

# **City of Oakland**

# Plan BayArea

## Application for Priority Development Area (PDA) Designation

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

Part 1 - APPLICANT INFORMATION & AREA DETAILS		
Attach resolution showing local support for Priority Development Area designation		
a. Lead Applicant -City/County	city of Oakland	
Contact Person	Neil Gray	
Title	Planner III	
Department	Strategic Planning	
Street Address	250 Frank Ogawa Plaza, Suite 3315	
City	Oakland	
Zip Code	94612	
Phone Number	(510) 238-3878	
Fax Number	(510) 238-6538	
Email	ngray@oaklandnet.com	
b. Area Name and Location	Golden Gate & N. Oakland (see <del>attached</del> <sup>Port 3</sup> map)	
c. Area Size (minimum acreage = 100)	940	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	See Attachment B	
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed Use Corridor / Urban Neighborhood	
	Current Conditions (Year: )	Future Goal (Horizon Year: )
f. Total Housing Units		
g. Total Jobs		
h. Net Project Density (New Housing)		
i. Minimum/Maximum FARs (New Employment Development)		

Part 2 - ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed 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 area? <b>Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA**

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

**Part 4 – 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? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

**Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)**

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives 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 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 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:

**Part 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)**

Provide any information available about infrastructure needs and funding sources required to support development in the PDA

E-mail this completed application form and requested attachments to [ChristyL@abag.ca.gov](mailto:ChristyL@abag.ca.gov), and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at [ChristyL@abag.ca.gov](mailto:ChristyL@abag.ca.gov) or 510-464-7940 with questions about the application.

**Golden Gate and North Oakland  
New Priority  
Development Area  
APPLICATION**

PART 1D: Public Transit Service

PDA	Public Transit
Golden Gate West Oakland & North Oakland	<ul style="list-style-type: none"> <li>• BART: Rockridge</li> <li>• AC Transit: 1, 1R, 12, 18, 49, 51A, 51B, 72, 72M, 72R, 88, E, F, 800, 822, 851</li> </ul>
MacArthur Transit Village & Upper Broadway	<ul style="list-style-type: none"> <li>• BART: MacArthur</li> <li>• AC Transit: 1, 1R, 12, 18, 31, 49, 51A, 51B, 57, 88, B, C, CB, E, F, NX, NX4, P,V, 800, 851</li> </ul>
West Oakland	<ul style="list-style-type: none"> <li>• BART: West Oakland</li> <li>• AC Transit: 18, 26, 31, 314, 62, 72, 72M, 88, 72R, B, C, CB, E, J, NL, NX, NX1, NX2, NX3, NX4, NXC, O, OX, P, S, SB, V, W, 800, 802</li> </ul>
Downtown & Jack London Square	<ul style="list-style-type: none"> <li>• BART: 19<sup>th</sup> Street, 12<sup>th</sup> Street/City Center, Lake Merritt</li> <li>• AC Transit: 1, 1R, 11, 12, 14, 18, 20, 26, 31, 314, 40, 51A, 58L, 62, 72, 72M, 72R, 88, B, BSD, BSN, NL, NX, NX1, NX2, NX3, NX4, NXC, O, OX, S, SB, V, W, 800, 801, 802, 805, 840, 851</li> </ul>
San Antonio & Central Estuary	<ul style="list-style-type: none"> <li>• AC Transit: 1, 1R, 11, 14, 18, 20, 21, 26, 40, 51A, 62, O, OX, S, SB, 801, 840, 851</li> </ul>
Fruitvale & Dimond Areas	<ul style="list-style-type: none"> <li>• BART: Fruitvale</li> <li>• AC Transit: 1, 1R, 11, 14, 20, 21, 339, 39, 40, 45, 47, 51A, 54, 57, 58L, 62, NL, NX, NX1, NX2, NX3, NX4, NXC, 801, 805, 840, 851</li> </ul>
Coliseum BART Station Area	<ul style="list-style-type: none"> <li>• BART: Coliseum</li> <li>• AC Transit: 1, 1R, 314, 356, 45, 46, 73, 98, S, SB, 801, 805</li> </ul>
International Blvd TOD	<ul style="list-style-type: none"> <li>• AC Transit: 1, 1R, 356, 45, 46, 73, 98, 801, 805</li> </ul>
Eastmont Town Center	<ul style="list-style-type: none"> <li>• AC Transit: 356, 40, 45, 46, 57, 58L, 73, 75, 98, NL, NX, NX3, NX4, NXC, 805, 840</li> </ul>

Each of the BART Stations has at least 20-minute headways between trains. Route #1 in the San Antonio & Central Estuary and the International Boulevard TOD PDAs has at least 20 minute headways. Route #40 in the in the Eastmont Town Center has at least 20 minute headways.

## Part 2: Other Plans

Redevelopment Plan for the Broadway/MacArthur/San Pablo Redevelopment Project (Adopted July 25, 2000, amended March 6, 2007)

<http://www2.oaklandnet.com/Government/o/CityAdministration/d/NeighborhoodInvestment/o/SuccessorAgency/index.htm>

## Part 4: Narrative

1. *What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?*

The overall vision for the City of Oakland's new "Golden Gate and North Oakland" PDA is to maintain and enhance the area as an increasingly desirable "Urban Neighborhood", and an appropriate location for infill residential and commercial development. This vision is supported by the existing General Plan land use designations for the area, which are predominantly: "Mixed Housing Type Residential", "Community Commercial", "Neighborhood Center Mixed Use", "Housing and Business Mix", and "Urban Residential".

This new PDA includes a number of significant mixed use corridors within its boundary, including:

- San Pablo Avenue - between 53<sup>rd</sup> St./ Emeryville border and 67<sup>th</sup> St./Berkeley border
- Stanford Avenue - between Vallejo St. and Adeline St.
- Lowell Street - between Adeline St. and the City of Emeryville border
- Adeline St. - between 53<sup>rd</sup> St./Emeryville border and Stanford Ave./Berkeley border
- Martin Luther King Jr. Way - between 53<sup>rd</sup> St. and City of Berkeley border
- Shattuck Avenue - between Hwy. 24 and City of Berkeley border
- Telegraph Avenue - between Hwy. 24 and City of Berkeley border
- Claremont Avenue - between Hwy. 24 and City of Berkeley border
- College Avenue - between Hwy. 24 and City of Berkeley border

The primary intent of the existing zoning for the corridor segments above is to create, maintain, and enhance areas in the City of Oakland that are appropriate for multi-unit residential structures in locations with good access to transportation and other services.

2. *What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?*

There will need to be street improvement plans prepared and implemented for a number of the mixed use corridors listed in item #1 above. The street improvement plans and projects will need to address the needs of all modes of transportation, including pedestrian, bicycle, transit and auto. There will also need to be more coordinated planning between the cities of Oakland, Berkeley, and

Emeryville, since many of the corridors listed in item #1 continue through to the adjoining jurisdiction.

While work on these and other issues is needed to fully realize the City's vision for the new PDA, much has already been accomplished. For instance, the West Oakland Specific Plan, which was approved by the City of Oakland in July 2014, established a community vision for the portion of Adeline Street extending from 3<sup>rd</sup> Street in the West Oakland BART station area to the City of Emeryville border. As a complement to this previous work, the City of Berkeley is now underway on their Adeline Corridor Plan, with a focus on the portion of Adeline Street extending north from the Oakland border to the Ashby BART Station area.

