisun City was established in the 1850's and in 1869 the Transcontinental Railroad connected to downtown Suisun City, expanding the region's reach across the nation as a trading center tying agricultural areas with major urban centers through shipping and railroad links. The city was the hub of agricultural Solano County for more than a century. In the 1960s and 1970s, Suisun City experienced explosive growth as the San Francisco Bay Area's suburban ring extended to rural Solano County. In the 1960s, Interstate 80 was constructed two miles outside the city effectively moving commercial traffic away from rail and water conveyance. Today, the City's 28,000 residents and City Leaders are on their way to re-establishing Suisun City's Downtown Waterfront as a bustling business and cultural center that attracts commuters to its transit center.

The Vision

In 1999, the City implemented an aggressive redevelopment program centered on the Old Town Waterfront and Historic Main Street Shopping District through its amended Downtown Waterfront Specific Plan. Using the latest in New Urbanism design philosophy the Specific Plan Concept states that "Downtown Suisun City has the opportunity to become a unique waterfront town that is pleasant to live in and at the same time serves as a regional destination" drawing on a mix of characteristics associated with compact development/redevelopment of recreational, cultural and natural resource values. The overall vision includes incorporating smart growth elements to enhance/create waterfront recreation, retail uses, expansion of existing transit opportunities (Suisun-Fairfield Amtrak Station, Park-and-Ride lot, and a number of bicycle/pedestrian path systems), and multi-family and mixed use residential communities to be developed within ¼ mile of such transit opportunities.

Realizing the Vision

To fully realize the City's vision, the City of Suisun City will need to continue to focus its efforts on redeveloping its one-time bustling town center. The revitalized Downtown must feature a modern transit center with connections to completed bicycle/pedestrian paths, cultural and business gathering spaces, high-density, compact housing, and preserved open space including natural and cultural activity sites such as Downtown's promenade and plazas and the numerous public parks found throughout the City.

Recent Occurrences

Within the last five years, Suisun City has made great strides in its efforts to identify potential smart growth elements that could be incorporated in new and redeveloped areas of the City.

Expansion of transit opportunities is a primary goal. This includes (1) improving the existing transit center that features Amtrak, Park-and-Ride, and bicycle amenities, and (2) encouraging residents and visitors to travel through Suisun City without the use of vehicles by establishing a number of bicycle/pedestrian systems. To ensure sustainability and to further encourage use, a majority of the City's path systems are

directly connected to county and regional trail systems. Existing trails include the Central County Bikeway (completed in 2003) and the Jepson Parkway Bikeway (completed in 2004). In March 2008, Suisun City was awarded \$900,000 to construct the Highway 12 Safe Routes to School Path, and most recently, in September 2008, the City completed construction of the first of three phases of the McCoy Creek Trail.

Current smart growth activities include the development of mixed-use communities such as Delta Cove (completed in 2006) and Grey Hawk (McCoy Creek) (still under construction); a high number of in-fill projects including the Main Street West Project featuring additional mixed-use structures and fourteen residential development sites; and the redevelopment of the former Crystal Middle school site that will offer medium density single-family housing as well as a large public park. Excluding Grey Hawk, each of these projects will be completed within ½ mile of the Suisun-Fairfield Amtrak Station and Park-and-Ride lot.

In addition, the City of Suisun City is committed to preserving open spaces and ensuring that the Nation's largest estuary, the Suisun Marsh, is protected from impacts associated with the use of vehicles.

Planning Processes

The Redevelopment Agency of Suisun City retained the ROMA Design Group and Halcyon Limited to prepare a Redevelopment Concept Plan and Development Guidelines for specific Downtown project sites in July 1990. Halcyon undertook a market analysis to determine the types and scale of residential and commercial development that would be most appropriate for the Downtown area and prepared financial feasibility analyses for the specific project sites. ROMA prepared a Concept Plan for the Downtown that designated proposed land uses, densities, open space, and circulation movements. ROMA also prepared Development Guidelines for specific residential project areas.

The conceptual planning process included extensive public involvement in a series of public meetings and the ongoing involvement of an eleven member Community Advisory Committee. The initial concepts were revised to respond to community concerns and the constraints of the marketplace.

Smart Growth

The City of Suisun City is committed to focusing on reducing the number of vehicle trips within the City while recreating a bustling downtown waterfront that features compact neighborhoods with a cultural gathering center, attached to a transit hub effectively improving the environment as well as the physical and mental well-being of its citizens. To support future Smart Growth, the City has a draft TOD study underway.

Major development is focused on in-fill redevelopment of the Downtown Waterfront. With walkable distances (of ¼ mile) to the transit center, the Downtown District not only offers amenities to residents, but also to those who visit the City by use of our rail system or bicycle paths that have direct connection to county and regional trails.

Part 7 – Infrastructure Budget for Priority Area

Please see the attached Infrastructure Budget proposed for the Priority Development Area.

Infrastructure Budget

Action	Timeline	Capital Cost	Operating Cost	Responsibility	Potential Funding Source
Street and Transportation Improvements					
Harbor Center Street Extension (including pedestrian oriented circulation between Train Station and Harbor Plaza)	S	\$2,200,000.00	TBD	Public	General Fund
Railroad Avenue Extension	M	\$2,200,000.00	TBD	Public/Private	Private, Grants, General Fund
Marina Boulevard Overcrossing	L	\$20,000,000.00	TBD	Public	CIP, Grants
Parking structure (within 1/4 mile of Train Station)	L	TBD	TBD	Public	TBD
Utility Improvements					
Solis Area Utility Improvements (for mixed-use development within 1/4 mile of Train Station)	M	\$300,000.00	TBD	Public	Redevelopment Agency
Housing					
Multiple mixed-use housing development sites (within 1/4 mile of Train Station)	S-M	TBD	TBD	Public/Private	CIP, Private, Grants
Recreation and Parks					
Public Park (within 1/2 mile of Train Station at former Crystal Middle School site)	S	\$50,000.00	TBD	Public/Private	Redevelopment Agency
Fishing dock replacement	S	\$30,000.00	TBD	Public	
Harbor Plaza Renovations	S	\$30,000.00	TBD	Public	CIP
Power Services to Harbor Plaza (for event activities)	S	\$30,000.00	TBD	Public	CIP
Total Estimated Budget		\$24,840,000.00	TBD		

Each category is listed in order of priority
 Short term projects: 0-5 years
 Medium term projects: 5-10 years
 Long term projects: 10+ years

Local Government Resolution

Please see the attached, sample City Council Resolution No. 2008- that will be submitted by October 31, 2008 following final approval and adoption of the resolution by the City Council of the City of Suisun City.

RESOLUTION NO. 2008-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY AUTHORIZING THE CITY MANAGER TO REPRESENT THE CITY OF SUISUN CITY ON ALL MATTERS RELATING TO THE ADOPTION OF A PRIORITY AREA DESIGNATION (PDA) UNDER THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) AND THE METROPOLITAN TRANSPORTATION COMMISSION'S (MTC) FOCUS PROGRAM.

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth.

NOW, THEREFORE, BE IT IS RESOLVED that the City Council of the City of Suisun City, authorizes submitting an application to designate the Downtown Waterfront as a Priority Development Area.

1. The City Manager is hereby authorized and directed to apply for and submit to the Association of Bay Area Governments and the Metropolitan Transportation Commission an application package released August 1, 2008 for the FOCUS program's Priority Development Area Designation.

PASSED AND ADOPTED by the following vote at a regular meeting of the City Council of the City of Suisun City, duly held on the ____ day of ____ 2008:

AYES: Council Members:
NOES: Council Members:
ABSENT: Council Members:
ABSTAIN: Council Members:

WITNESS my hand and the seal of said City this ____ day of ____ 2008.

Linda Hobson, City Clerk

PREPARED BY:
REVIEWED/APPROVED

Dawn Craddock, Planning Department
Heather McCollister, Community Development Director

PDA Name: Downtown Waterfront District

PDA Jurisdiction: Suisun City, California 94585

Data for the PDA	Existing	Planned
	<i>At what time? 2008</i>	<i>Through what year?</i>
Zoning		
Designations	<i>Mixed-Use (C/O/R) Main Street Comm. (MC) Waterfront Comm (WC) Public/Open Space (P/OS) Res. Low Density (RL) Res. Medium Density (RM) Res. High Density (RH) Res. Historic (HR) Historic Limited Comm. (HLC) General Comm. (GC) Comm. Services (CS)</i>	<i>Undefined increases in the number of RM and RH areas primarily from in-fill activities that will result in the redesignation of some commercial sites.</i>
Densities/FARs	<i>RL: 4-7 Units/Acre RM: 7-14 Units/Acre RH: 75-100 Units/Acre</i>	
Total Commercial (sq. ft.)		
Office		108,900
Retail		108,900
Total Industrial (sq. ft.)		
Heavy Industrial		
Light Industrial		130,630
Other Industrial		
Total Schools		
Pre-K Schools	0	0
Elementary Schools	0	0
Middle Schools	1	0
High Schools	0	0
Colleges/Universities	0	0
Parks		
Total Number	2	2
Total Acreage	5.2	.30 (Minimum)
Parking (# Structures)		
	1 (Park-and-Ride Lot)	1

Data Sources: City of Suisun Redevelopment Agency-ADE Land Use Study
 Downtown Waterfront Specific Plan

PDA Name: Downtown Waterfront District
PDA Jurisdiction: Suisun City, Solano County, California 94585

Data for the PDA	2008 (Reported by 2008 Claritas Inc.)	2010 (Reported by 2007 ABAG Projections)	2035 (Reported by 2007 ABAG Projections)
Population	27,504	30,300	38,100
Household Population		30,200	38,000
Total Housing Units	8,832	9,320	11,630
Single-Family	7,588		
Multi-Family	1,244		
Persons per Unit	3.22		
Employed Residents	13,263	14,970	21,990
Mean Household Income		88,700	120,200
Total Jobs		4,530	7,080

Data Sources:
 Claritas Inc. (2008)
 ABAG 2007 Projections

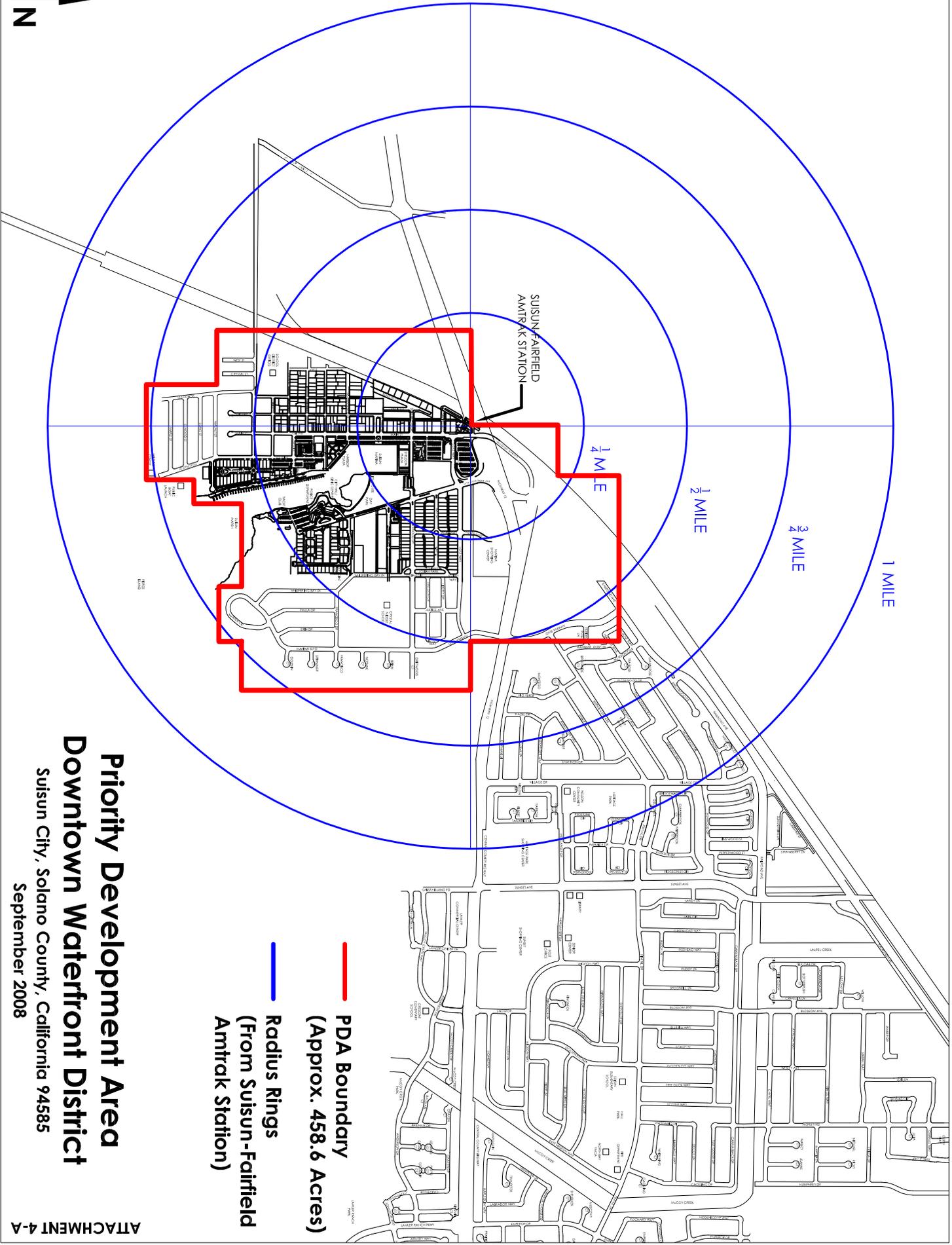
PDA Name: Downtown Waterfront District

PDA Jurisdiction: Suisun City, California 94585

Housing Units			
	Existing in PDA	Planned in PDA	2007- 2014 Jurisdiction Allocation
	<i>At what time? 2008</i>	<i>Through what year?</i>	
Very Low			
Low			
Moderate		306	
Above		100	
Total	1600 (Maximum)	406 (Minimum)	0

