



## CHAPTER THREE: LAND USE

### 3.1 INTRODUCTION

This chapter establishes land use objectives, plan and program, phasing, and policies for the Plan Area. The provisions of this chapter shall be used to regulate all land uses for both private and public areas. The Plan is intended to provide flexibility for a range of entertainment options and supporting commercial uses, in a way that supports the heritage of the Solano County Fair and creates synergy with existing major entertainment uses and lodging.

### 3.2 LAND USE POLICIES

The following land use policies provide consistency with the Solano360 Guiding Principles and establish a basis for the plans, programs, and policies of the Plan.

**The project should be structured to maximize opportunities for revenue generation, job creation, and long-term economic sustainability.**

- Establish Solano360 as an entertainment site with multiple attractions, including a varied set of destinations for family activities, a year-round program of events for the Fair of the Future, and a pedestrian-oriented Public Entertainment Core as the defining feature.
- Provide a flexible and synergistic mix of uses that can be phased over time.
- Emphasize entertainment-oriented commercial, recreational, and civic uses, with flexibility to allow incidental residential uses and office and hotel development.
- Define land uses that will complement the Fair of the Future, with opportunities for a “critical mass” of entertainment-related activities and destinations in the Plan Area.
- Provide flexibility in parcel sizes and land use relationships to help attract the types of commercial enterprises identified by the market analysis.
- Define land uses that will generate net positive fiscal impacts for the County, City and Fair.
- Define land uses that will create job opportunities for City and County residents.
- Project amenities and features should be designed to establish a unique and appealing destination for visitors.
- Initiate an early program of site amenities and Fair of the Future improvements to establish strong initial character, including a Public Entertainment Core that encourages social gathering and fosters a strong sense of place.
- Design the Public Entertainment Core to encompass the Entry Road and a Creek Park that includes a central east-west water feature and pedestrian promenades connecting from Fairgrounds Drive to the Fair of the Future (see Figure 3.1).
- Establish the Fair of the Future as a community gathering area, with a variety of open spaces for recreational and civic engagement as well as enhanced commercial and entertainment functions.
- Establish the Plan Area as a regional attraction and destination.
- The project’s circulation systems should be designed to increase pedestrian and vehicular connections with existing major entertainment uses, downtown Vallejo, and other destinations.



- Provide efficient access and ample parking to attract and support entertainment commercial uses.
- Emphasize direct access to parking areas, with primary circulation along a Loop Road and a pedestrian character for the Entry Road and promenade, including wide urban sidewalks for trees and outdoor seating as well as trails along the water feature.
- Align the Main Entry Road with Six Flags Discovery Kingdom’s main gate.
- Designate locations for transit and shuttle facilities that link the Plan Area with existing major entertainment uses, Downtown Vallejo, the waterfront, and other destinations; serve commuters; and augment the parking supply for events on weekends.
- Provide pedestrian and bicycle routes along roadways and within a comprehensive trails system, including along the Fairgrounds Channel if possible.
- Allow for shared parking facilities that provide the capacity to accommodate full development of the Plan Area.
- The project should incorporate sustainable and green principles in its landscape, infrastructure, and building systems.
- Create an enduring place that fosters a strong sense of community while contributing to the positive well-being of the environment.
- Reduce the use of energy, water and materials by making best use of existing facilities, creating multi-use buildings and open spaces, and integrating measures for onsite energy generation and energy savings.
- Protect and restore the existing habitat while solving flooding and drainage issues.
- Provide shared parking, transit, bicycle-pedestrian, and shuttle systems to reduce vehicular impacts.
- Create opportunities to build housing above commercial locations in an effort to limit commuter trips to and from the Plan Area.

### 3.3 LAND USE PLAN AND PROGRAM

The land use plan, program and phasing incorporate a comprehensive analysis of the Plan Area’s physical conditions, the results of public outreach and visioning, and research into the needs of the Solano County Fair and the prospects for near and long-term development over the next 25 years.