Another important accomplishment the City of Oakland has completed in the last 5 years to help fully realize the vision for the new "Golden Gate and North Oakland" PDA was completion of the Citywide Zoning Update in March 2011, which implemented the land use policies of the General Plan and created a more transparent and consistent development review process.

- 3. Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.*

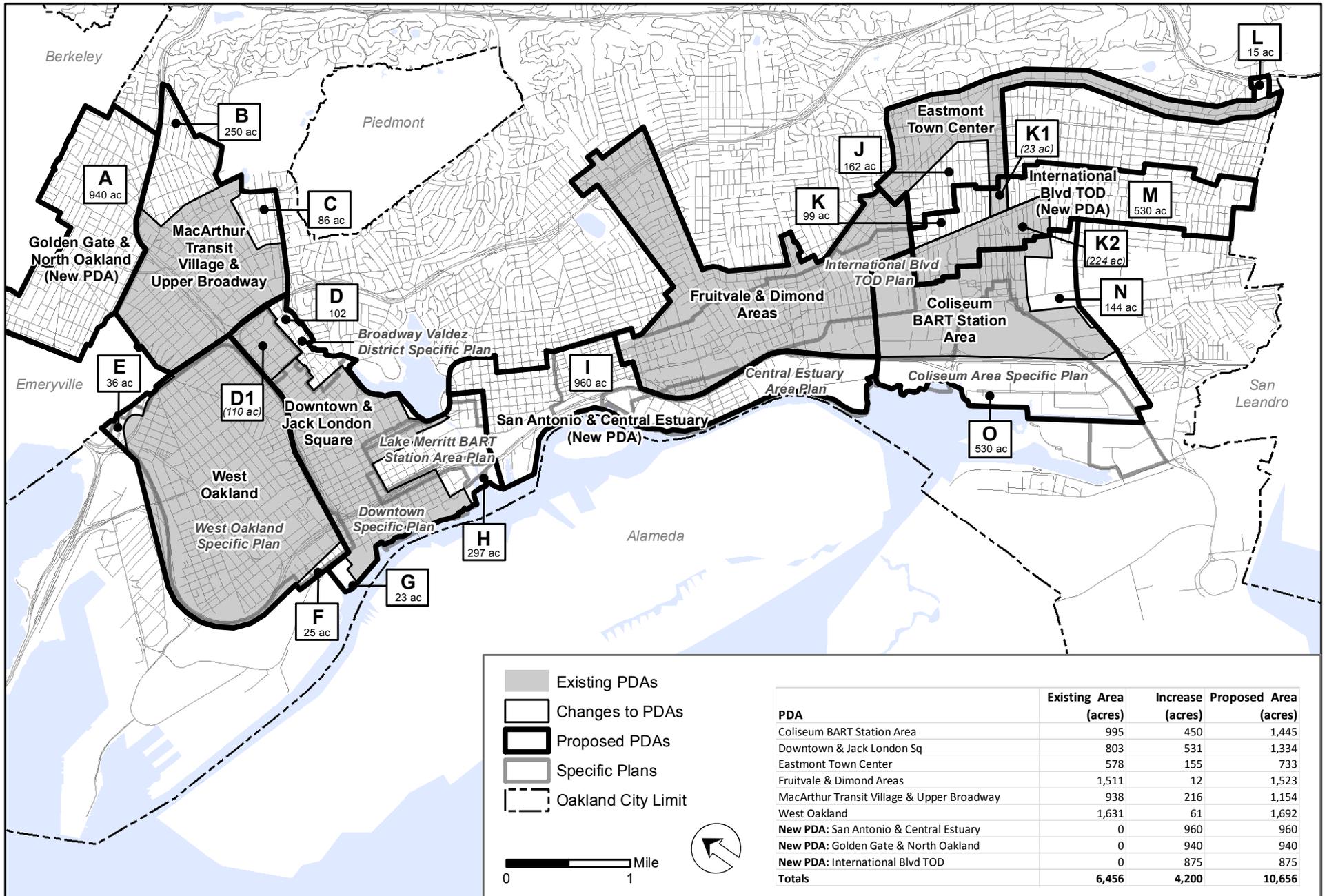
The former Broadway/MacArthur/San Pablo Redevelopment Area, adopted in 2000, comprised two distinct areas in North Oakland - one of which was the San Pablo Avenue corridor between 53rd Street and 67th Street. The City of Oakland held regular PAC meetings in the area until the dissolution of the Redevelopment Agency as of February 1, 2012.

Since that time, the community has continued to be involved in developing and supporting a vision for the area through initiatives such as the "San Pablo Avenue – Golden Gate Improvement Association" (SPAGGIA): an independent community organization that supports crime prevention initiatives, locally driven development, and community building within the Golden Gate neighborhood of North Oakland.

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

The City of Oakland's existing Zoning and General Plan designations for the new "Golden Gate and North Oakland" PDA are intended to permit significant infill mixed use development in the area, primarily along the various corridors listed in item #1 above.





# Proposed and Existing Priority Development Areas (with PDA area changes)

Planning & Building Department  
April 15, 2015

Item 8, Attachment 2

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2015 JUN 22 PM 12: 08

REVISED @ CITY COUNCIL 6/17/15

Approved as to Form and Legality

*Alee*

City Attorney

## OAKLAND CITY COUNCIL

RESOLUTION No. 85669 C.M.S.

Introduced by Councilmember \_\_\_\_\_

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**A RESOLUTION, AS RECOMMENDED BY THE CITY PLANNING COMMISSION, ADOPTING APPROPRIATE CEQA FINDINGS AND NEW PRIORITY CONSERVATION AREA AND PRIORITY DEVELOPMENT AREA DESIGNATIONS WITHIN THE CITY OF OAKLAND**

**WHEREAS**, in August of 2014, the Association of Bay Area Governments (ABAG) requested nominations from local governments and special districts for Priority Conservation Areas (PCAs) and Priority Conservation Areas (PCAs) pursuant to the Plan Bay Area, a multi-agency regional planning initiative; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) will make federal funds available for areas with a PCA and/or a PDA designation for local jurisdictions and community organizations; and

**WHEREAS**, PCAs are mapped to regionally significant open spaces, recreation trails, and agricultural areas where there has been broad consensus for protection from development pressure and in urban areas to benefit community health, recreation, and climate and resilience; and

**WHEREAS**, ABAG defines four categories of PCAs: Urban Greening, Natural Landscapes, Regional Recreation, and Agricultural Lands; and

**WHEREAS**, the most appropriate locations for PCAs in these categories were determined based on criteria provided by ABAG, data sets provided from various sources, and input from multiple community workshops; and

**WHEREAS**, PDAs are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit; and

**WHEREAS**, the designation of PDAs informs regional agencies where financial incentives and assistance are needed to support local efforts in creating new development and complete communities; and

**WHEREAS**, the current PDA designations require updating because the City has adopted several specific and redevelopment plans since the last PDA adoption on February 9, 2010; and

