

  
**PHILLIPPI ENGINEERING, INC.**  
**CIVIL ENGINEERING - LAND SURVEYING**

April 1, 2011

280600

Tyra Hays, Senior Planner  
Fred Buderer, Senior Planner  
City of Vacaville  
650 Merchant Street  
Vacaville, CA 95688

SUBJECT: Submittal of Revised Owners Preferred land Use Alternative

Dear Tyra and Fred,

Thank-you for meeting with me yesterday afternoon to discuss our revised plan for the Jepson Ranch area east of Leisure Town Road. This letter is sent to outline our proposed revisions and provide some clarifications on various aspects of the plan.

First, as this letter is going to our ownership group and the city's consultant I would like to restate some of the points you made in our meeting yesterday. We (City staff and I) met on Monday to discuss the General Plan traffic issues and clearly there was concern expressed by several in the meeting that traffic will be an issue and further studies are needed and that there was a distinct probability that a delay of 1-2 months was necessary for the traffic staff to research these possible traffic issues.

As discussed in the meeting yesterday, you are indicating that there is likely no need for a delay in that the city's consultant, as part of the review of the 3 alternatives, will be looking at 4 traffic scenarios for each of the 3 alternatives. So, in essence, there really isn't a need to delay the General Plan process to evaluate current traffic conditions. Further, the ultimate "preferred alternative" will likely be a hybrid of the 3 alternatives. Hopefully, I have correctly stated the city's position on the General Plan process moving forward. If I have stated anything incorrectly, please let me know so that I may correct that with our clients.

I would also continue to request the update Land Use Data information. As mentioned previously, we have concerns regarding the reliability of that information.

Regarding the Owners Group Preferred Alternative Plan (Dated 3-31-11) submitted to you yesterday we have made a number of small revisions which attempt to address issues and concerns raised in during the public review process. Those revisions are as follows, beginning to the north and working our way to the southern end of the area:

- In recognition of traffic concerns we have changed the most northeasterly parcels (Parcels 8, 9, and 10 of the Interchange Development Area) from Highway Commercial to Service Commercial which is compatible with the limited development that currently exists.

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- Parcel 13 in the Interchange Development Area has been changed from Biotech to Mixed Use, to provide the landowner and the City with more flexibility regarding ultimate land uses.
- The High Density site in the Interchange Development Area (parcel 14) has been changed to Highway Commercial. This is because the property is within the Dixon Unified School District and, as requested by staff, we have removed any residential designations from the Dixon USD area.
- Several Parcels in the South Freeway Mixed Use area (Parcels 1, 2, 4, 5, and 14) were changed from Highway Commercial to Mixed Use to address traffic concerns.
- The High Density site from Parcel 14 of the Interchange Development Area was moved to Parcel 12 of the South Freeway Mixed Use area.
- The area east of Willow Road was changed from Estate Residential to Rural Residential to suggest a compromise in response to area resident's concerns.
- The Traffic Circle in the vicinity of Parcel 11 in the Active Adult Area was relocated to emphasize the traffic movement towards Leisure Town Road as opposed to the previous plan which emphasized Willow Road. Willow Road is still shown as an additional future connection and we believe this will prove to be an important link to the freeway areas in the future.
- Parcels 1, 2, 3, and 4 in the Traditional Residential Area have been reconfigured as requested by the owner. We would note that the collector road alignment in this area has been added at the request of the traffic department. Our clients are very much opposed to this collector road in this parcel, however per our discussions it is understood that the City will be analyzing traffic with and without this connection and in the end we hope that this segment will not be required.
- Lastly, attached is a Excel Spreadsheet which establishes a "Planning Standard" for the residential parcels. This "Planning Standard" is a maximum number our client would be willing to live with. We are requesting that this number not be viewed as a "Hard Cap" and that as development occurs some flexibility could exist. Nevertheless, to avoid traffic concerns and ambiguity, the "Planning Standard" numbers shown on the chart are acceptable to the Jepson Ranch Group.

We look forward to the General Plan process continuing on schedule and if you have any comments or questions regarding this, please give us a call.

Very Truly Yours

Phillippi Engineering Inc.