Data Sources: City of Suisun Redevelopment Agency

Note: Planned housing units do not include a large housing development planned for the future Hoffman Site (North of Highway 12 and West of Marina Boulevard).



— PDA Boundary
(Approx. 458.6 Acres)

— Radius Rings
(From Suisun-Fairfield
Amtrak Station)

Priority Development Area Downtown Waterfront District

Suisun City, Solano County, California 94585
September 2008

1 RESOLUTION NO. 2008-119

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
3 AUTHORIZING THE CITY MANAGER TO REPRESENT THE CITY OF SUISUN
4 CITY IN ALL MATTERS RELATING TO THE ADOPTION OF A PRIORITY AREA
5 DESIGNATION UNDER THE ASSOCIATION OF BAY AREA GOVERNMENTS'
6 AND THE METROPOLITAN TRANSPORATION COMMISSION'S FOCUS
7 PROGRAM

8 WHEREAS, the Association of Bay Area Governments and the Metropolitan
9 Transportation Commission in coordination with the Bay Area Air Quality Management
10 District and Bay Conservation and Development Commission (collectively, the "regional
11 agencies") are undertaking a regional planning initiative called FOCUS; and

12 WHEREAS, FOCUS program goals support a future regional development pattern
13 that is compact and connected; and

14 WHEREAS, the regional agencies seek local government partners to create a specific
15 and shared concept of where growth can be accommodated (priority development area) and
16 what areas need protection (priority conservation area) in the region; and

17 WHEREAS, a priority development area must meet all of the following criteria: (a)
18 within an existing community, (b) near existing or planned fixed transit (or served by
19 comparable bus service) and (c) is planned, or is planning, for more housing; and

20 WHEREAS, local governments in the nine county San Francisco Bay Area are
21 eligible to apply for designation of an area within their community as a priority development
22 area; and

23 WHEREAS, the regional agencies are committed to securing incentives and
24 providing technical assistance to designated priority development areas so that positive
25 change can be achieved in communities working to advance focused growth.

26 NOW, THEREFORE, BE IT IS RESOLVED that the City Council of the City of
27 Suisun City authorizes and directs the City Manager to submit to the Association of Bay Area
28 Governments and the Metropolitan Transportation Commission all documents required to
apply for the FOCUS program's Priority Development Area Designation to designate the area
of approximately 450 acres, as shown on Exhibit A as a Priority Development Area.

PASSED AND ADOPTED at a Regular Meeting of said City Council of the City of
Suisun City duly held on Tuesday, the 7th day of October 2008, by the following vote:

29	AYES:	Councilmembers:	<u>Day, Derting, Hudson, Segala, Sanchez</u>
30	NOES:	Councilmembers:	<u>None</u>
31	ABSENT:	Councilmembers:	<u>None</u>
32	ABSTAIN:	Councilmembers:	<u>None</u>

33 WITNESS my hand and the seal of the City of Suisun City this 7th day of October, 2008.

34 THIS DOCUMENT IS A TRUE AND CORRECT
35 COPY OF THE ORIGINAL ON FILE IN THIS
36 OFFICE

37 ATTEST: 10/22/08

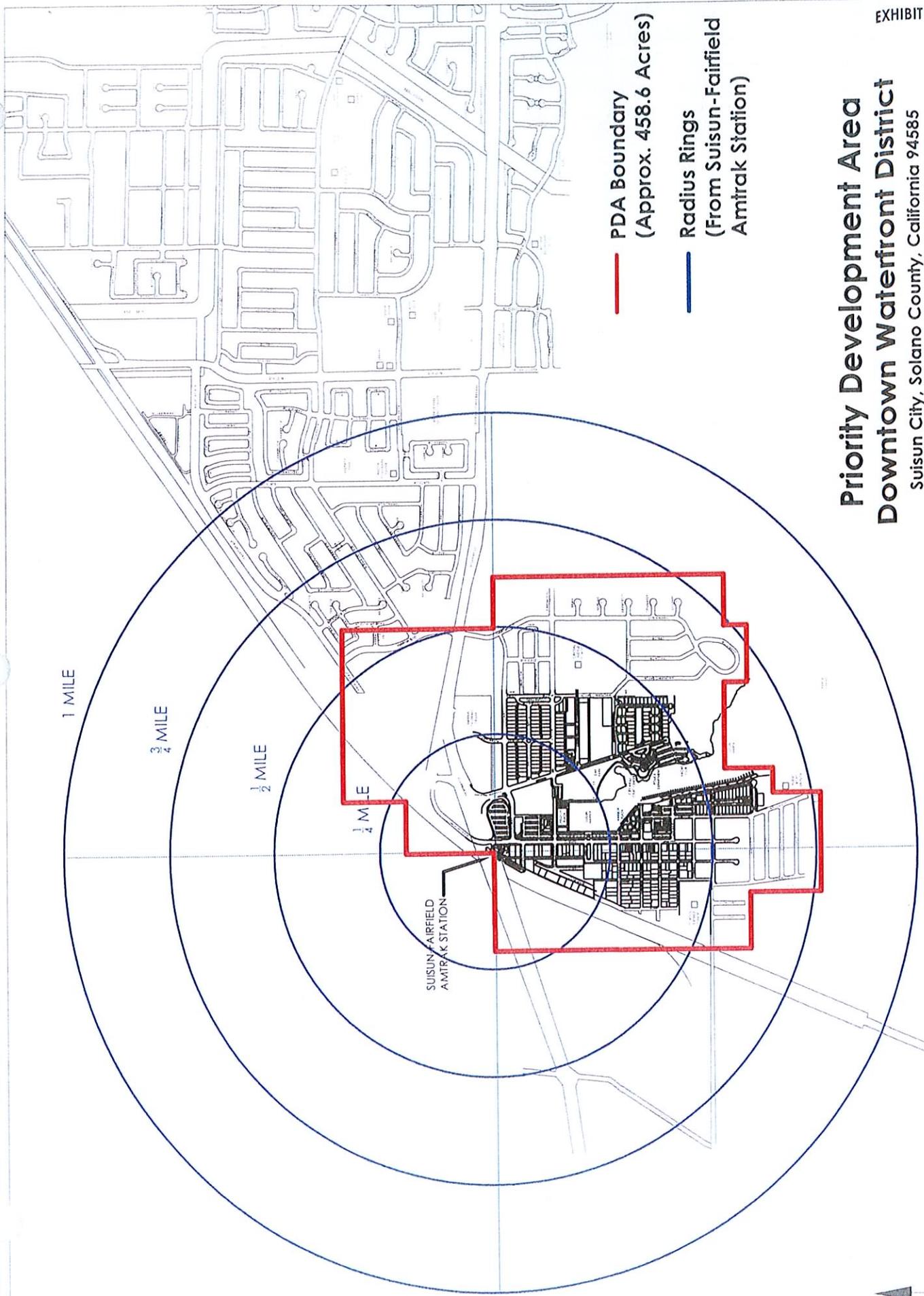
38 DONNA POCK, Deputy
In and for the said City
By: Donna Pock Deputy

Donna Pock
Donna Pock, Deputy City Clerk

Priority Development Area Downtown Waterfront District

Suisun City, Solano County, California 94585

October 2008



- PDA Boundary
(Approx. 458.6 Acres)
- Radius Rings
(From Suisun-Fairfield
Amtrak Station)

1 MILE

$\frac{3}{4}$ MILE

$\frac{1}{2}$ MILE

$\frac{1}{4}$ MILE

SUISUN-FAIRFIELD
AMTRAK STATION

N

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
Attach resolution showing local support for involvement in FOCUS	
a. Lead Applicant -City/County	City of Vacaville
Contact Person	Shawn Cunningham
Title	Assistant Director of Public Works
Department	Public Works Department
Street Address	650 Merchant Street
City	Vacaville, CA
Zip Code	95688
Phone Number	(707) 449-5170
Fax Number	(707) 449-5346
Email	slcunningham@cityofvacaville.com
b. Area Name and Location	Allison Policy Plan Area South of Interstate 80, vicinity of Allison Drive, Ulatis Drive, Harbison Drive & Nut Tree Parkway
c. Area Size (minimum acreage = 100)	290 acres
d. Public Transit Serving the Area (existing and planned)	City Coach & Solano Express Intercity Routes 20, 30 & 40 (connections to Bart, Vallejo Ferry and other Bay Area links)
e. Place Type (Identify based on the Station Area Planning Manual)	Suburban Center

Part 2 - AREA INFORMATION
A spreadsheet for entering area information on demographics, housing, and land use is provided. Please complete these worksheets with all currently available information and attach.

Part 3 - ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input checked="" type="checkbox"/> Other: Community Center Enhancements

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov by 5:00 p.m. Friday, September 12, 2008. The local government resolution can be submitted by Friday, October 31, 2008. In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jackie Guzman

For questions regarding the application, please contact Jackie Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994.

PDA Name: ALLISON POLICY PLAN AREA

PDA Jurisdiction: CITY OF VACAVILLE

Data for the PDA	2008	2035 – Local Planning Assumptions
Population	1,558	2,109
Household Population	1,558	2,109
Total Housing Units	611	827
Single-Family	NA	NA
Multi-Family	611	827
Persons per Unit	2.55	2.55
Employed Residents	53%	65%
Mean Household Income	60,330	
Total Jobs	3,480	4,290

Data Sources: City of Vacaville Database

Claritas

Association of Bay Area Governments

City of Vacaville General Plan & Housing Element

City of Vacaville Land Use and Development Code

Allison Business Area Policy Plan

PDA Name: ALLISON POLICY PLAN AREA

PDA Jurisdiction: CITY OF VACAVILLE

Housing Units			
	Existing in PDA	Planned in PDA	2007- 2014 Jurisdiction Allocation
	<i>2007</i>	<i>2030</i>	
Very Low			754
Low			468
Moderate	122		515
Above	488		1,164
Total	611	216	2,901

* Future moderate/high density residential development has the potential for affordability or an affordability component

Data Sources: City of Vacaville Database
Claritas
Association of Bay Area Governments
City of Vacaville General Plan & Housing Element
City of Vacaville Land Use and Development Code
Allison Business Area Policy Plan

PDA Name: ALLISON POLICY PLAN AREA
PDA Jurisdiction: CITY OF VACAVILLE

Data for the PDA	Existing	Planned
	Aug-08	2030
Zoning		
Designations	CO- Commercial Office, GC- General Commercial RH-Resid High Density RLM-Resid low/med dns RO- Resid Overlay CF- Community Facility OS-Open Space	Utilize RO Overlay & future policy plan amendments to support mixed use and higher density residential near new intermodal facility
Densities/FARs	RLM 8.1-14 du/ac; RH & RO 8.1-24 du/ac; GC & CO FAR=0.30 -0.45	Use RO Overlay & density bonuses & refine policy plan further to support transit oriented mixed use & higher density development.