Figure 3.1: Land Use Plan illustrates the distribution of uses within the Plan Area. Parcel acreages, as defined by the colored and labeled areas on Figure 3.1, are exclusive of major roadways. Table 3.1: Land Use Summary provides an overall summary of land uses, and Table 3.4: Phasing Program provides additional detail including proposed phasing of development and on-site parking.

The proposed mix of development, open space, and infrastructure is intended to facilitate the following principle actions:

- Phases 1a and 1b (years 1-5): Upgrading and expansion of the Fairgrounds and associated public amenities in the Entertainment Core; creation of “Entertainment-Mixed Use” (EMU) venues and facilities that may be feasible in the near term. (Note: References in this Plan to “Phase 1” assumes Phases 1a and 1b together.
- Phase 2 (years 6-15): Creation of a larger parcel for a future “Entertainment-Commercial” (EC) user, such as a theme park anchor, and additional EMU development



**Table 3.1: Land Use Program**

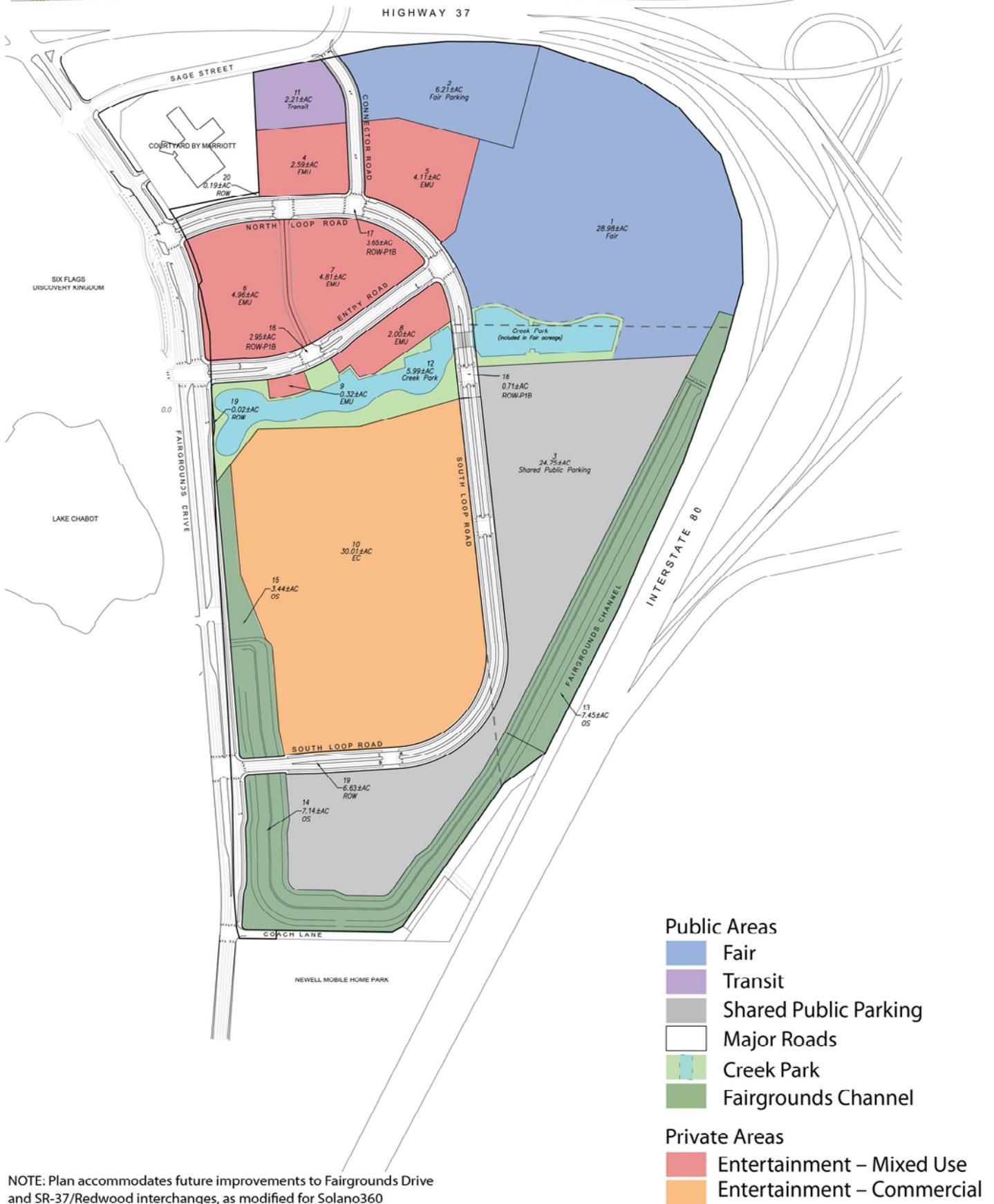
LAND USES	Acres	Building Square Feet	Housing Units	Parking Stalls
<b>Public Development Areas</b>				
Fairgrounds	35.2	149,500		775
Transit/North Parking Center Bus Docking	1.1			
Transit/North Parking Center Parking Structure	1.1	121,600		380
Shared Public Parking Structure	5.0	800,000		2,500
Shared Public Surface Parking	19.7			1,980
Creek Park (w/water feature)	6.0			
Fairgrounds Channel (peripheral drainage)	17.9			
Major Roads	14.3			73
<b><i>SUBTOTAL FOR PUBLIC DEVELOPMENT AREAS</i></b>	<b>100.3</b>	<b>1,071,100</b>		<b>5,708</b>
Entertainment Mixed Use (EMU)	18.8	327,571		804
EMU Parking Structure (included in EMU area)		320,000		1,000
Residential (included in EMU area) <sup>1</sup>			50	
Entertainment Commercial (EC) <sup>2</sup>	30.0	n/a		750
<b><i>SUBTOTAL FOR PRIVATE DEVELOPMENT AREAS</i></b>	<b>48.8</b>	<b>647,571</b>	<b>50</b>	<b>2,554</b>
<b>TOTALS</b>	<b>149.1</b>	<b>1,718,671.2</b>	<b>50</b>	<b>8,262.0</b>