**WHEREAS**, the specific and redevelopment plans define areas where the City desires new development; and

**WHEREAS**, none of the PCA or PDA designations will have regulatory authority, or affect in any way the existing regulatory or policy structure for land use contained in the City's General Plan, Specific Plans, Planning Code, or similar land use development policies or procedures; and

**WHEREAS**, the proposal relies on previously certified Final Environmental Impact Reports (EIRs) prepared for planning-level policy documents (such as the General Plan, the West Oakland, Lake Merritt Station Area, Broadway-Valdez, and Central Estuary Specific Plans, and various redevelopment plans) and, on a separate and independent basis, is also exempt from CEQA as described in the June 9, 2015 Community and Economic Development Committee Agenda Report; and

**WHEREAS**, at a duly noticed public hearing on April 15, 2015, the Planning Commission unanimously voted to recommend adoption of PCA and PDA designations, as revised by Planning Staff, on April 15, 2015; and

**WHEREAS**, at a duly noticed public meeting on June 9, 2015, the Community and Economic Development Committee voted to recommend adoption of PCA and PDA designations;

**WHEREAS**, on June 16, 2015, the City Council conducted a duly noticed public meeting on the matter, took public testimony and considered the matter; now, therefore be it

**RESOLVED**, that the City Council hereby adopts the PCA and PDA designations, as mapped in Exhibits A through E, as listed below, and hereby incorporated by reference.

Exhibit A: Adopted Priority Development Areas (PDAs)

Exhibit B: Adopted Natural Landscapes PCAs

Exhibit C: Adopted Urban Greening PCAs

Exhibit D: Adopted Regional Recreation PCAs

Exhibit E: Adopted Creek-Related PCAs; and be it

**FURTHER RESOLVED**, that the City Administrator will establish a community advisory committee, without returning to the City Council, to prioritize grants from regional agencies in Urban Greening PCAs and that the committee will make use of the equity checklist shown in Attachment J of the June 9, 2015 City Council Agenda Report and other factors that would make the City competitive for regional grants; and be it

**FURTHER RESOLVED**, that the Environmental Review Officer, or designee, is directed to cause to be filed a Notice of Determination/Exemption with the appropriate agencies; and be it

**FURTHER RESOLVED**, that the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based, are respectively: (a) Planning and Building Department – Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California; and (b) Office of the City Clerk, One Frank H. Ogawa Plaza, 1<sup>st</sup> Floor, Oakland California; and be it

**FURTHER RESOLVED**, that the recitals contained in this resolution are true and correct and are an integral part of the City Council's decision.

**JUN 17 2015**

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

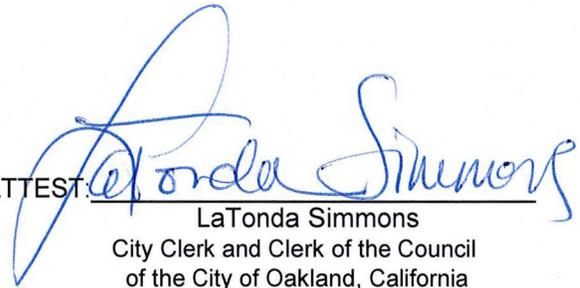
AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GIBSON, GUILLÉN, KALB, ~~KAPLAN~~, ~~REID~~ and PRESIDENT MCELHANEY - 6