Total Commercial (sq. ft.)		
Office	35 acres	45 acres
Retail	48 acres	56 acres
Total Industrial (sq. ft.)		
Heavy Industrial	0	0
Light Industrial	0	0
Other Industrial	0	0
Total Schools		
Pre-K Schools		
Elementary Schools	1 @ 400 students	1 @ 400 students
Middle Schools		
High Schools		
Colleges/Universities		

Parks		
Total Number		
Total Acreage	5.8 acres Open Space	5.8 acres Open Space

Parking (# Structures)		1 @ 400 Parking Spaces
-------------------------------	--	------------------------

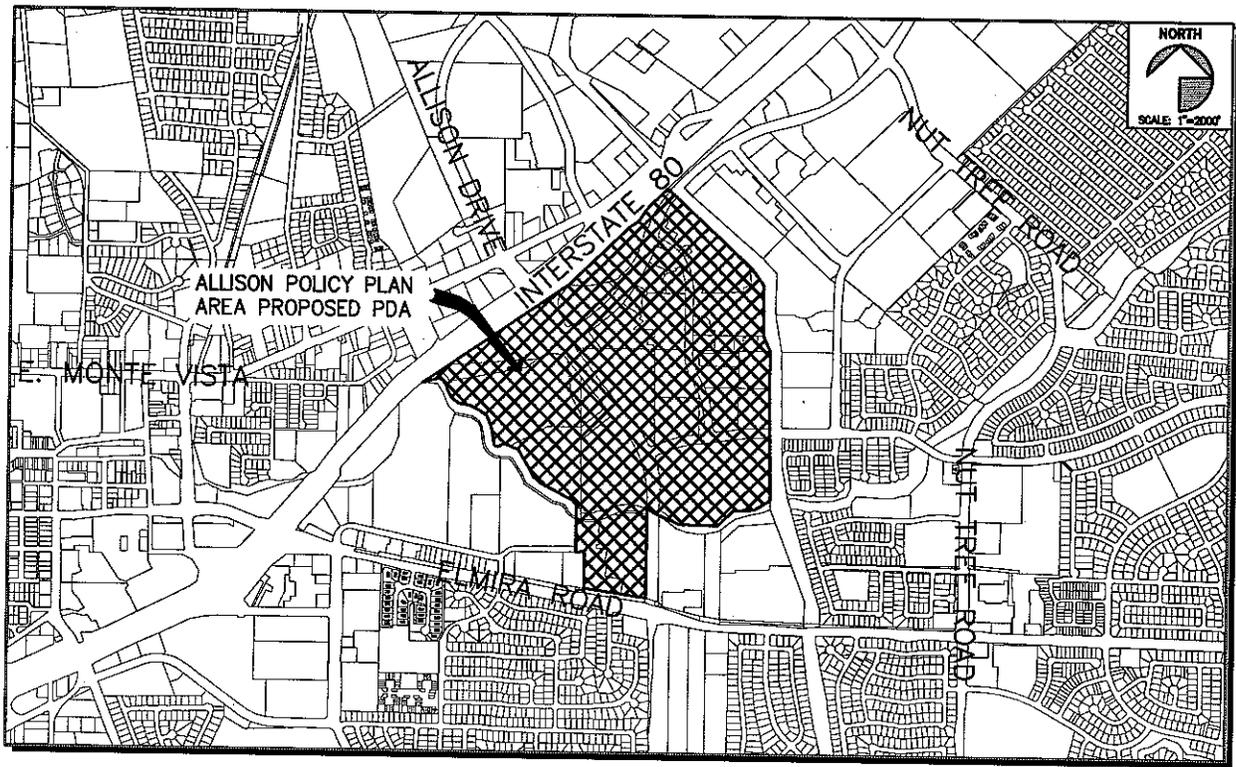
Data Sources: City of Vacaville Database
Claritas
Association of Bay Area Governments
City of Vacaville General Plan & Housing Element
City of Vacaville Land Use and Development Code

City of Vacaville
Allison Priority Development Area Designation Application

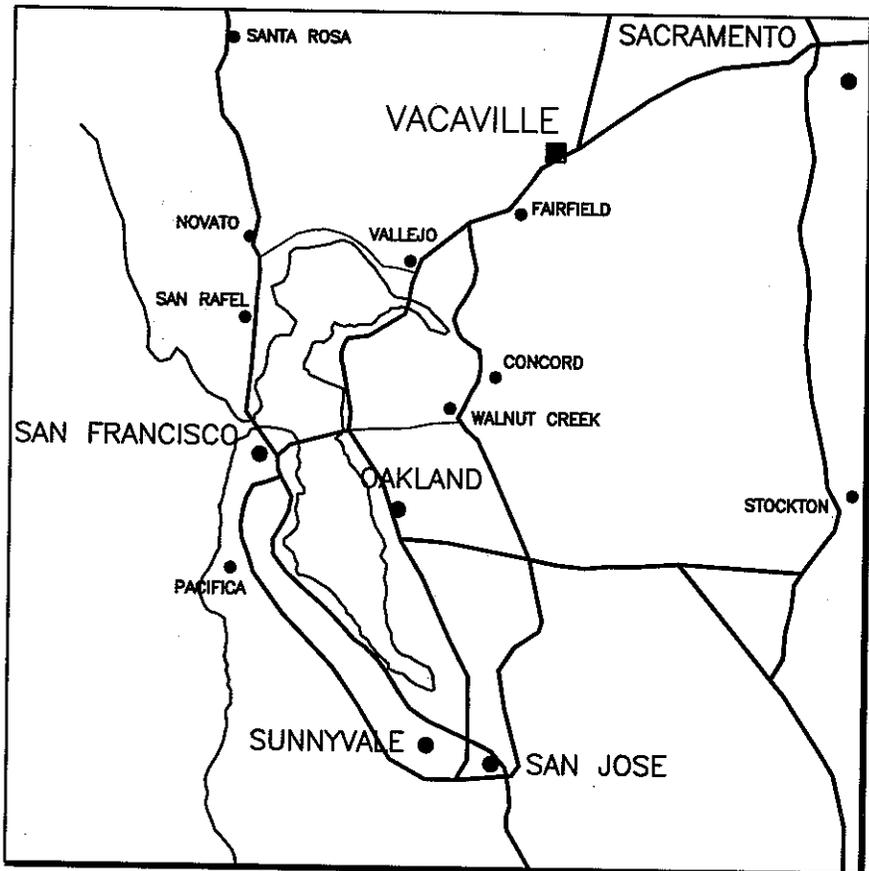
Part 3 Component

Plans Developed Within the Last 15 Years Supporting the Priority Area

1. City of Vacaville General Plan (As Amended June 2004)
2. Allison Business Area Policy Plan (Adopted 1980; As Amended 7/2008 -- attached)
3. I-505 / I-80 Redevelopment Area Plan (1983)
4. City of Vacaville Water System Master Plan (1990)
5. City of Vacaville Storm Drainage Master Plan (1990)
6. City of Vacaville Sewer Facilities Master plan (Update in process)
7. City of Vacaville Infrastructure Facilities Services Report (1/2007)
8. City of Vacaville Municipal Services Review and Comprehensive Annexation Plan (2007)
9. ISMND for Allison Business Area Policy Plan Amendment (7-2008)
10. Ulatis Library & Cultural Center Development Plans (Constructed 1993)
11. Travis Credit Union Headqtrrs Campus, Plans and CEQA documents (1998)
12. Ulatis Creekway Multi Use Trail System (1994 Recreation Plan Master Plan)
13. Vacaville Intermodal Station (Construction planned for 2009)
14. Vacaville Intermodal Station ISMND (Draft for circulation 8/2008)
15. City Coach Bus Route Program (Updated 2008)
16. Allison Interchange Improvements (1996)