**Table Notes:**

1. Housing is allowed within EC or EMU as a Conditional Use Permit from the City of Vallejo (see land use policies).
2. Square foot totals do not include Entertainment Commercial uses, which may include both outdoor venues and buildings. EC parking assumes 750 onsite surface spaces and 1,250 Shared Public Parking spaces at build-out (see parking program).
3. Shared Public Parking serves the Fair and other entertainment venues; includes 19.7 acres of surface parking and a 5-acre (2,500 car) parking structure (see parking program).
4. Square footages include parking structures as noted.

**Table 3.2: Public-Private Acreages**

LAND USE	Acres at Buildout	Subtotals
<b>Public Areas</b>		
Fairgrounds (Facilities, Waterway, Parking)	35.2	
Creek Park	6.0	
Open Space/Channel	17.9	
Transit/North Parking Center	2.2	
Shared Public Parking	24.7	
Major Roads	14.3	
<i>Subtotal Public Areas</i>		100.3
<b>Private Development Areas</b>		
Entertainment-Mixed Use (EMU)	18.8	
Entertainment-Commercial (EC)	30.0	
<i>Subtotal Private Areas</i>		48.8
<b>TOTAL</b>	<b>149.1</b>	<b>149.1</b>



**Figure 3.1: Land Use Plan**

**Table 3.3: Parcel Acreages**

Parcel #	Land Use	Acres	Subtotals (acres)
1	Fair	28.97	
2	Fair	6.21	35.2
3	Shared Parking	24.75	24.8
4	EMU	2.59	
5	EMU	4.11	
6	EMU	4.96	
7	EMU	4.81	
8	EMU	2.00	
9	EMU	0.32	18.8
10	EC	30.00	30.0
11	Transit/N. Parking	2.21	2.2
12	Creek Park	5.99	6.0
13	Open Space	7.45	
14	Open Space	7.01	
15	Open Space	3.45	17.9
16	Right-of-Way	2.95	
17	Right-of-Way	3.65	
18	Right-of-Way	0.71	
19	Right-of-Way	6.76	
20	Right-of-Way	0.19	
21	Right-of-Way	0.02	14.3
		149.11	149.1

- Phase 3 (years 16-25): Further intensification of Fairgrounds venues and EMU and EC development along with expanded parking facilities.