NOES - 0

ABSENT - 1 - Kaplan

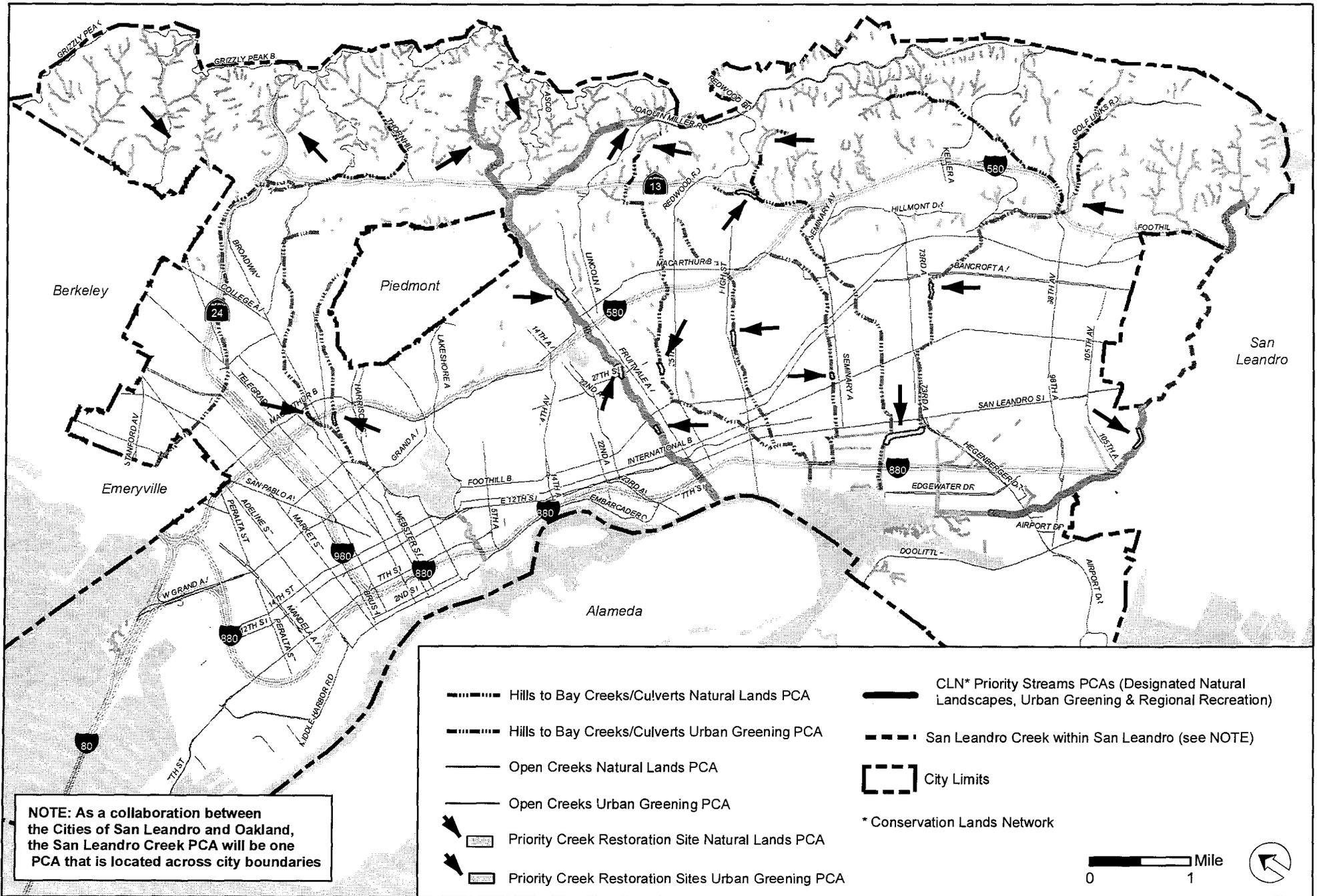
ABSTENTION - 1 REID

ATTEST: \_\_\_\_\_



LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California

DATE OF ATTESTATION: \_\_\_\_\_



# Creek-Related PCAs

REVISED @ 6/17 CITY COUNCIL

Planning and Building Department  
June 9, 2015  
Item 8, Attachment 2

## EXHIBIT E

# **City of San Pablo**

# BayArea **Plan** Application for Priority Development Area (PDA) Designation

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

<b>Part 1 - APPLICANT INFORMATION &amp; AREA DETAILS</b>		
<u>Attach</u> resolution showing local support for Priority Development Area designation		
a. Lead Applicant -City/County	San Pablo/Contra Costa County	
Contact Person	Roberta Feliciano	
Title	Planning Aide	
Department	Development Services, Planning	
Street Address	13831 San Pablo Avenue, Building 3	
City	San Pablo, CA	
Zip Code	94806	
Phone Number	(510) 215-3052	
Fax Number	(510) 215-3014	
Email	robertaf@sanpabloca.gov	
b. Area Name and Location	Rumrill Boulevard PDA	
c. Area Size (minimum acreage = 100)	57 acres	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	AC Transit: 71; 376	
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed-Use Corridor	
	Current Conditions (Year: 2010 )	Future Goal (Horizon Year: 2030 )
f. Total Housing Units	10,520 (Citywide)	11,510 (Citywide)
g. Total Jobs	5,900 (Citywide)	8,510 (Citywide)
h. Net Project Density (New Housing)	unknown	unknown
i. Minimum/Maximum FARs (New Employment Development)	0.30-0.60	0.30-0.60

<b>Part 2 – ADDITIONAL AREA INFORMATION</b>		
	Yes	No
a. Is the proposed 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 area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See attached Narrative for the Rumrill Boulevard Complete Streets Study website.

**Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA**

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

**Part 4 – 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? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
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- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

**Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)**

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives 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 type="checkbox"/> Other:

**Part 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)**

Provide any information available about infrastructure needs and funding sources required to support development in the PDA The City of San Pablo seeks funding for the capital improvement to implement the Rumrill Boulevard / 13th Street Corridor Mobility Plan.

E-mail this completed application form and requested attachments to [ChristyL@abag.ca.gov](mailto:ChristyL@abag.ca.gov), and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at [ChristyL@abag.ca.gov](mailto:ChristyL@abag.ca.gov) or 510-464-7940 with questions about the application.

# Rumrill Avenue Priority Development Area

-  Rumrill Avenue PDA
-  San Pablo City Limits

## EXHIBIT A



## NARRATIVE

### 1. Background

San Pablo is located in West Contra Costa County off Interstate 80, minutes from the Bay Area cultural centers of Berkeley, Oakland and San Francisco. Surrounded by the cities of Richmond, Pinole, El Cerrito and Hercules, the City is a working class community with a diverse population of over 29,000 within two and one-half square miles. The City has 9,571 residential units with 43% owner occupied and 49% rental units. Over the past seven years, the City constructed 416 units for low and very low income households. This number exceeds the regional housing needs allocation by 200 units. The 2010 census table below describes the demographics and economic needs of the City of San Pablo:

<b>Demographics</b>	<b>San Pablo</b>	<b>California</b>
Population (2010 Census)	29,139	37,253,956
White	32.2%	50.2%
African-America	14.9%	6.7%
Latino	56.4%	32.4%
Asian and others	14.9%	10.7%
Unemployment (2007)	15.3%	12.4%
Poverty (2000)	19.6%	16.3%

The Rumrill Boulevard Corridor in San Pablo is in a state of extreme decline and requires urgent attention. This Corridor runs parallel to the westernmost city limits of the City and also parallels the Union Pacific and Burlington Northern Santa Fe (BNSF) railroad tracks. Heavy and light industrial land uses are located in this area. Despite being planned for this land use, industrial activity is intermixed with other uses. Today, the area is occupied by a mix of warehouses, junkyards, wholesalers, scattered residential and commercial/retail uses.

*Vision for the Area:* The City adopted a new General Plan 2030, in April 2011. By nature, the General Plan has policies and goals for the entire City. In addition to city-wide policies based on land use designations, the Land Use Element of the General Plan also includes policies that apply only to specific planning subareas. Unlike city-wide policies, the subarea policies are geared towards specific issues and concerns identified at a local level. Through the planning and public participation process three Special Planning Subareas were selected; the Rumrill subarea was one of them.

The Rumrill Boulevard subarea encompasses land on both sides of Rumrill Boulevard from the City limits boundary in the south, to the junction of Brookside Drive and Rumrill Boulevard on the north. The community vision for this subarea consists of an industrial district with a business-park like atmosphere. The district's identity would be shaped by well-designed light industrial or commercial buildings with pedestrian scaled landscaping and streetscape improvements. The community desired to focus on improving views as seen from Rumrill Boulevard and removing existing blight. On the east side of Rumrill Boulevard, there currently exists an eclectic mix of neighborhood commercial uses and residential uses with differing building setbacks and heights. Despite being planned for this land use, industrial activity is intermixed with other uses. Today, the area is occupied by a mix of warehouses, junkyards and wholesalers. Many residential plots have been turned into storage spaces or parking for cars.

The most important challenge here is to introduce a sense of order to the development pattern complete with design standards and streetscape improvements that encourage investment along the corridor.

The General Plan created a new designation for this subarea- Industrial Mixed-Use. This designation is intended for light manufacturing, distribution, sales and services with ancillary commercial and office space; including single and multi-story office, flex-space, and industrial building for single and multiple users, warehouse uses, and research and development activities. Buildout is assumed at an FAR of 0.40. Ultimately, the City anticipates the creation of a pedestrian friendly corridor providing multiple transit options such as; biking, walking, and the use of mass transit to encourage employment and livability within this area.

*B. Place Type:* The most appropriate place type for the Rumrill Corridor is a Mixed-Use Corridor. This corridor is served by AC Transit and runs parallel to railroad tracks and, as previously mentioned, consists of a mix of industrial, residential, commercial, employment and civic uses. The General Plan calls for increased density and encourages increased use of public transit. Rumrill Boulevard connects to Contra Costa College at its northern end and 2 miles south of the San Pablo city limits it connects to the Richmond Bart station.

## **2. Existing Policies**

The City Council has adopted a Priority Workplan that includes the development of a Specific Plan for Rumrill that is in lockstep with the new General Plan. The Council is supportive of how Specific Plans have been used in the past as active planning tools to promote development consistent with the community's vision, as identified in the General Plan. The intent is that together, these documents will offer a roadmap for future development and prosperity of this area of the community that is consistent with the Regional Blueprint in the creation of housing and employment.

The following section identifies some of the existing policies in the City's General Plan.

*A. Transportation Demand Management:* The current General Plan encourages alternative modes of transportation through design features and land use relationships. The City aims to provide new and improved pedestrian, bicycle, and transit facilities (see General Plan Policy GME-G-3 Growth Management). Further, the City will require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multimodal commute choices (see General Plan Policy C-I-16 Circulation). In addition, the City pledges to continue working with AC Transit to advocate for service expansion, improvement of service and increased ridership.

*B. Pedestrian Oriented Design Standards:* The General Plan recognizes the importance of the Rumrill Corridor as a subarea and Specific Policies were adopted that call for the development of specific Zoning Standards that promote a "park like" setting for light industry along Rumrill Boulevard (see General Plan Policy LU-1-41 Land Use). Policies also encourage the development and transition of residential development along this corridor to create synergy and a safe environment for the west side of the City (see General Plan Policy LU-1-43 Land Use).