VICINITY MAP



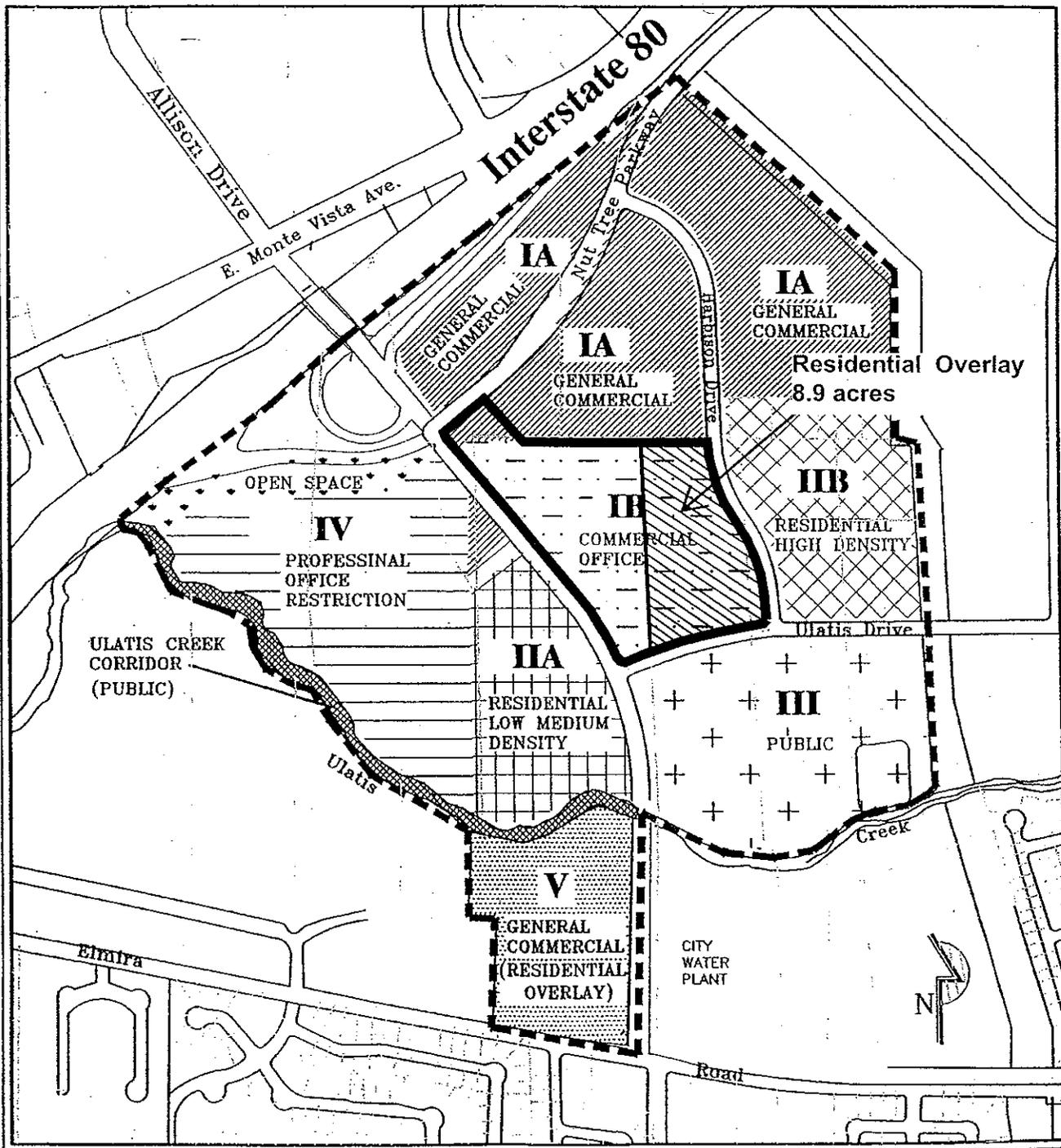
LOCATION MAP

**Proposed Allison Priority
 Development Area
 (Allison Business Area Policy Plan)**
 City of Vacaville
 09/12/08



G:\CIP\700's\751\Exhibits\751 Allison Policy Plan Area.dwg

PLANNING AREAS AND LAND USES



LEGEND

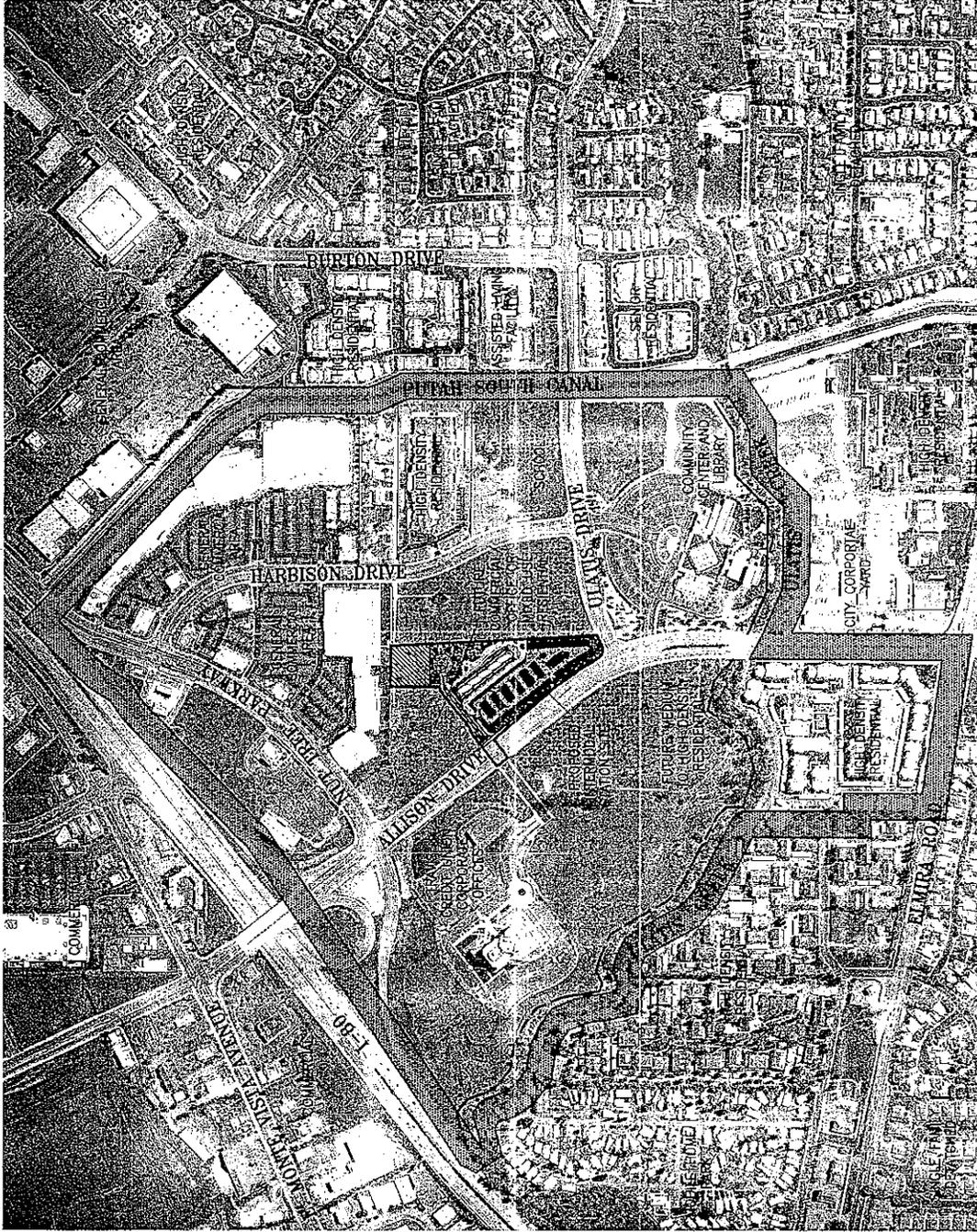
----- ALLISON BUSINESS AREA

FOR ILLUSTRATIVE PURPOSE ONLY. NOT TO SCALE.



LEGEND:

- ALLISON PRIORITY DEVELOPMENT AREA (CURRENT ALLISON BUSINESS AREA POLICY PLAN)
- FUTURE ULATIS CREEKWAY
- MULTI USE TRAIL
- EXISTING ULATIS CREEKWAY
- MULTI USE TRAIL



PROPOSED ALLISON PRIORITY DEVELOPMENT AREA
EXISTING & FUTURE LAND USES

DATE: 07/27/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]



CITY OF VACAVILLE
DEPARTMENT OF PUBLIC WORKS

DATE: 07/27/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]

SECTION	DESCRIPTION

APPROVED BY: [Signature]
 DATE: 07/27/08
 PROJECT ENGINEER

APPROVED BY: [Signature]
 DATE: 07/27/08
 DISTRICT ENGINEER

APPROVED BY: [Signature]
 DATE: 07/27/08
 PUBLIC WORKS MANAGER

ALLISON PRIORITY DEVELOPMENT AREA CITY OF VACAVILLE, CA.

Part 5 – Narrative

The proposed Priority Development Area described in this application is coincident with the Allison Business Area Policy Plan, originally adopted by the City Council in 1980, and amended numerous times over the years, with the most recent amendment being July 8, 2008. The proposed Allison Priority Development Area (APDA) is made up of approximately 290 acres bordered on the north by Interstate 80, on the south by Elmira Road, on the west by Ulatis Creek and Allison Drive south of Ulatis Drive, and on the east by the Putah South Canal.

In general, the Allison Policy Plan area is divided into five planned land use areas that include: Professional Office, Commercial Office, General Commercial, both High and Low/Medium Density Residential, and Public. We believe that the policy plan goals that have been established and implemented over life of the Allison Business Area Policy Plan are consistent with the smart growth goals that FOCUS is striving to attain through the designation of PDA's throughout the region. This is made evident by the policy plan's goals and policies which require that:

- *“Commercial uses shall be compatible with the residential and public uses allowed in the area”*
- *“The use of mass transit, carpooling, bicycling and other options to reduce auto dependency should be encouraged through appropriate design”*
- *“The use of the Ulatis Creek corridor as a natural open space linear park and bicycle/pedestrian circulation link should be accommodated”*

Within the past 15 years the City of Vacaville has made major public infrastructure system improvements within the proposed APDA which were needed in order to allow for the development of the policy plan area. The subject area, which was predominantly orchard and farm land prior to 1993, has undergone a transformation with the construction of the modern Allison Interchange at I-80, Allison Drive to Elmira Road, Nut Tree Parkway, Harbison Drive, and Ulatis Drive. Simultaneously the utility infrastructure needed to fulfill the water, sewer, electric, communication, and storm drain needs of the proposed development within the policy plan area were also installed. In the mid-1990's the City of Vacaville opened the Ulatis Cultural Center and County Library in the southern portion of the policy plan area at the intersection of Allison and Ulatis Drives. The Ulatis Cultural Center provides a range of meeting and entertainment venues, including a 500 seat performing arts theater that boasts a 80'x40' stage with 40'x20' proscenium and offers more than two hundred performances per year, including headliner shows, international touring companies and local performances. The community center also provides 8000 square feet of meeting and event space and a garden venue for outdoor events that can serve from 100 to 500 people. More recently a Class I bicycle path (a segment of the planned Ulatis Creekway trail system) has been constructed along Ulatis Creek from Allison Drive through the policy plan area and terminating at Ulatis Drive near Nut Tree Road.

While the APDA and the Allison Business Area Policy Plan boundaries are the same, the vision for this particular application focuses on the largely undeveloped areas along both the east and west sides of Allison Drive from Nut Tree Parkway to Ulatis Drive, and the area at the NW quadrant of the Harbison Drive/Ulatis Drive intersection. The City of Vacaville is currently working on the land acquisition, environmental clearance and preliminary design of the first phase of a regional and intermodal transit/transportation facility to be located in the NE quadrant of the Allison Drive and Ulatis Drive intersection. The site is being planned on 6 acres and will initially include surface parking for 220 cars, bicycle lockers, a van pool and park and ride area, and a bus terminal that will accommodate up to 10 buses at one time. Buses utilizing this facility will be interregional and will include Vacaville's City Coach, Fairfield Transit serving regional destinations such as Solano Mall and Solano Community College and Solano Express routes that connect to Bart in Contra Costa County and Vallejo Ferry Service. The facility will serve existing and future high density housing in and around the proposed APDA by providing transit access to multiple commute routes and also, due to its proximity, this facility will provide a regional transit connection for in-bound users for the other uses and services within the APDA, including the library, cultural center, offices, school (Bethany Lutheran elementary school at Harbison and Ulatis Drive intersection), and shopping centers.

The City plans to construct the first phase of the transit facility in 2009. Phase 2, consisting of a 400 space multi level parking structure, will bring the facility to its full potential as a regional transportation hub. The parking structure would provide commercial space on the ground floor that would ideally be occupied with commuter related services such as food, cleaners, banking or other commercial services that would provide commercial related choices to commuters and potentially eliminate work to home trips. Funding for phase two has not yet been identified, but will be critical in order to fully realize the vision to provide a legitimate transit hub to serve community entertainment, mixed density housing, office and shopping.

High density housing already exists along the east side of Harbison Drive, north of Ulatis Drive, as well as along the west side of Allison Drive, north of Elmira Road. Remaining un-developed areas: west of Harbison Drive, immediately east of the proposed transit/transportation facility is planned for medium/high density residential; west of Allison Drive, immediately west of the proposed transit/transportation facility is planned for low/medium density residential; and east of Allison Drive, immediately north of the transit facility the Policy Plan provides flexibility for future development that could be, general commercial, office, high density residential or mixed use.

Please refer to the exhibits included with this application for further information on the proposed Allison Priority Development Area.

Part 7 of PDA Application

City of Vacaville
Allison Policy Plan Area

Infrastructure Budget

Action	Timeline	Cost (capital) (In millions)	Responsibility	Potential Funding Source
Intermodal Station Phase 1 • 10 Bus Carousel, shelters, at grade parking, vanpool & rideshare, site enhancements, signal improvements, frontage improvements	2009	12.100	Public	Fully Funded
Intermodal Station Phase 2 • 400 space parking structure	Dependent on Funding	17.000	Public	TDA, Congestion Mgmt Grants, & other Grant Sources
Public Enhancement • Streetscape improvements, directional signs & public art	Timed to support development	.500	Public & Private	Unknown
Community Facilities Planning • Public Zoned Parcel east and adjacent to existing cultural center	5 to 10 years	.250	Public	Unknown
Recreation / Circulation • Ulatis Creek Multi Use Trail; I 80 to Allison Segment.	2011	.930	Public	Impact Fees, Congestion Mgmt Grants, Air Quality Grants
Utility Infrastructure Improvements	Done			

REFERENCE FILES: G:\CP\700\51\Aerial\Aerial.dwg



LEGEND:

-  ALLISON PRIORITY DEVELOPMENT AREA (CURRENT ALLISON BUSINESS AREA POLICY PLAN)
-  FUTURE ULATIS CREEKWAY MULTI USE TRAIL
-  EXISTING ULATIS CREEKWAY MULTI USE TRAIL

APPROVED BY:	APPROVED BY:	APPROVED BY:	REVISIONS		<p>CITY OF VACAVILLE DEPARTMENT OF PUBLIC WORKS</p>  <p>PROPOSED ALLISON PRIORITY DEVELOPMENT AREA EXISTING & FUTURE LAND USES</p>
POS PREHISTORIC ARCHAEOLOGY	DISTRICT LOCAL ASSISTANCE ENGINEER	CITY OF VACAVILLE PROJECT ENGINEER	NO.	DATE	
DATE	DATE	DATE	0		
			1		
			2		
			3		
			4		
					ORIGINAL SCALE IS IN INCHES FOR REDUCED PLANS
					DWG File: G:\CP\700\51\Aerial\Aerial.dwg
					ISSUED PRINTS BEARING DATE PLOTTED SHEET OF
					EXPIRES PLOTT DATES: 07/28/08 1 1

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CHUCK DIMMICK, Vice Mayor
PAULINE CLANCY
CURTIS HUNT
STEVE WILKINS



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

October 24, 2008

Department of Public Works
Capital Improvement Projects

Jackie Guzman
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

**SUBJECT: PRIORITY DEVELOPMENT AREA APPLICATION AUTHORIZING
RESOLUTION - ALLISON POLICY PLAN AREA**

Dear Ms. Guzman:

This letter is to submit further documentation required as part of the application for Priority Development Area (PDA) Designation submitted in September 2008 and recommended for designation by your staff pursuant to the September 29, 2008 notification the City received from ABAG.

In order to complete the application and continue with consideration by ABAG's Executive Board at its November 20, 2008 meeting to receive Planned PDA designation for the Allison Policy Plan Area, I am submitting the supporting local government resolution that is due by October 31, 2008.