The parcelization indicated in Figure 3.1 and Table 3.3 is intended to be illustrative. The land use plan envisions a flexible framework for development, and parcels within the Private Development areas may be combined or adjusted in size to fit a proposed building program. Each phase includes adequate parking to maintain a successful entertainment district.

This development program will be implemented in accordance with the policies contained in this section and Chapter Four: Urban Design and Guidelines.

### 3.4 LAND USE DESCRIPTIONS

#### 3.4.1 Fair of the Future

Referred to as the “Fair of the Future,” the Solano County Fairgrounds area will include approximately 35 acres of built and open space venues and parking. The Fair of the Future is intended to continue the 60-year tradition of the annual Solano County Fair, offering a world-class Exposition Hall and other built and open space venues to support a variety of events and gatherings.

As envisioned, the existing Fair facilities will remain generally in their current locations along the existing landscape concourse, with upgrades and building replacement planned through a program of cost-effective, incremental, and phased improvements over time. New buildings and open spaces will relate to the existing concourse as well as the new Midway/Events Lawn and



**Table 3.4 Phasing Program**

LAND USES	Summary Description of Phases				PHASE 1 Total (years 1-5)				PHASE 2 (years 6-15)				PHASE 3 (years 16-25)					
	PHASE 1a		PHASE 1b		Cumulative Program (includes prior phases)		New Program		Cumulative Program (includes prior phases)		New Program		Cumulative Program (includes prior phases)		New Program		Cumulative Program (includes prior phases)	
	New Acres	New Square Feet (net)	New Acres	New Square Feet	Cumulative Acres	Cumulative Square Feet	New Acres	New Square Feet	Cumulative Acres	Cumulative Square Feet	New Acres	New Square Feet	Cumulative Acres	Cumulative Square Feet	New Acres	New Square Feet	Cumulative Acres	Cumulative Square Feet
<b>Public Development Areas</b>																		
New Exposition Hall	1.6	50,000			1.6	72,000			1.6	72,000			1.6	72,000			1.6	72,000
New Outdoor Arena/Outdoor Venues/Landscape	12.4				12.4				12.4				12.4				12.4	
New Fair Parking/Roads			2.2		2.2		2.2	4.0	6.2			4.0	6.2			3.6	5,500	
Existing Fair Facilities					14.5		-4.0		10.5				10.5				6.2	
Existing Fair Parking/Roads	4.5				4.5				4.5				4.5				5.3	
<b>Subtotal - Fair</b>	<b>18.5</b>	<b>72,000</b>	<b>2.2</b>		<b>35.2</b>	<b>72,000</b>	<b>0.0</b>	<b>0.0</b>	<b>35.2</b>	<b>72,000</b>	<b>0.0</b>	<b>0.0</b>	<b>35.2</b>	<b>72,000</b>	<b>0.0</b>	<b>0.0</b>	<b>35.2</b>	<b>72,000</b>
Transit Center-Bus Docking																		
Transit Center-Surface Parking/Bus Stop			2.2				2.2	-2.2	0.0			0.0						
Transit Center - Parking Structure							1.1	121,600	1.1	121,600			1.1	121,600			1.1	121,600
Shared Public Parking - Surfaces <sup>3</sup>								24.7	0			24.7	0			5.0	800,000	
Shared Public Parking - Structured <sup>3</sup>																		
Temporary South Fair Parking																		
Major Roads	7.0				7.0		-7.0		0.0			0.0						
	2.5				6.5		7.8		14.3			14.3						
<b>Subtotal Roads &amp; Public Parking</b>	<b>9.5</b>		<b>6.2</b>		<b>13.5</b>	<b>0</b>	<b>25.5</b>	<b>121,600</b>	<b>41.2</b>	<b>121,600</b>	<b>25.5</b>	<b>121,600</b>	<b>41.2</b>	<b>121,600</b>	<b>0.0</b>	<b>800,000</b>	<b>41.2</b>	<b>921,600</b>
