

MEMORANDUM

DATE October 14, 2011

TO Vacaville City Council

FROM The Planning Center | DC&E and City Staff

RE **Steering Committee Recommendations for the Northeast Growth Area**

This memorandum documents the Steering Committee's recommendations for a Preferred Land Use Alternative for the Northeast Growth Area. The Steering Committee's recommendations are organized according to the evaluation questions on pages 82 through 92 of the Alternatives Evaluation Workbook.

1. Should housing be provided in the Northeast Growth Area? If so, where?

The Steering Committee supports the housing in both north and south of Interstate 80 as presented in the Jepson Ranch Group's revised Alternative C, submitted at Steering Committee Meeting #14 on October 10, 2011. However, some Steering Committee members expressed concern about the impacts the new housing would have on both the Dixon Unified School District and City police services. One member recommended that all housing be placed within the Vacaville Unified School District.

2. Would you like to see new active adult housing in the Northeast Growth Area?

The Steering Committee does not want to restrict housing to a particular age group and therefore did not support showing any sites as specifically designated for active adult projects.

**3. Should there be technology park and R&D uses in the Northeast Growth Area?
If so, how much land should be designated for this use?**

The Steering Committee supports a substantial amount of land for technology park and R&D uses in the Northeast Growth Area. The Jepson Ranch Group's revised Alternative C dated October 10 would be consistent with this goal. The Committee expressed concern about ensuring adequate infrastructure capacity to serve the build-out of this area.

4. What is your vision for the character of the Interstate 80 corridor through the Northeast Growth Area?

The Steering Committee supports a mix of uses along the Interstate 80 corridor, including commercial uses and technology and business parks, but does not favor residential uses along the Interstate 80 corridor. In particular, the Steering Committee supports the vision of the Interstate 80 corridor as presented in the Jepson Ranch Group's revised Alternative C submitted at Steering Committee Meeting #14 on October 10, 2011, specifically with commercial and business uses along I-80. One member recommended that no sound walls be used along I-80. A committee member also recommended that development of the area comply with the City Gateway Plan.

5. What uses should be adjacent to the Locke Paddon community?

The Steering Committee supports low density residential uses adjacent to the Locke Paddon community and generally supports the Jepson Ranch Group's revised Alternative C with the exception of the Business Park designation adjacent to the Locke Paddon community. A few of the Steering Committee members expressed the desire for the Locke Paddon community and the Jepson Ranch Group to continue to work together on this issue.

6. Is preserving agricultural land in the Northeast Growth Area a priority?

The Steering Committee supports developing the agricultural lands in the Northeast Growth Area.

7. Should the Agricultural Buffer be applied next to residential uses only, or also next to businesses?

The Steering Committee supports an agricultural buffer adjacent to residential uses only. Some Steering Committee members commented that parking lots associated with commercial uses and business parks could also act as a buffer between agricultural and non-agricultural uses.

8. How much additional traffic is acceptable with future development?

The Steering Committee supports the level of development as presented in the revised Alternative C dated October 10. As such, they recognize that there will be more traffic resulting from buildout of this alternative compared to buildout of the existing General Plan. However, the Steering Committee also recognizes that traffic will increase from other regional projects and that traffic impacts can and should be mitigated through roundabouts and other traffic improvements and transportation strategies and that mitigation strategies must be used within the existing areas of the City along with the new growth areas.

9. How should the Northeast Growth Area connect to the East of Leisure Town Road Growth Area and other destinations to the south of Interstate 80?

The Steering Committee supports the circulation pattern as presented in the Jepson Ranch Group's revised Alternative C dated October 10. In particular, the Steering Committee supports the Orange Drive roadway configuration and does not support the extension of Willow Road through the Locke Paddon community.

10. Should the Northeast Growth Area include a network of bicycle and pedestrian pathways and trails?

The Steering Committee supports both dedicated bicycle and pedestrian pathways and on-street bike lanes through developed areas.

11. Is supporting transit in the Northeast Growth Area a priority?

The Steering Committee believes that it is important for the development in the Northeast Growth Area to support transit. Some Steering Committee members also emphasized that the City needs to do whatever it can to encourage transit use.