*C. Affordable Existing Housing Policies:* The City recognizes the need for higher density and affordable housing to ensure that growth benefits all residents regardless of socio-economic

status. Current policy promotes mixed-use, high density infill development and promotes land use patterns that make more efficient use of the transportation system (see General Plan Policy GME-G-4 Growth Management) and encourages affordable housing product types such as the ownership of townhomes, rental apartment units, and multi-family housing (see General Plan Policy H-2.1.1 Housing). Policies encourage the construction of multi-family housing near community amenities, and transportation routes as well as improvements to infrastructure and community facilities.

*B. The Planning Process:* The newly adopted General Plan summarizes the community's vision for this corridor and changed the designation from previously Heavy Commercial and light Commercial land use designations to Industrial Mixed-use. An environmental evaluation analysis (program EIR) was prepared as part of the General Plan. This process will enable a developer to initiate development with a limited number of entitlement requirements. As mentioned previously the intent of this newly created designation is to promote light manufacturing, distribution, sales and services with ancillary commercial and office space; including single and multi-story office, flex-space, and industrial building for single and multiple users, warehouse uses, and research and development activities. The City Council has included the development of a Specific Plan for Rumrill Boulevard to further detail development standards, allowable uses, pedestrian and transit connections in their adopted Work plan for the next year. Completing a Specific Plan for Rumrill is a high priority.

*View Documents online:*

City of San Pablo, General Plan 2030  
<http://www.sanpabloca.gov/gp2030>

Rumrill Boulevard Complete Streets Study  
<http://sanpabloca.gov/index.aspx?NID=1336>

**RESOLUTION 2011-132**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO  
AUTHORIZING AN APPLICATION FOR FOCUS PRIORITY DEVELOPMENT AREA  
(PDA) DESIGNATION OF THE RUMRILL BOULEVARD PLANNING AREA.**

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, the City of San Pablo shares the regional agencies vision of developing sustainable land use growth patterns that improve residents accessibility to services through improved walkability and public transit options; 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, the Rumrill Boulevard planning area meets all of the above criteria; 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

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of San Pablo, authorizes submitting an application to designate the Rumrill Boulevard planning area (as shown in Exhibit A) a priority development area.

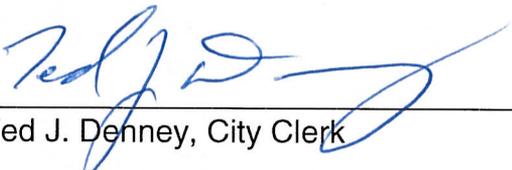
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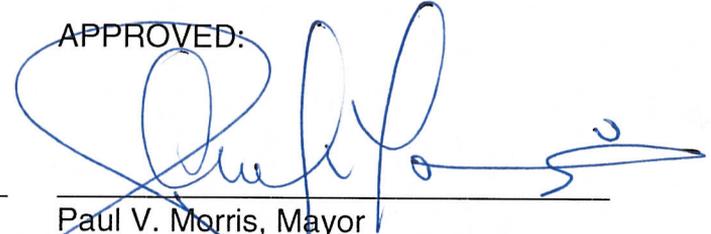
Adopted this 5<sup>th</sup> day of December, 2011, by the following vote to wit:

AYES:	COUNCILMEMBERS:	McNeil, Valdez, Calloway, Cruz and Morris
NOES:	COUNCILMEMBERS:	None
ABSENT:	COUNCILMEMBERS:	None
ABSTAIN:	COUNCILMEMBERS:	None

ATTEST:

APPROVED:

  
\_\_\_\_\_  
Ted J. Denney, City Clerk

  
\_\_\_\_\_  
Paul V. Morris, Mayor

# **City of Vallejo**

**BayArea Plan** Application for Priority Development Area (PDA) Designation

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

<b>Part 1 - APPLICANT INFORMATION &amp; AREA DETAILS</b>		
<u>Attach</u> resolution showing local support for Priority Development Area designation		
a. Lead Applicant -City/County	City of Vallejo	
Contact Person	Mark Hoffheimeir	
Title	Senior Planner, Long Range Planning	
Department	Planning Division	
Street Address	555 Santa Clara Street	
City	Vallejo	
Zip Code	94590	
Phone Number	(707)645-2610	
Fax Number	(707) 552-0163	
Email	mark.hoffheimer@cityofvallejo.net	
b. Area Name and Location	Sonoma Boulevard Specific Plan (on the western side of Vallejo between Redwood Street and Curtola Parkway)	
c. Area Size (minimum acreage = 100)	157 acres (inclusive of street right-of-ways; 121 acres of land within blocks and 36 acres of street right-of-way)	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	Please see attached.	
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed Use Corridor	
	Current Conditions (Year: 2014)	Future Goal (Horizon Year: 2040)
f. Total Housing Units	150 units	150 existing+885 new= 1,035 units
g. Total Jobs	5,100 Jobs	1,100 Net New
h. Net Project Density (New Housing)	N/A	17.5 to 86 du/acre
i. Minimum/Maximum FARs (New Employment Development)	0.25 to 0.75	0.75 to 3.4

<b>Part 2 – ADDITIONAL AREA INFORMATION</b>		
	Yes	No
a. Is the proposed area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input type="checkbox"/>	<input checked="" 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 area? <b>Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA**

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

**Part 4 – 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? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

**Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)**

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives 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 checked="" type="checkbox"/> Other: Engineering and Design Services	<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: Streetscape Plan Capitol Improvements Plan	<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 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)**

Provide any information available about infrastructure needs and funding sources required to support development in the PDA

E-mail this completed application form and requested attachments to [Christyl@abag.ca.gov](mailto:Christyl@abag.ca.gov), and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at [Christyl@abag.ca.gov](mailto:Christyl@abag.ca.gov) or 510-464-7940 with questions about the application.



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Planning Division · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4326

**APPLICATION FOR PRIORITY DEVELOPMENT AREA (PDA) DESIGNATION**  
**EXHIBIT B: Supplemental Information for the Sonoma Boulevard Specific Plan PDA**  
**Application June 30, 2015**

**PART 1. APPLICANT INFORMATION AND AREA DETAILS**

**Section d. Public Transit Serving the area (existing and planned)**

Solano County Transit (Soltrans) is the public transit serving the area.

Existing: Soltrans Routes 2 and 7 offer bus service every 30 minutes on portions of Sonoma Boulevard; other routes intersect the boulevard and run every 30 to 60 minutes depending on route and time of day.

Planned: Soltrans routes are planned along the entire boulevard with 30 minute headways, with a BRT in the long-term with 15 minute headways.

**PART 2. ADDITIONAL AREA INFORMATION**

**Section a. Is the proposed area currently recognized in the General Plan (i.e. called out as TOD, infill, etc.)**

The project area is not called out in the City's existing General Plan. However, it will be incorporated into the City's new General Plan Update, which is currently being prepared with a planned adoption in late 2016.