Creek Park (w/new water feature)																		
Fairgrounds channel (peripheral drainage)																		
Fairgrounds channel (peripheral drainage)																		
<b>Subtotal Open Space &amp; Waterways</b>	<b>0.0</b>	<b>50,000</b>	<b>0.0</b>		<b>6.0</b>	<b>0</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>17.9</b>	<b>0.0</b>	<b>50,000</b>	<b>17.9</b>	<b>17.9</b>
<b>Private Development Areas<sup>3, 2</sup></b>	<b>28.0</b>	<b>50,000</b>	<b>14.4</b>		<b>54.7</b>	<b>72,000</b>	<b>43.4</b>	<b>121,600</b>	<b>76.4</b>	<b>193,600</b>	<b>43.4</b>	<b>121,600</b>	<b>76.4</b>	<b>193,600</b>	<b>0.0</b>	<b>87,500</b>	<b>100.3</b>	<b>1,071,100</b>
Entertainment Mixed Use (0.2 FAR)	9.8				9.8	85,378	7.0	60,984	16.8	146,362			16.8	146,362			16.8	327,571
Entertainment Mixed Use (0.4 FAR)			2.0		2.0	34,848			2.0	34,848			2.0	34,848			2.0	34,848
EMU Parking Structure																		
Housing Units in EMU																		50
Entertainment Commercial - venue area																		
Entertainment Commercial - parking area																		
<b>Subtotal Public and Private</b>	<b>9.8</b>	<b>85,378</b>	<b>2.0</b>		<b>11.8</b>	<b>120,226</b>	<b>37.0</b>	<b>60,984</b>	<b>48.8</b>	<b>181,210</b>	<b>37.0</b>	<b>60,984</b>	<b>48.8</b>	<b>181,210</b>	<b>0.0</b>	<b>466,362</b>	<b>48.8</b>	<b>647,571</b>
<b>Undeveloped Site &amp; Overflow Parking</b>	<b>37.8</b>		<b>16.4</b>		<b>82.6</b>		<b>80.4</b>		<b>149.1</b>		<b>80.4</b>		<b>149.1</b>				<b>0.0</b>	<b>149.1</b>
<b>TOTALS</b>					<b>149.1</b>	<b>192,226</b>	<b>34,848</b>	<b>182,584</b>	<b>149.1</b>	<b>253,210</b>	<b>182,584</b>	<b>149.1</b>	<b>253,210</b>	<b>149.1</b>	<b>1,343,862</b>	<b>149.1</b>	<b>1,718,671</b>	<b>50</b>

**Table Notes:**  
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 2. Square foot totals do not include Entertainment Commercial uses, which may include both outdoor venues and buildings.  
 3. Shared Public Parking serves the fair and other entertainment venues; includes 19.7 acres of surface parking and a 5-acre (2,500 car) parking structure in Phase 3 (see parking program).  
 4. Square footages include parking structures as noted.



the Creek Park with its water feature (see Section 3.4.4, below). As illustrated in Chapter Four, proposed Fairgrounds improvements include:

- A new Phase 1a Exposition Hall with approximately 50,000 net square feet of exposition space (approximately 72,000 gross square feet including meeting rooms, lobbies, restrooms and other support space) that will replace the existing Exposition Hall building; potential for expansion in Phase 3 to 100,000 net square feet (approximately 144,000 gross square feet).
- Improvements to the grounds, including a new Arrival Plaza and Midway/Event Lawn adjacent to the new Exposition Hall.
- Continuation of the east-west Creek Park including a water feature, trails and a pedestrian bridge.
- A family and student-oriented demonstration farm at the eastern terminus of the Creek Park.
- New promenades and plazas, an amphitheater, and other flexible open spaces.
- Parking facilities in the north (North Fair Parking) and south (Shared Public Parking) with separate gates that can serve multiple activities; additional parking, loading and vehicular circulation around the outer perimeter of the area.
- Phased upgrading and modification of existing buildings, as needed, with in-kind replacement of buildings that are no longer usable in their current physical condition.