Please feel free to contact me at (707) 449-5415 or dfaabprg@cityofvacaville.com if you need any further information or have any questions regarding the City's PDA application for the Allison Policy Plan Area.

Sincerely,

A handwritten signature in cursive script that reads "Deborah Faaborg".

DEBORAH FAABORG
Environmental Project Manager

Enclosure: City Council Resolution No. 2008-110

c: CIP File 824



RESOLUTION NO. 2008-110

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VACAVILLE AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO RECEIVE "PRIORITY DEVELOPMENT AREA" DESIGNATION FOR THE "ALLISON POLICY PLAN AREA" PROJECT TO BE ELIGIBLE FOR FUTURE FUNDING THROUGH THE "FOCUS" PROGRAM

WHEREAS, the City of Vacaville, a political subdivision of the State of California, wishes to apply for and receive a designation as a Priority Development Area through the FOCUS regional incentive-based development and conservation strategy for the San Francisco Bay Area (hereinafter referred to as "FOCUS"); and

WHEREAS, designation as a FOCUS Priority Development Area is necessary for future opportunities to apply for grant funds to assist with the costs of planning, infrastructure improvements, and/or construction costs for development within the Priority Development Areas; and

WHEREAS, the City of Vacaville has begun the application process by submitting an application for the Allison Policy Plan Area to be designated as a Priority Development Area; and

WHEREAS, the City of Vacaville is required to submit formal approval of this application to complete this process;

NOW, THEREFORE, BE IT RESOLVED, that the City of Vacaville authorizes submittal of the application for Priority Development Area designation of Allison Policy Plan area project.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a noticed joint meeting of the City Council and Redevelopment Agency of the City of Vacaville, held on the 14th day of October, 2008, by the following vote:

AYES: Council members Clancy, Hunt, Wilkins, Vice-Mayor Dimmick,
and Mayor Augustine

NOES: None

ABSENT: None

ATTEST:


Michelle A. Thorabrugh, City Clerk

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<u>Attach</u> resolution showing local support for involvement in FOCUS	
a. Lead Applicant -City/County	Vacaville Redevelopment Agency
Contact Person	Emily Cantu
Title	Project Coordinator
Department	Housing and Redevelopment
Street Address	40 Eldridge Ave Suite 7
City	Vacaville
Zip Code	95688
Phone Number	707-449-5688
Fax Number	707-449-5683
Email	ecantu@cityofvacaville.com
b. Area Name and Location	Downtown Vacaville
c. Area Size (<i>minimum acreage = 100</i>)	300 acres
d. Public Transit Serving the Area (existing and planned)	City bus service-transportion hub located within Downtown -transfer station for express bus and train station.
e. Place Type (Identify based on the Station Area Planning Manual)	Transit Town Center

Part 2 – AREA INFORMATION
A spreadsheet for entering area information on demographics, housing, and land use is provided. Please complete these worksheets with all currently available information and <u>attach</u> .

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)
Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov by 5:00 p.m. Friday, September 12, 2008. The local government resolution can be submitted by Friday, October 31, 2008. In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jackie Guzman

For questions regarding the application, please contact Jackie Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994.

PDA Name: Downtown Vacaville
PDA Jurisdiction: Redevelopment Agency of Vacaville

Data for the PDA	2008	2035 – Local Planning Assumptions
Population	1,620	
Household Population	1,620	
Total Housing Units	635	over 1,000
Single-Family	493	
Multi-Family	144	over 500
Persons per Unit	2.55	
Employed Residents	53%	65%
Mean Household Income	60,330	
Total Jobs	over 1,000	over 2,000

Data Sources: City of Vacaville Web based landuse database
Association of Bay Area Governments
Claritas Inc. Site report

PDA Name: Downtown

PDA Jurisdiction: Redevelopment Agency of Vacaville

Housing Units			
	Existing in PDA	Planned in PDA	2007- 2014 Jurisdiction Allocation
	<i>2008 Through what year?</i>		
Very Low	202		
Low	104		
Moderate	138		
Above	191		
Total	635	0	0

Data Sources: Claritas

PDA Name:

Downtown Vacaville

PDA Jurisdiction:

Redevelopment Agency of Vacaville

Data for the PDA	Existing	Planned
	<i>At what time?</i>	<i>Through what year?</i>
Zoning		
Designations	<i>CD, CG, RL-6, CF, CD(HP), CD (SS5), RH</i>	<i>Changing to Zone District Overlay to allow for mixed use and high density residential</i>
Densities/FARs	<i>HD 1-24 units</i>	<i>Residential Urban HD 65 units per acre</i>

Total Commercial (sq. ft.)		
Office	13.7 acres	14.7 acres
Retail	66.3 acres	67 acres

Total Industrial (sq. ft.)		
Heavy Industrial	0	0
Light Industrial	0	0
Other Industrial	0	0

Total Schools		
Pre-K Schools	0	
Elementary Schools	0	
Middle Schools	0	
High Schools	1	
Colleges/Universities	0	

Parks		
Total Number	1	1
Total Acreage	14.8	14.8

Parking (# Structures)		
	No current structures	Planning one structure

Data Sources:

City of Vacaville web based landuse database

Plans Developed Within Last 15 Years Supporting Priority Area

1. Downtown Area Economic Development Strategy (1991)
2. Downtown Rehabilitation Loan Program (1992)
3. Senior Center Expansion (1999)
4. City Coach Downtown Bus Routes (2000)
5. Vacaville Creek Walk (2000)
6. Town Square and Town Square Plaza (2000)
7. Town Square Library (2000)
8. Traffic Study (2001)
9. Redevelopment of Basic/American Foods site just south of downtown (2002)
10. Town Square Enhancements (2007)
11. Water Infrastructure Study (2007)
12. Sewer Infrastructure Study (2007)
13. Bus Transfer Station Improvements (2008)
14. Opportunity Hill Master Plan and Design Guidelines (2008)
15. Traffic and Parking Study (2008-2009)
16. 5 year Redevelopment Implementation Plans (1999-2004) (2004-2009)

Narrative

The City of Vacaville, through the joint efforts of its citizens, business owners, civic officials, employees and other stakeholders, has created a comprehensive vision for the revitalization and future development of its downtown as evidenced in several planning documents that address the downtown area. For example, the vision statement adopted by the Redevelopment Agency in its Downtown Area Economic Development Strategy (1991) states:

“Downtown Vacaville is to serve the residents of the Vacaville community, the surrounding areas and visitors as an economically viable commercial, institutional, retail and entertainment district in a physical setting that captures and portrays the early heritage of Vacaville along with the atmosphere of a commercially successful “Hometown USA.”

Over the last several years this vision has expanded to include mixed uses and high-density housing in order to attract a diverse community of professionals, families and active adults of all backgrounds and income levels. In order to realize its downtown development goals, Vacaville has taken major steps towards its revitalization through the infusion of over \$23 million, including property acquisition for redevelopment in the eastern portion of downtown.

In April 2008, the City Council/Redevelopment Agency adopted the Opportunity Hill Master Plan and Design Guidelines which spells out the vision for the development of mixed use (residential, retail and commercial) projects in the downtown area and includes goals for improving linkages and connections to transportation sites. Several public workshops were conducted by the Vacaville Redevelopment Agency and their consultant. Through these workshops the Master Plan objectives were established to include the community's vision for the downtown.

Vacaville's Town Square, recently completed in the center of the Main Street Historic Downtown District, includes a public library, two privately owned and developed commercial buildings with restaurant/retail/office space, parking and a pedestrian plaza. This public gathering place is now utilized for a variety of entertainment activities throughout the year including fairs and concerts. The Ulatis Creek Walk, opened in Spring 2000, is a unique pedestrian path with over a mile of elevated walkways that follow Ulatis Creek. The Creek Walk also takes advantage of its location in the center of Downtown with three pedestrian bridges that connect to the shopping and dining areas of Main Street. Currently, a Capital Improvement Project (CIP) to extend the Ulatis Creek Walk from Andrews Park to McClellan Street is being designed and undergoing the State's CEQA review process. The project is anticipated to begin the construction phase in Summer 2009. Improvements have been made to Andrews Park, which wraps around another pedestrian plaza created at one end of Main Street along the Ulatis Creek Walk trail with the addition of a playground and public restroom facilities. Georgie Duke Sports Center was developed adjacent to the Park to support sports, community events and entertainment.

Major roadway improvement projects are in the process including a CIP project on Dobbins St. and East Monte Vista Avenue, one of the Gateways into Vacaville's Downtown, which consists of widening both the traffic intersection and the Ulatis Creek Bridge, and creating a right turn pocket on Dobbins St. Another intersection at Mason St. and Wilson St. on the south side of the Downtown area was widened to accommodate projected increased traffic which will result as downtown development projects occur.

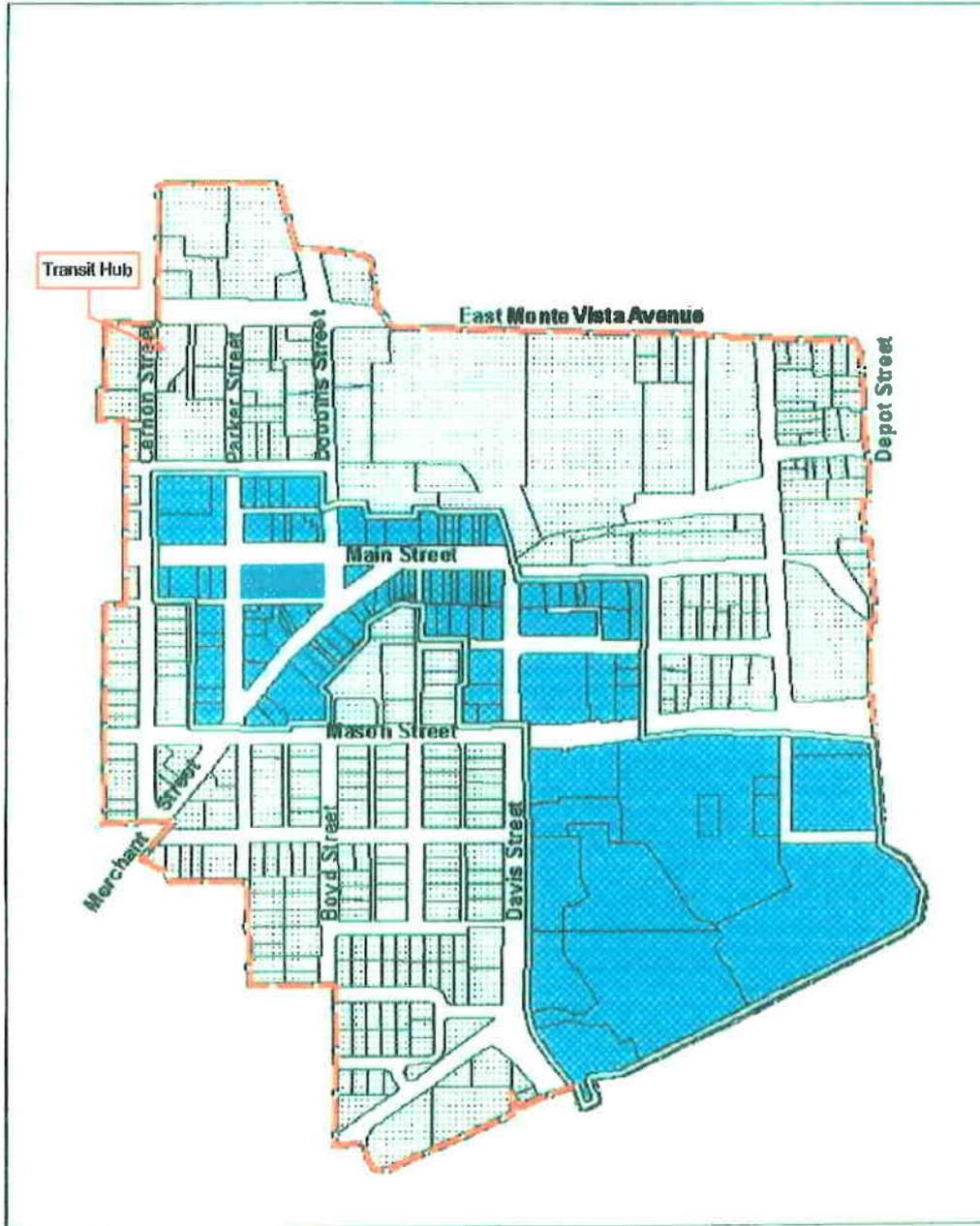
Infrastructure studies were prepared in coordination with the development of the Opportunity Hill Master Plan and Design Guidelines indicating that approximately \$800,000 (in 2007 dollars) in water and sewer improvements are necessary to support the mixed uses and high density development desired in the eastern portion of downtown. The Redevelopment Agency has funded and completed other infrastructure improvements including: replacement of underground infrastructure, street resurfacing, and installation of decorative street lights, benches and trash receptacles in the western portion of downtown including the Town Square area.