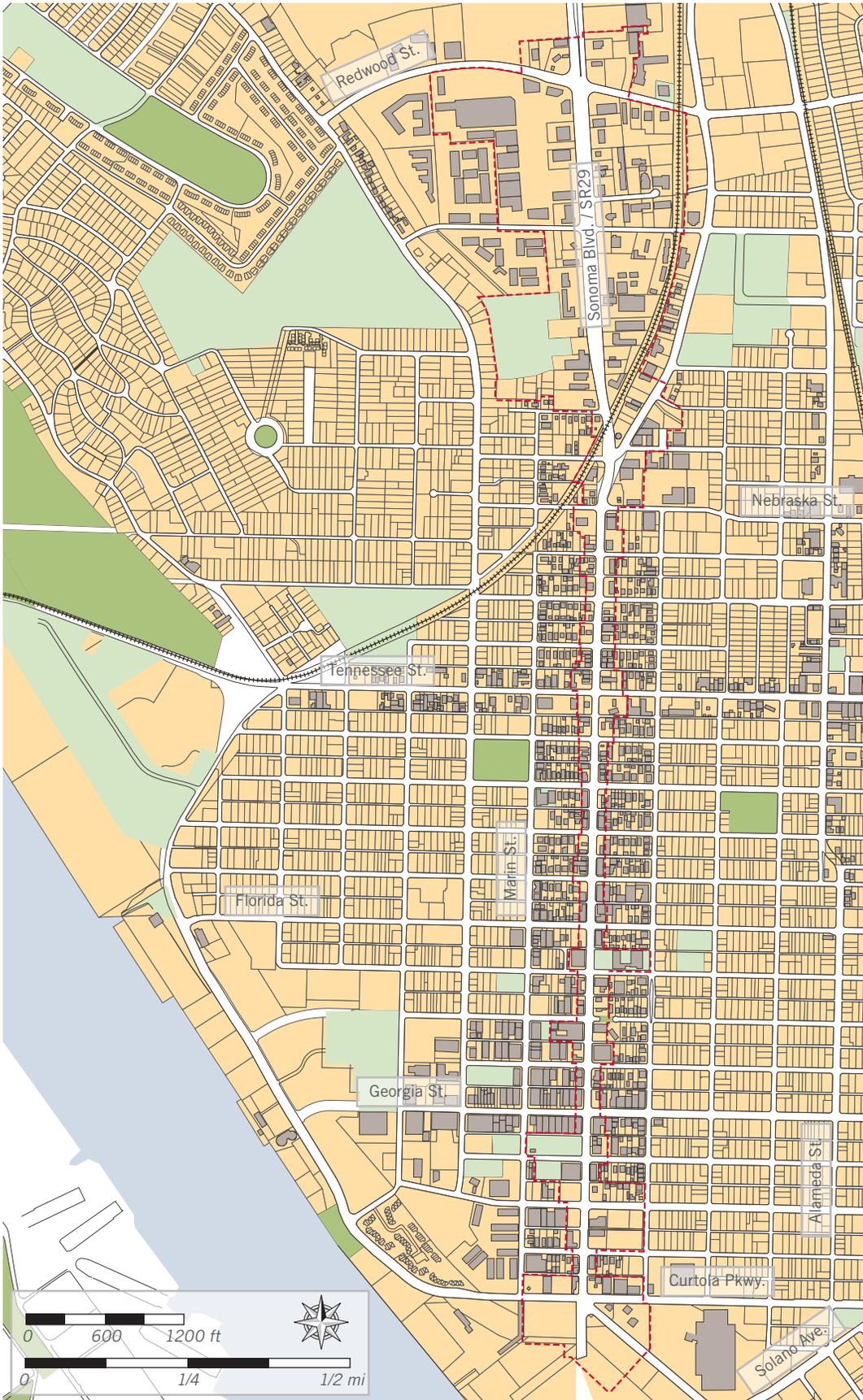
**Section b. Have any other plans, (any targeted planning efforts including specific plans, precise plans, area plans and supporting environmental studies) been developed within the last 15 years that cover the area?**

The *Sonoma Boulevard Corridor Design Plan*, predecessor to and foundation for the Sonoma Boulevard Specific Plan, was adopted by the City in 2013. Please go to <http://www.ci.vallejo.ca.us/cms/One.aspx?portalId=13506&pageId=25631> to find the report.

For the purposes of this PDA application, the primary plan for the area is the *Sonoma Boulevard Specific Plan*, which is under preparation at this time (Admin Draft submitted with this application). The Public Review Draft is scheduled for release in July, 2015. Formal adoption of the Specific Plan is anticipated for the fall of 2016, to coincide with the adoption of the City's new General Plan.

A *Downtown and Waterfront Priority Development Area* was previously established for the Downtown and Waterfront, which includes a portion of the Sonoma Boulevard Specific Plan project area. A small portion of the Downtown Area is included in the Sonoma Boulevard Specific Plan. Please see the attached maps (Exhibits C.8 and C.9) that indicates the overlapping boundaries of both plans. The Sonoma Boulevard plan will supersede the Downtown and Waterfront PDA, but it does not alter or change the intent of the Downtown and Waterfront PDA in any way. In fact, this proposed plan will enhance and create a welcoming gateway into the Downtown area.

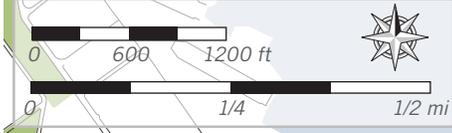
# Sonoma Blvd. Specific Plan



**Key**

- Specific Plan boundary
- - - - City boundary
- Street Edge
- Parks
- Civic Uses
- Building Footprints

Base Map  
Vallejo, California



# 3.1 Vision Overview

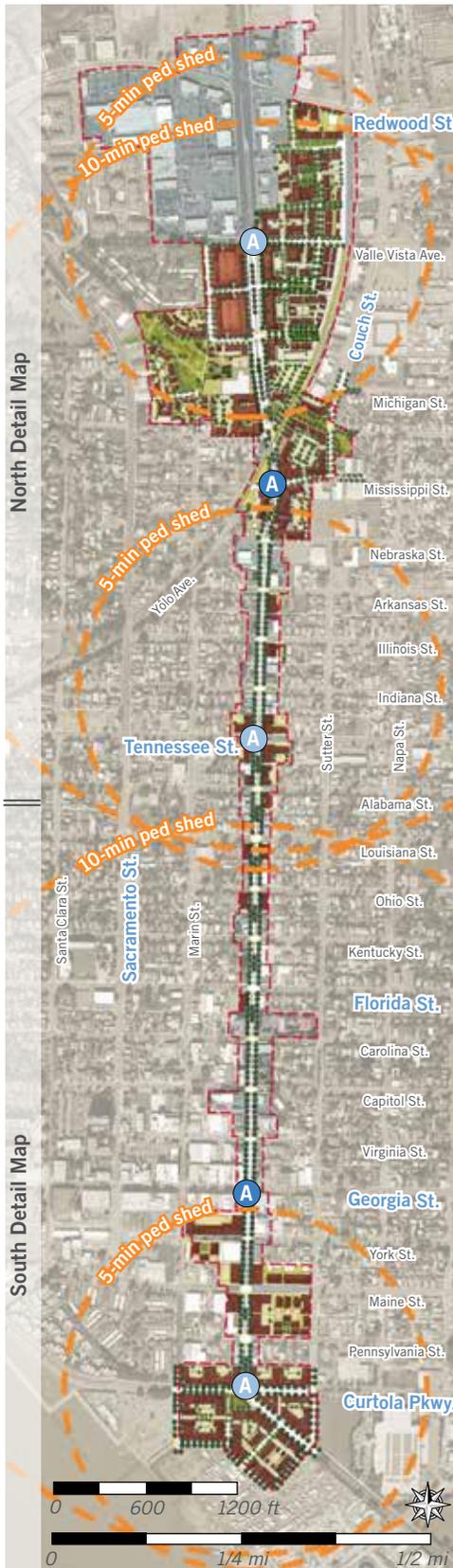


Figure 3.1.1: Illustrative Plan of the Vision

Sonoma Blvd. becomes a series of distinct, appealing and memorable places for residents and visitors that connects revitalized neighborhoods and districts on both sides of the corridor with new amenities. Among the many improvements and changes along the corridor, the following are key features of the vision:

- A** **Five activity nodes organize the 1.8 miles of Sonoma Blvd.** Community-serving activity nodes at Georgia St. and Couch St. and neighborhood-serving activity nodes at Curtola Pkwy., Indiana St., and Valle Vista Ave. are created.
- B** **Downtown extends out along Sonoma Blvd.** Sonoma Blvd. makes people notice Downtown at Georgia St. by extending the Downtown pedestrian-oriented character, widened sidewalks from Maine St. to Capitol St., retail, restaurants and lively sidewalk activity out along Sonoma Blvd.
- C** **Slowed vehicular traffic makes the street appealing for outdoor dining, pedestrians and cyclists.** From Pennsylvania St. to Arkansas St., the 4-lane street is reconfigured to a 2-lane main street with widened sidewalks, street trees, and bike lanes, significantly improving this stretch of Sonoma Blvd., making it a desirable business address.
- D** **Neighborhood-serving activity node at Indiana St.** This intersection and the immediate blocks north and south are transformed into an appealing set of buildings and civic spaces that work with existing historic assets and new buildings, becoming an amenity within walking distance of adjacent neighborhoods.
- E** **Community-serving activity node at Couch St.** People have choices of housing served by transit, providing the option to not always need a car; concentrated retail, restaurants and services appeal to residents within a short walking distance.
- F** **Neighborhood-serving activity node at Curtola Pkwy.** The five-point intersection of Curtola Pkwy. and Sonoma Blvd. is improved to a four-point intersection to accommodate regional and local traffic while making a memorable place anchored by neighborhood-serving retail, restaurants, office and housing around a new civic space at the southern terminus of Sonoma Blvd.
- G** **Transformation of large parking lots into neighborhood-serving activity node at Valle Vista Ave.** In the long-term, code improvements incentivize owners and tenants of existing retail, restaurants and office to become part of new residential neighborhoods providing nearby customers for the businesses and walkable services for the residents.

**Pedestrian Sheds & Activity Nodes**

A 'ped shed' is based on the distance the average person can comfortably walk from the **activity node**, an area of retail and services, to its edge in about 5 minutes.

**Community serving (A)** and **Neighborhood serving (A)** activity nodes and ped sheds are noted on map to left. See Section 3.2.2 for a full explanation.

**The Vision and its Effect on Existing Conditions**

On pages, 3-4 to 3-7, diagrams are provided to compare the expected effects of the vision on the existing conditions summarized in Chapter 2.

Each transect designation is at the General Plan policy level and implements a particular physical environment in the vision by giving qualitative information about the physical character and form, intensity of development, type of place, and mix of uses in that environment. This policy-level direction is then carried into the preparation of zoning standards for day-to-day implementation. Through the three transect designations mapped at right; the three environments identified in this Specific Plan’s vision are implemented.

**Changes to General Plan Designations Explained**

As discussed earlier, the form-based approach utilizes physical form and character as the organizing principle for its information and direction. This is in contrast to the conventional practice that utilizes land-use as its organizing principle. For areas that desire to continue with auto-oriented patterns where land use is the organizing principle, conventional General Plan land use designations will be maintained. For areas that are already in the walkable urban pattern or desire to transform to that pattern, Transect Designations will be applied.

For this reason, the General Plan designations along Sonoma Blvd. are transect designations, replacing the previous General Plan land-use designations. Each conventional General Plan land use designation will be implemented through conventional zoning in Title 16. Each transect designation will be implemented through form-based zoning in Title 16.

See following spread for enlarged Transect Designation sections Figures 3.2.21 to 3.2.23

**Key**

- - - Corridor Boundary
- Infill Plan <sup>1</sup>
- T4Neighborhood
- T4 Main Street
- T5 Main Street