The following objectives support the vision expressed by the Vacaville community and provide the guiding framework for further development of the downtown. These objectives are associated with a number of strategies and implementation actions for realizing the vision.

1. Provide Design guidelines for development in the Downtown area-Vacaville currently has Design Guidelines in place for its Historic Downtown, including signage and façade. Design Guidelines have also been adopted for future development of the eastern portion of downtown.
2. Improve Parking- A study was conducted in 2001 and parking improvements in seven downtown locations downtown were completed. An updated downtown traffic and parking study is underway and is anticipated to be complete in Spring 2009. This study will include possible locations for a downtown parking garage. Assistance is needed for planning and construction of the garage.
3. Initiate changes to the legal framework (City General Plan and Zoning Amendments)-the Redevelopment Agency is currently moving forward with rezoning downtown to allow for higher density (up to 65 dwelling units per acre) housing and mixed uses to support an active downtown community.
4. Improve Linkages and Connections-Assistance is needed to conduct a study to identify improvements needed to our transportation systems and connections that service the downtown area. There are currently three City Coach Bus Routes, a park and ride lot, and a bus transportation transfer station that serve the downtown and/or are located in close proximity to the downtown.
5. Complete infrastructure improvements- Assistance is needed to complete infrastructure improvements to support high density/mixed use developments in the downtown.
6. Improve signage and wayfinding-there is a signage project in process with specific signage in design review, and close to production. Further signage and wayfinding will be necessary as development occurs.
7. Provide affordable housing-the Opportunity Hill Master Plan was created to address mixed use and mixed income housing in this area. Assistance is needed for design and construction.

Vacaville supports growth to both the Bay Area and the Capital, Sacramento, by offering affordable housing within commuting distance from many jobs. Both the close proximity to Highway 80 (with several park and ride lots) and excellent commuter train service to the Bay Area, Vacaville provides an excellent relief from overwhelming congestion, coupled with an enviable quality of life with a "hometown" feel.

DOWNTOWN VACAVILLE BUSINESS IMPROVEMENT DISTRICT



Zone A



Zone B



DVBID Boundary

1 inch equals 550 feet



SOURCE: Vacaville Office of Municipal Redevelopment
October, 2005

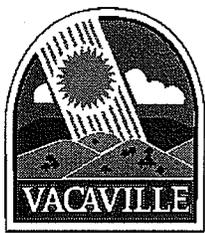
FOCUS
Application for Priority Development area Designation

Infrastructure Budget (Part 7 of the Application)

Action	Timeline	Cost (capital) (In millions)	Responsibility	Potential Funding Source
Utility Infrastructure Improvements <ul style="list-style-type: none"> • Water Infrastructure Improvements (Wilson/Catherine/Bush Street Areas-- Increase size of mains from 4"/6" to 8" mains) • Sewer Infrastructure Improvements Bush, Depot, McClellan, Catherine Streets--Repair/replacement of sub-standard mains 	Short-term	\$1.325	Public/Private	Redevelopment/Developer
Public Enhancement <ul style="list-style-type: none"> • streetscape improvements and wayfinding within the Opportunity Hill area 	Short-term	\$0.500	Public	Redevelopment
Parking Structure in Downtown area <ul style="list-style-type: none"> • Feasibility Study and construction of 60 space parking structure 	Short-term	\$2.150	Public	Redevelopment

List in order of priority

- Short term 0-5 years
- Medium term 5- 10 years
- Long term 10+ years



ESTABLISHED 1850

City of Vacaville
Dept. of Housing and Redevelopment
40 Eldridge Ave., Suite #7 • Vacaville, CA 95688
(707) 449-5675 • FAX (707) 449-5683 • TTY (707) 449-5162
www.cityofvacaville.com

October 21, 2008

Jackie Guzman
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

SUBJECT: Priority Development Area Application Submitted – Downtown Vacaville Area

Dear Ms. Guzman:

This letter is to submit further documentation required as part of the application for Priority Development Area (PDA) Designation submitted via email on September 10, 2008. I have received subsequent notification from your office that the application is being recommended for designation as a Planned PDA.

In order to complete the application and continue with consideration by ABAG's Executive Board at its November 20, 2008 meeting to receive Planned PDA designation of the Downtown Vacaville Area, I am submitting the supporting local government resolution that is due by October 31, 2008.

Please feel free to contact me at (707) 449-5688 or ecantu@cityofvacaville.com if you need any further information or have any questions regarding the Vacaville Redevelopment Agency PDA application for the Downtown Vacaville Area.

Sincerely,

Emily Cantu
Project Coordinator

Encl. Resolution RD-2008-13

RESOLUTION NO. RD-2008-13

**RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF VACAVILLE
AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO RECEIVE "PRIORITY
DEVELOPMENT AREA" DESIGNATION FOR THE "OPPORTUNITY HILL" PROJECT TO BE
ELIGIBLE FOR FUTURE FUNDING THROUGH THE "FOCUS" PROGRAM**

WHEREAS, the Redevelopment Agency of the City of Vacaville, a public body, corporate and politic, wishes to apply for and receive a designation as a Priority Development Area through the FOCUS regional incentive-based development and conservation strategy for the San Francisco Bay Area (hereinafter referred to as "FOCUS"); and

WHEREAS, designation as a FOCUS Priority Development Area is necessary for future opportunities to apply for grant funds to assist with the costs of planning, infrastructure improvements, and/or construction costs for development within the Priority Development Areas; and

WHEREAS, the Redevelopment Agency of the City of Vacaville has begun the application process by submitting an application for the Opportunity Hill project area to be designated as a Priority Development Area; and

WHEREAS, the Redevelopment Agency of the City of Vacaville is required to submit formal approval of this application to complete this process;

NOW, THEREFORE, BE IT RESOLVED, that the Redevelopment Agency of the City of Vacaville authorizes submittal of the application for Priority Development Area designation of the Opportunity Hill project.

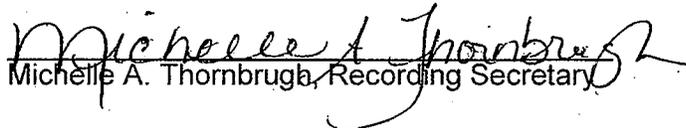
I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a noticed joint meeting of the City Council and Redevelopment Agency of the City of Vacaville, held on the 14th day of October, 2008, by the following vote:

AYES: Redevelopment Agency members Clancy, Hunt, Wilkins, Vice-Chairman Dimmick, and Chairman Augustine

NOES: None

ABSENT: None

ATTEST:


Michelle A. Thornbrugh, Recording Secretary



CITY OF VALLEJO

Development Services Department

Planning Division
707-648-4326
707-552-0163 Fax

Building Division
707-648-4374
707-552-0163 Fax

Code Enforcement Division
707-648-4469
707-649-3540 Fax

555 SANTA CLARA STREET • P.O. BOX 3056 • VALLEJO • CA • 94590-5934

June 29, 2007

Association of Bay Area Governments
Metropolitan Transportation Commission
Bay Area Air Quality Management District
Bay Area Conservation and Development Commission
P.O. Box 2050
Oakland, CA 94604-2050
Attn: Jaqueline Guzman

Dear Ms Guzman:

The City of Vallejo is pleased to submit the attached application for designation as a FOCUS Priority Development Area.

The City of Vallejo has two adopted land use plans covering approximately 190 contiguous acres that together will facilitate compact and connected development in walking distance to both the Vallejo Ferry terminal and a planned bus transfer station. These two areas are addressed by our Waterfront Master Plan, and our Downtown Specific Plan. Each area meets the required criteria to be designated as FOCUS Priority Development Area in that they:

- 1) are located in the heart of historic Vallejo along and adjacent to our historic waterfront;
- 2) include or are proximate to the existing Vallejo Ferry terminal and proposed Bus Transfer Station; and
- 3) are designated for the development of more than 2,000 additional housing units within walking distance to the Vallejo Ferry Terminal and Bus Transfer Station.

We would request that the two areas be considered together as one Priority Development Area.

Because we have already undergone two very extensive and lengthy community planning processes to adopt land use plans for these two areas, we are primarily interested in pursuing opportunities for capital grants to implement our vision of transit oriented development in Vallejo.

The required application form is attached along with subsequent material to further address Part 4 (Map of Priority Development Area) and Part 7 (Infrastructure Budget for the Priority Area) of the application materials. Please call me at 707-648-4326 if you have any questions regarding these application materials, the City of Vallejo, or our Waterfront and Downtown plans. As we discussed on the phone, our resolution from the Vallejo City Council will be forthcoming. Thank you for your consideration of this application.

Sincerely,



Brian Dolan
Development Services Director

cc: Craig Whittom, Assistant City Manager/Community Development
Gary Leach, Public Works Director

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Enter information in the spaces provided. E-mail this completed application form and attachments requested in this application form to FOCUS@abag.ca.gov by Friday, June 29, 2007.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
<i>Attach resolution showing local support for involvement in FOCUS</i>	
a. Lead Applicant -City/County	City of Vallejo
Contact Person	Brian Dolan
Title	Development Services Director
Department	Community Development
Street Address	555 Santa Clara Street
City	Vallejo
Zip Code	94590
Phone Number	707 649-5458
Fax Number	707 552-0163
Email	bdolan@ci.vallejo.ca.us
b. Area Name and Location	Vallejo Waterfront Downtown Vallejo
c. Area Size <i>(recommended minimum acreage = 100)</i>	Waterfront = 92 acres Downtown = 97 acres
d. Public Transit Serving the Area	Vallejo Transit Bus Service, Baylink Ferry Service, Independent shuttle services to Napa County

Part 2 – AREA INFORMATION		
	CURRENT CONDITIONS	FUTURE GOAL (Horizon Year: 2035)
a. Types of Zoning in Priority Area (land uses and densities)	Mixed Used Planned Development	Same zoning but would add development with densities up to 100 units/acre
b. Total Housing Units (Best Estimate)	Downtown - 1350 Waterfront - 0	Downtown - 2350 + Waterfront - 1000+
c. Total Jobs (Best Estimate)	Downtown - 1600 Waterfront - 300	Downtown - 3200 Waterfront - 1000

Part 3 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Is the proposed priority area within the boundaries of a redevelopment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 4 – MAP OF PRIORITY DEVELOPMENT AREA

Attach a map showing the proposed boundaries of the potential priority area and any other relevant information for land uses, transit, etc. Photos of current conditions in the priority area are optional.

Part 5 – NARRATIVE

Type below or attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area?
- What has to occur in order to fully realize this vision? What has occurred there recently (past 5 years)? Describe relevant planning processes, and how the needs of community members were addressed.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 4 - Map of Priority Development Area

Waterfront

See attached Vallejo Waterfront Planned Development Master Plan and Design Guidelines for information on land uses and transit, etc. Figure 1, page 44, shows project area boundary.

Downtown

See Downtown Specific Plan for information on land uses and transit, etc. Figure 2.3 shows project area boundary.

Part 5 –Narrative

Our proposed priority development area includes both our Waterfront and our Downtown planning areas.

Waterfront

The overall vision for the Waterfront Master Plan area is to consolidate existing surface parking for the Vallejo Ferry in a parking structure thereby freeing up Redevelopment Agency owned land proximate to our existing ferry terminal and planned bus transfer station for higher density residential, commercial, and open space development. The intended result is to provide a high density/intensity mixed use environment within walking distance of multiple transit opportunities, our waterfront open space, and historic downtown.

Activities envisioned by the plan that have occurred in the area within the last five years include the physical and visual re-connection of Georgia Street, the cities historical "Main Street" with the Vallejo waterfront in addition to a significant new public open space known as Martin Luther King Jr. Unity Plaza. Additional activity in the area has included the construction of the State Farm Office Building

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

along Mare Island Way, the first of two planned office developments in the plan area, and the construction of a portion of an extension of Capitol Street, a restoration of the historic grid street pattern in the area.