<sup>1</sup>See p. 3-39

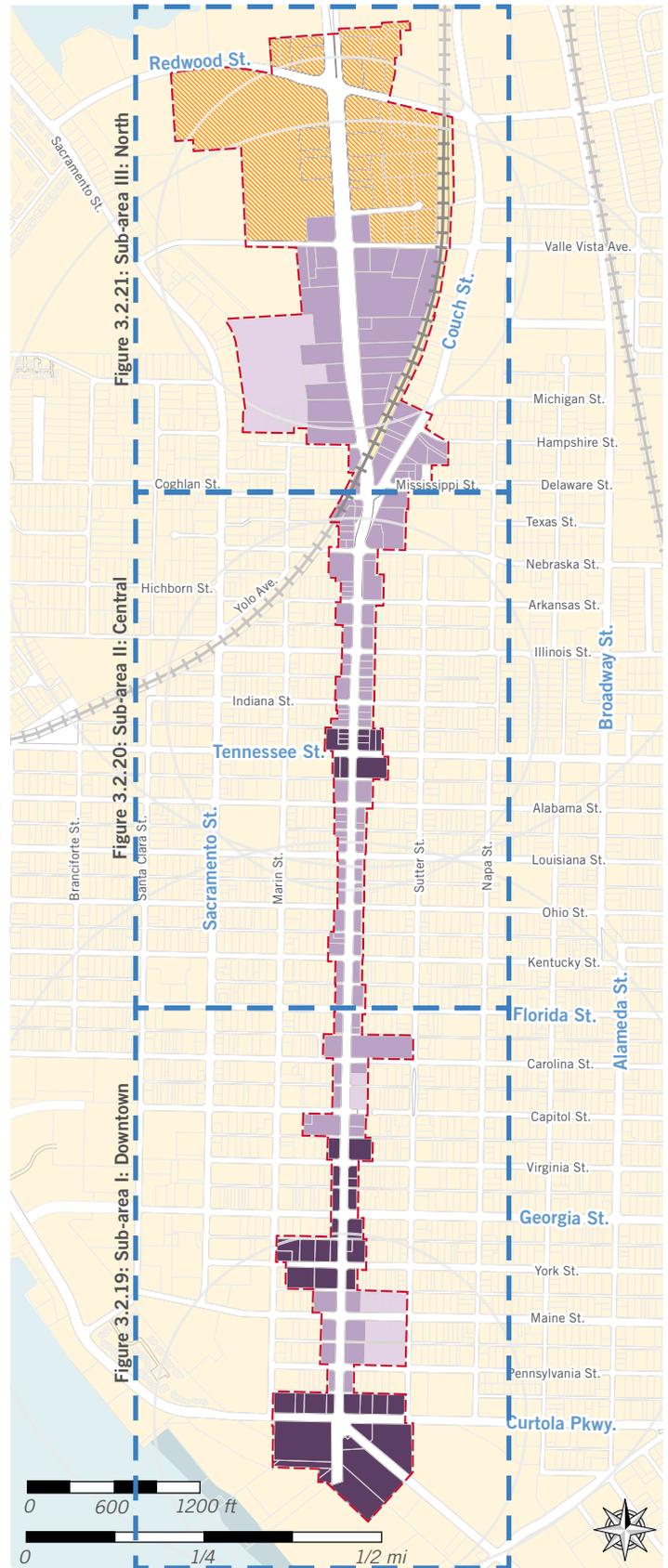


Figure 3.2.20: Transect Designations key plan

**Exhibit C.8: Downtown and Waterfront PDA - Proposed Change (showing proposed Sonoma Blvd PDA)**



**FIGURE A PROPOSED REVISION (WITH PROPOSED SONOMA BLVD PDA SHOWN)**

**PRIORITY DEVELOPMENT AREA 8  
VALLEJO DOWNTOWN & WATERFRONT**

Item 8, Attachment 24/15

FIGURE:  
**A**

SCALE:  
NONE

DATE:



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**APPLICATION FOR PRIORITY DEVELOPMENT AREA (PDA) DESIGNATION**  
**EXHIBIT D: Narrative for the Sonoma Boulevard Specific Plan PDA Application**  
**June 30, 2015**

**PART 4. NARRATIVE**

**Vision and Place Type**

The City of Vallejo has proposed to implement a Specific Plan to help successfully revitalize Sonoma Boulevard. Vallejo is located north and east of San Pablo Bay, flanked by the City of Benicia to the east and American Canyon to the north. The Plan Area runs along Sonoma Boulevard, the spine of Vallejo, from Redwood Street in the north to Curtola Parkway in the south. The corridor runs 1.8 miles in length and consists of parcels directly adjacent to the corridor with a few side streets.

The focus of the Sonoma Boulevard Specific Plan is to revitalize the portion of Sonoma Boulevard from Redwood Street to Curtola Parkway. Sonoma Boulevard is a mixed-use, primarily commercial corridor that passes through the City's historic center, including downtown, and mixed-income and lower-income neighborhoods. It is lined with vacant and underutilized properties, in addition to some successful businesses, many of long-standing.

The Sonoma Boulevard Specific Plan, when completed, will include a vision for the revitalization of Sonoma Boulevard; development standards for both the public realm - the street right-of-way - and adjacent private properties; and an implementation strategy for achieving the street's revitalization by 2040. The Specific Plan will propose transforming Sonoma Boulevard into a "complete street", comfortably accommodating pedestrians, bicyclists, and transit users as well as motorists. It will encourage revitalization of the corridor through a variety of public realm enhancements that also calm traffic to make the street safer for pedestrians and bicyclists; new development codes allowing for mixed-use infill development, including a variety of employment-based commercial enterprises and housing types catering to all income levels and households; and incentives and other programs that encourage the revitalization of private property.

The vision of the Sonoma Boulevard Specific Plan aligns best with the Mixed-Use Corridor and the Mixed-Use Neighborhood Corridor. The Specific Plan calls for a mix of commercial and higher density residential uses along the corridor where the corridor is mostly commercial now. It also calls for several mixed-use Activity Nodes along the corridor with neighborhood serving

uses. A more regional serving Activity Node is at Downtown within a short distance of the Vallejo Transit Center and the Vallejo Ferry Terminal.

### **Implementation**

The Sonoma Boulevard Specific Plan identifies and describes the actions, improvements, standards, and financing measures that incrementally will make the vision a reality. Some examples of these include: establishing a Sonoma Boulevard Revitalization team to oversee daily activities of implementing this plan; adopting a Form-Based Code and working with the real estate and development community to help them learn how to use it; recruiting and informing housing and business developers to consider sites along Sonoma Boulevard; and installing capital infrastructure improvements.

### **Planning Process**

Community engagement is an important part of the project, in that the vision of the Specific Plan is community-based. The outreach efforts to date have included community workshops focused on Guiding Principles (aspirational statements intended for the City-wide General Plan, City-wide Zoning Code and the Sonoma Boulevard Specific Plan); stakeholder interviews with key businesses, property owners, and community and business groups; meetings with the Sonoma Boulevard Working Group, an ad hoc committee of the 15-member General Plan Working Group (which is focused on the City's General Plan Update); and two, 4-day Design Charrettes with community members and business interests. All of these outreach activities happened in the first half of 2014, and the information garnered through the analysis work and community input forms the foundation for the Specific Plan. The public-review Draft Specific Plan is due to be available for public comment in the summer of 2015, with final adoption planned for the fall of 2016, to coincide with the final adoption of the City's General Plan.

### **Leading Example of Smart Growth**

The Sonoma Boulevard Specific Plan has the potential to be a leading example of smart growth in the Bay Area. Currently the corridor has a low appeal among residents and visitors because of a level of disinvestment, and Sonoma Boulevard isn't seen as a destination but as a route to other places. With the implementation of the Specific Plan, the corridor can be transformed into a vibrant location of activities and job generating businesses, and it can catalyze development in the City's historic core. Providing a mix of retail, food and services for the community and visitors will revitalize the area and make it become a desirable destination. A variety of housing types aimed at a variety of income levels provide choices not found elsewhere in Vallejo, such as the opportunity to live and work at home, to live at or near an activity node or not need a personal vehicle. Emphasizing Sonoma Boulevard as one of Vallejo's most important North-South streets can serve as a gateway to the community and an amenity-rich destination.

**RESOLUTION NO. 15-070 N.C.**

**A RESOLUTION OF THE CITY COUNCIL SUPPORTING THE DESIGNATION OF THE  
SONOMA BOULEVARD SPECIFIC PLAN PROJECT AREA AS AN ASSOCIATION OF BAY  
AREA GOVERNMENTS (ABAG) PRIORITY DEVELOPMENT AREA (PDA)**

\*\*\*\*\*

**WHEREAS**, the Association of Bay Area Government (ABAG) requested applications for designation of areas within member jurisdictions as Priority Development Areas (PDA) as part of their Plan Bay Area; and

**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") have adopted Plan Bay Area as the Sustainable Communities Strategy for the San Francisco Bay Area region; 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**, the City staff has identified the Sonoma Boulevard Specific Plan project area as meeting the required criteria for the PDA designation; and

**WHEREAS**, designation as a Priority Development Area will make the area eligible for future grant funding to implement the Sonoma Boulevard Specific Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council hereby supports the designation of the Sonoma Boulevard Specific Plan planning area as a Priority Development Area.

Adopted by the Council of the City of Vallejo at a regular meeting held on June 23, 2015 with the following vote:

- AYES: Mayor Davis, Vice Mayor Malgapo, Councilmembers Dew-Costa, McConnell, Miessner, Sampayan, and Verder-Aliga
- NOES: None
- ABSENT: None
- ABSTAIN: None

  
 \_\_\_\_\_  
 OSBY DAVIS, MAYOR

ATTEST:

  
 \_\_\_\_\_  
 DAWN G. ABRAHAMSON, CITY CLERK