The plan was the result of a 10-year community planning process (described in more detail in Chapter One of the attached plan) culminating in adoption of the plan in 2005. Primary community concerns included the total amount of development originally proposed, the amount and quality of open space on the waterfront to be retained, and the design quality of the proposed development. Ultimately, even a group of citizens known as the Waterfront Coalition who originally opposed the plan, were able to support an amended plan that addressed their concerns through revisions to the plan and the development of extensive design guidelines.

The Waterfront Plan, in conjunction with the adjacent Downtown Specific plan is a leading example of Smart Growth because it meets both the regional goal of providing high residential proximate to transit and services reducing the need to use the automobile, but also meets a very important local priority of encouraging investment and growth in Vallejo's historic waterfront and downtown.

Downtown

The overall vision of the Downtown Vallejo Specific plan is to significantly intensify development within the historic downtown within walking distance to the existing Valley Ferry terminal and planned bus transfer station while retaining the historic character of the downtown. The plan proposes to accomplish this by allowing the development of several City owned surface parking lots with mixed use development including over 1,000 units of new residential development in projects containing up to 100 units per acre of residential development. These new regulations are accompanied by significant parking reduction incentives, new land use regulation targeting ground floor retail use, and detailed design guidelines to maintain the historic architectural character of the downtown, and a substantial public street and streetscape improvement program.

Activities within the last 5 years associated with the plan include interim restriping of parking (including diagonal parking) on area streets to increase on-street parking, significant private investment in both residential and commercial uses downtown, completion of a major renovation of the historic Empress Theater by the City, and approval of a 150 unit, 100 unit per acre project with ground floor retail.

The plan was the result of a two year planning process (described in more detail in Chapter One of the attached plan). It involved the participation of a Downtown Advisory Group who were integrally involved with all aspects of plan preparation. Key areas of concern were quality of development design, which was addressed through the provision of design guidelines, parking in the downtown which was addressed through proposals for significant re-striping and a commitment to construct a future public garage. The overall plan addresses community concern in that in conjunction with the Waterfront Plan, the Downtown Specific Plan is envisioned to facilitate and expedite the revitalization of downtown Vallejo, a long time community goal.

Like the Waterfront Plan, the Downtown Specific plan is a leading example of Smart Growth because it meets both the regional goal of providing high density residential proximate to transit and services

FOCUSING OUR VISION (FOCUS) PROGRAM
Application for Priority Development Area Designation

reducing the need to use the automobile, but also meets a very important local priority of encouraging investment and growth in Vallejo's historic waterfront and downtown.

FOCUSING OUR VISION (FOCUS) PROGRAM

Application for Priority Development Area Designation

Part 6 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of a tools and incentives package for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS*
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other: <i>* If any box checked, Part 7 applies.</i>

Part 7 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA (If applicable and feasible)

If you are interested in capital grants as a potential incentive, please attach a budget that details the types of infrastructure improvements that will be needed in order to realize the vision for the priority area. This budget can include transportation, housing, road repairs, water/sewer capacity, parks and other critical amenities. A sample budget is provided for guidance.

If submitting an infrastructure budget is not feasible at this time, please note why:

Our proposed Priority Development Area will include several infrastructure improvement projects. The two projects where budget information has been developed include the Vallejo Station Intermodal Facility, and the Downtown Vallejo Square Pedestrian Enhancements Project. Budget information for each is attached.

In addition to electronic submission, mail one hard copy of this application and attachments requested in this application form to the following address:

Association of Bay Area Governments
 Metropolitan Transportation Commission
 Bay Area Air Quality Management District
 Bay Conservation and Development Commission
 P.O. Box 2050
 Oakland, CA 94604-2050
 Attn: Jaqueline Guzman

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at JackieG@abag.ca.gov or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at djohnson@mtc.ca.gov or 510.817.5846.

Part 7 – Infrastructure Budget Attachments

1. Vallejo Station Opinion of Probate Costs
2. Downtown Vallejo Square Pedestrian Enhancement Projects

Vallejo Station Opinion of Probable Costs

		Year and Source	Total Estimate
Soft Costs		of Estimate	to Complete
Acquisition & Relocation			
Acquisition Costs - Hiff Property / Post Office			
	Landlord/Fee Owner (Hiff Trust)	2006 Estimate	\$ 545,000
	Landlord/Fee Owner - Incentive	2006 Goldfarb & Lipman Memo	\$ 115,000
	Tenant Leasehold Value (Post Office)	2006 Estimate	\$ 1,955,000
	Tenant Leasehold Value - Incentive	2006 Goldfarb & Lipman Memo	\$ 885,000
	Acquisition Costs		\$ 3,500,000
Relocation Costs - Hiff Property / Post Office			
	FF&E and Relocation	2006 Goldfarb & Lipman Memo	\$ 400,000
	Post Office Lease Subsidy (RDA Contribution)	2006 Goldfarb & Lipman Memo	\$ 750,000
	Relocation Costs		\$ 1,150,000
	Total Hiff /Post Office Property Acquisition and Relocation		\$ 4,650,000
Acquisition & Relocation of My Café Property			
	Landlord Fee Simple (My Café)	2006 Goldfarb & Lipman Memo	\$ 600,000
	Tenant Goodwill (My Café)	2006 Goldfarb & Lipman Memo	\$ 350,000
	FF&E and Relocation	2006 Goldfarb & Lipman Memo	\$ 50,000
	Total My Cafe Property Acquisition and Relocation		\$ 1,000,000
Acquisition & Relocation of Beeman Building			
	Beeman Building Fee Simple	2006 Estimate	\$ 625,000
	Beeman Building Tenant	2006 Estimate	\$ 50,000
	Total Beeman Building Property Acquisition and Relocation		\$ 675,000
Acquisition & Relocation Oversight			
	Acquisition & Relocation Consultant		\$ 200,000
	City of Vallejo Oversight		\$ 133,632
	Project & Financial Management		\$ 100,000
	Total A&R Oversight		\$ 433,632
	Total Acquisition & Relocation Estimate		\$ 6,758,632
Environmental Remediation			
	Environmental Remediation		\$ -
Engineering & Design			
	A/E Services for Bus Transit Center	9% of Bus Transit Const. Costs	\$ 293,381
	A/E Services for Transit Office Improvements	9% of Transit Ctr Improvements	\$ 189,000
	A/E Services for Vallejo Station & Environs	9% of Val Station Const. Costs	\$ 3,889,501
	Total Engineering & Design		\$ 4,371,882
Engineering & Design Oversight			
	Project and Financial Management		\$ 1,180,000
	City of Vallejo Oversight		\$ 211,248
	Total Engineering & Design Oversight		\$ 1,391,248
Construction Oversight			
	Project and Financial Management		\$ 1,148,823
	Construction Management/Inspection	5% of Construction Costs	\$ 2,428,823
	Total Construction Oversight		\$ 3,577,647
	Total Soft Costs		\$ 18,099,409
Based on communication with the Appraiser and a revised Goldfarb and Lipman memo, the 2001 appraisal estimates have been updated to 2006 dollars.			
Estimates will again be revised after appraisals are updated.			

Hard Construction Costs			Year and Source of Estimate	Base Cost	Contingency Costs**	Total Estimated
Transit Parking Structure						
	Transit Parking Structure (Watry Estimates) (includes 5% OH, 5% markup, 10% contin.)	2005 Watry		\$ 35,838,945	3,583,895	\$ 39,422,840
	Parking Structure Paseo	2004 Wallace, Roberts, & Todd		\$ 986,240	98,824	\$ 1,084,864
	Parking Garage Utilities	2002 Korve		\$ 57,600	23,040	\$ 80,640
	Georgia Street Sidewalk	2002 Korve		\$ 110,610	44,244	\$ 154,854
	Mare Island Way - Parking Garage Entrance	2002 Korve		\$ 257,019	102,808	\$ 359,827
	Green Belt Urban Design Treatment	2002 Korve		\$ 937,500	375,000	\$ 1,312,500
	ST: Civil & Landscaping			\$ 2,348,969	643,716	\$ 2,992,685
	Total Transit Parking Structure			\$ 38,187,914	4,227,610	\$ 42,415,524
York Street Bus Transit Center						
	York St. Bus Transfer Center - Civil/Architectural	2004 Korve		\$ 1,420,450	568,180	\$ 1,988,630
	Bus Transit Center Enhancements	2004 Wallace, Roberts, & Todd		\$ 1,155,600	115,560	\$ 1,271,160
	Transportation Office Building	2002 Korve		\$ 1,500,000	600,000	\$ 2,100,000
	Total Bus Transfer Center			\$ 4,076,050	1,283,740	\$ 5,359,790
Roadway & Parking Improvements (Korve Estimates)						
	Mare Island Way - Bus Loading Zone	2002 Korve		\$ 375,678	150,271	\$ 525,949
	Mare Island Way - Kiss 'n Ride	2002 Korve		\$ 96,575	38,630	\$ 135,205
	Mare Island Way - Transit Surface Pkng (During Const)	2002 Korve		\$ 100,000	40,000	\$ 140,000
	Total Roadway & Parking Improvements			\$ 572,253	228,901	\$ 801,154
	Total Hard Construction Costs			\$ 42,836,217	5,740,251	\$ 48,576,468
	Total Vallejo Station Costs (Soft + Hard)			\$ 58,935,626	5,740,251	\$ 64,675,877

Not included:

Escalation (8% per year to the midpoint of construction)

**Contingencies

- 10% applied to Parking Structure (structural & architectural)
- 10% applied to Streetscape & Paseo (York St. & Georgia St.)
- 40% applied to Civil Improvements

Escalation to mid-point of construction at 8% per year

Mid-point is March 2010

Transportation Enhancement (TE) Application (PSR Equivalent)
TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming.

PART ONE: GENERAL PROJECT INFORMATION

RTIP TE ITIP TE SHOPP TE

PROJECT TITLE: DOWNTOWN VALLEJO SQUARE PEDESTRIAN ENHANCEMENT PROJECTS PHASES I AND II

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)

GARY LEACH, CITY ENGINEER
 CITY OF VALLEJO DEPT. OF PUBLIC WORKS
 ENGINEERING DIVISION
 555 SANTA CLARA STREET
 P.O. BOX 3068
 VALLEJO, CA 94590
 PHONE: (707) 648-6316
 FAX (707) 648-4691
 E-MAIL: gleach@ci.vallejo.ca.us

(Round dollars to nearest thousands)

TE FUNDS REQUESTED \$ 664,000
 State Match \$ _____
 Local Match (if Required) \$ 7,251,358
 TOTAL TE PROJECT COST \$ 7,915,358

- TE is a stand-alone project.
 TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)

GARY LEACH, CITY ENGINEER
 CITY OF VALLEJO DEPT. OF PUBLIC WORKS
 ENGINEERING DIVISION
 555 SANTA CLARA STREET
 P.O. BOX 3068
 VALLEJO, CA 94590
 PHONE: (707) 648-6316
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 E-MAIL: gleach@ci.vallejo.ca.us

PARTNER(S) (Name, title, agency, address, phone, fax)

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PP No., EA, Project Title; if not currently programmed, describe the project)

The total project is to provide streetscape improvements to the "Old Town" area of Downtown Vallejo, and provide a link to Vallejo's regional and local transit systems by improving the pedestrian environment. The improvements are to provide brick pavers, high quality light fixtures, street furnishings, improved sidewalks, landscaping, diagonal parking and pavement rehabilitation. The improvements will be made on Virginia and York Streets between Sacramento Street and Sonoma Boulevard and on Sacramento and Marin Streets between Virginia and York Streets. Phase I of the project will be the improvements to Virginia Street as well as segments of Sacramento and Marin streets North of Georgia Street. The improvements on York Street and the segments of Sacramento and Marin Streets south of Georgia Street will be constructed in Phase II.

Total Project Cost \$ 7,915,358

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

The Transportation Enhancement Activities include enhanced paving, curb extensions, street trees and planting grates, landscaping, pedestrian scale lighting, way-finding signage and street furniture such as trash containers and benches. The improvements will be in the downtown area known as "Vallejo Square" which is a four block area bounded by Sonoma Boulevard (SR-29) on the east and Sacramento Street on the west, Virginia Street on the north and York street on the south. The total cumulative project length is 3,354 linear of street centerline. The limit of the work will be within the existing public right of way of Virginia and York Streets between Sacramento and Sonoma, and the existing public right of way on Sacramento and Marin Streets between Virginia and York Streets.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

The project is to transform Vallejo's "Old Town" into a vibrant, pedestrian friendly, transit orientated downtown with a variety of land uses in close proximity to the City's rich transportation options. This enhanced street environment will help promote the eventual high density mixed use development (840 residential units and 78,100 SF of retail space) in the Downtown area. The project will provide pedestrian scale facilities and amenities. It will enhance the walking access between the existing and proposed housing and transit facilities that include ferry and bus service. It will do this by narrowing of streets to increase safety and create a more pedestrian oriented neighborhood, increased landscaping, enhanced safety and decorative lighting, brick pavers, street furniture, public art and improved signage.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

The project will provide a direct link and enhance the access from the downtown area to the existing and proposed enhanced bus transfer center, the existing ferry terminal and the City's waterfront area. It will provide a pedestrian friendly "corridor" that will lead to the bus and ferry facilities that are only four blocks from the farthest edge of the project area. The project will provide traffic-calming by narrowing of the downtown streets with wider sidewalks, bulb-outs, diagonal parking and the rehabilitation of the existing streets.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

Not Applicable.

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

Not Applicable

ALTERNATIVES CONSIDERED

None

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS ? (May be more than one.)

<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

1. Provision of facilities for pedestrians or bicycles.
2. Landscaping and other scenic beautification.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

PART TWO: FUNDING

Prepared by: Frank Kennedy, P.E.

Title: Contract Engineer

Agency: Consultant to the City of Vallejo

Phone (925) 932-7857

FAX: (925) 465-4841

PROJECT COMPONENT COSTS (round to nearest \$1,000s)

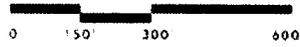
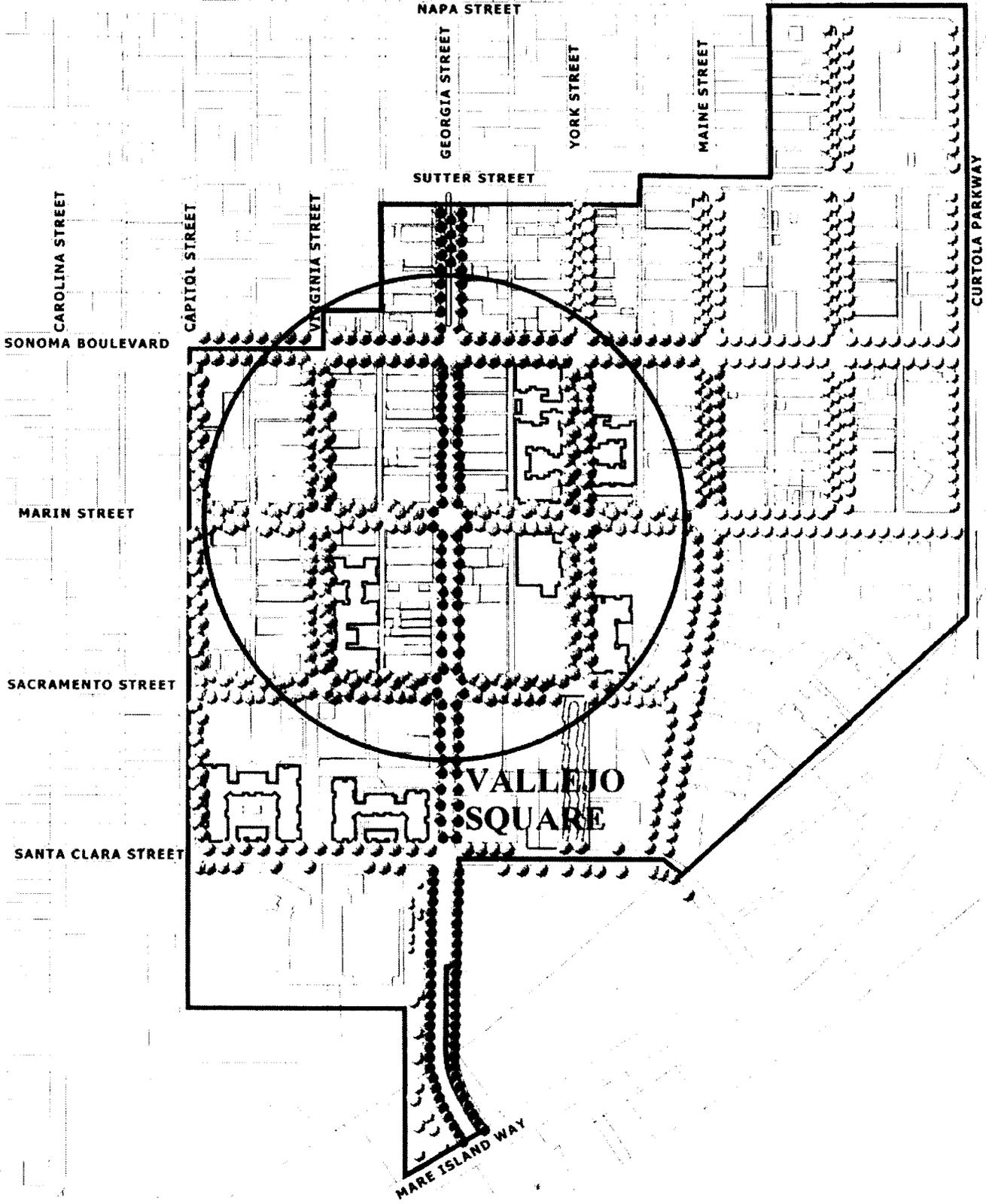
	RTIP	ITIP	SHOPP
• E&P (PA&ED)	\$ _____	\$ _____	\$ _____
• PS&E	\$ <u>664,000</u>	\$ _____	\$ _____
• Right of Way Capital	\$ _____	\$ _____	\$ _____
• Right of Way Support*	\$ _____	\$ _____	\$ _____
• Construction Support*	\$ _____	\$ _____	\$ _____
Construction Capital	\$ <u>7,251,358</u>	\$ _____	\$ _____

Proposed year of Construction: Phase I 05/2007, Phase II 05/2009

TOTAL PROJECT COSTS

\$7,915,358.00

*Right of way and construction support are for Caltrans implemented projects only



Summary by Street

Street Improvements

Enhancements

Virginia St. from Sacramento to Marin	\$ 199,150.00	\$ 792,306.00
Virginia St. from Marin to Sonoma	\$ 199,150.00	\$ 758,668.00
Sacramento St. from Virginia to Georgia	\$ 134,215.00	\$ 547,090.00
Sacramento St. from Georgia to York	\$ 134,215.00	\$ 547,090.00
Marin St. from Virginia to Georgia	\$ 105,844.00	\$ 497,156.00
Marin St. from Georgia to York	\$ 105,844.00	\$ 497,156.00
York St. from Sacramento to Marin	\$ 199,150.00	\$ 792,306.00
York St. from Marin to Sonoma	\$ 199,150.00	\$ 758,668.00
Streets between Sonoma & Santa Clara	\$ 125,000.00	0
Subtotal by Activity	\$ 1,401,718.00	\$ 5,190,440.00
Contingency 10%	\$140,200.00	\$519,000.00
Total by Activity	\$1,541,918.00	\$5,709,440.00
Total Project Construction incl CE	\$ 7,251,358.00	
Design	\$664,000.00	
Total Project	\$7,915,358.00	

PART TWO: FUNDING (continued)

ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS					
ITEM NO	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENSION
General					
1	Mobilization (7% ±)	1	LS	\$417,765.00	\$ 417,765.00
2	Traffic control	1	LS	\$139,690.00	\$ 139,690.00
3	SWPPP	1	LS	\$84,340.00	\$ 84,340.00
Demolition & Removals					
4	Remove curb & gutter & 6' concrete paving	6,720	LF	\$16.00	\$ 107,520.00
5	Sawcut & remove 10' sidewalk	6,720	LF	\$14.00	\$ 94,080.00
6	Pavement removal (full section) for planters	33,736	SF	\$5.00	\$ 168,680.00
Street Improvement Improvements					
7	Grind & Overlay new street width	113,380	SF	\$6.00	\$ 680,280.00
8	Patch Paving (5' width)	27,650	SF	\$8.00	\$ 221,200.00
9	Slurry Seal	44,500	SF	\$2.25	\$ 100,125.00
10	Curb & Gutter (street)	8,110	LF	\$22.00	\$ 178,420.00
11	Curb (planters)	6,424	LF	\$18.00	\$ 115,632.00
12	Add for Handicap Ramp	40	EA	\$2,600.00	\$ 104,000.00
13	Storm Drain Inlet/Manhole	32	EA	\$3,600.00	\$ 115,200.00
14	Modify/Cap existing Inlet	12	EA	\$2,500.00	\$ 30,000.00
15	Storm Drain Pipe (assume 15")	1,390	LF	\$85.00	\$ 118,150.00
16	Signing & Striping	15	EA	\$5,000.00	\$ 75,000.00
Street Enhancements					
17	Import topsoil (24-inch depth)	1,330	CY	\$45.00	\$ 59,850.00
18	Finish grading landscape area	34,000	SF	\$0.35	\$ 11,900.00
19	Finish grading hardscape area	110,420	SF	\$0.40	\$ 44,168.00
20	Soil treatment (soil polymers)	34,380	SF	\$0.50	\$ 17,190.00
21	Soil preparation and soil amendments	34,360	SF	\$0.25	\$ 8,590.00
22	48-inch box trees	162	EA	\$1,665.00	\$ 269,730.00
23	48-inch root barrier	162	EA	\$210.00	\$ 34,020.00
24	48-inch box tree drain pit sump	162	EA	\$65.00	\$ 10,530.00
25	48-inch box tree drain ring intercept (tied into landscape dr	162	EA	\$165.00	\$ 26,730.00
26	5-gallon shrubs (24-inches o.c. spacing plus 16-each tree	2,760	EA	\$23.00	\$ 63,480.00
27	1-gallon groundcover @ 18-inches o.c. spacing	14,340	EA	\$8.00	\$ 114,720.00
28	Walk-on-Bank mulch topdressing (2-inch depth)	33,500	SF	\$0.30	\$ 10,050.00
29	Chemical weed control	33,500	SF	\$0.10	\$ 3,350.00
30	90-day plant maintenance period	8	LS	\$2,500.00	\$ 20,000.00
31	P.O.C. , MV, FS and satellite controller	4	EA	\$18,500.00	\$ 74,000.00

32	Tree bubbler, shrub and groundcover drip system	33,744	SF	\$4.00	\$	134,976.00
33	Brick and Stone Walls	760	LF	\$420.00	\$	319,200.00
34	Pavement markers (gray and red granite)	12	EA	\$1,450.00	\$	17,400.00
35	Mid block crossing	2,740	SF	\$34.00	\$	93,160.00
36	Brick paving (4"x8" bricks on concrete subslab)	10,120	SF	\$30.00	\$	303,600.00
37	Brick bands	4,300	SF	\$32.00	\$	137,600.00
38	Integral colored concrete along pedestrian sidewalk with score joints	64,440	SF	\$12.80	\$	824,832.00
39	Pedestrian street lights	124	EA	\$4,150.00	\$	514,600.00
40	Intersection Lights 30-foot	56	EA	\$10,500.00	\$	588,000.00
41	Trash receptacles	42	EA	\$1,500.00	\$	63,000.00
42	Bike rack	22	EA	\$900.00	\$	19,800.00
43	Tree grates for proposed trees	72	EA	\$800.00	\$	57,600.00
SUBTOTAL						\$ 6,592,158.00
CONTINGENCY (10% ±)						\$ 659,200.00
TOTAL CONTRACT						\$ 7,251,358.00

Contract Change Orders

1.1	A	
1.2	B	
1.3	C	

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

City of Vallejo

What is the source of maintenance funds?

General Fund, Gas Tax and/or Maintenance Assessment District

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

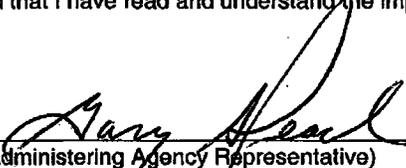
Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed 
(TEA Administering Agency Representative)

Date 12-28-05

Printed (Name and Title): Gary Leach, City Engineer

Administering Agency: City of Vallejo

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