Permitted uses are described in Section 3.5 of this chapter. Chapter Four provides additional descriptions of design concepts and phasing.

#### **3.4.2 Transit / North Parking Center**

The Plan proposes 2.2 acres for a transit/parking facility in the northwest area of site, with access from Sage Street and the North Loop Road. In Phases 1A and 1B, this site is expected to serve as surface parking. Phase 2 is proposed to include development of approximately half the site for a bus docking facility to serve commuters, with the balance of the site utilized for a multi-level parking garage that would serve commuters during the weekdays and provide overflow parking for entertainment uses on weekends.

#### **3.4.3 Parking and Roads**

The Plan allocates 24.7 acres for Shared Public Parking to support the continuing viability of entertainment uses within and near the Plan Area. Phase 2 includes proposed improvements to this area for surface parking of approximately 2,600 cars. In Phase 3, approximately five acres in the southern portion of the Shared Public Parking area is anticipated to be converted to a multi-level parking structure to support a higher intensity of entertainment and / or supporting commercial uses within the Plan Area.

The large-scale surface parking areas could include solar arrays to provide for onsite energy generation and a possible revenue source. Parking facilities are described further in Chapter Five.

The Plan proposes major roadways for access to all parcels and parking areas (see Chapter Five). These roadways have been sized and located to accommodate projected traffic demands generated by the build-out of the Plan Area. Major roadways would also include site infrastructure as described in Chapter Six.

Chapter Four provides additional descriptions of roads and parking areas.

### 3.4.4 Open Space

Figure 3.1: Land Use Plan indicates the location of open space proposed by the Plan. Chapter Four provides additional detail on the Creek Park, Fair-related outdoor areas, streetscape and other open space elements.

#### **Creek Park, Water Feature and Public Entertainment Core**

The Creek Park and its central water feature would extend east-west through the central portion of the Plan Area, forming the spine of a “Public Entertainment Core” that connects the Fair of the Future with the mixed use development areas, Entry Road, and Fairgrounds Drive (see Figure 4.4: Public Entertainment Core). The Public Entertainment Core is intended to provide an active gathering place with a waterside pedestrian trail, restaurants, public art, shops, and terraced seating. Rental of small pedal boats may be possible within the Fair portion of the Creek Park.

The Creek Park water feature is envisioned as a multi-purpose amenity that provides the key visual amenity within the Public Entertainment Core. The water feature is also designed to provide:

- Onsite stormwater hydro-modification (matching pre- and post-development runoff rates) will likely be required to meet water quality permit requirements.
- The ability to collect and use stormwater for onsite irrigation, which reduces potable water use (capture and reuse).
- Improve onsite stormwater quality prior to discharging water into downstream systems that lead to Lake Chabot.
- Cut material to fill the northwest portion of the Plan Area to alleviate existing flood plain issues.
- High “onsite lake” water quality by incorporating wetland planters, biofilters, aeration and circulation in addition to maintaining an appropriate water temperature through depth and water volume.

Onsite stormwater will be routed through the Creek Park water feature that will discharge into an existing storm drain system and then into Lake Chabot. Offsite stormwater flows from Rindler Creek and/or Blue Rock springs will not be diverted through the onsite water feature but will continue to flow through the Fairgrounds Channel.

Chapter Six (see Section 6.2 and Appendix F) describes the hydrological functions of the water feature in more detail. Chapter Four provides additional guidelines for landscape (see Section 4.4).

#### **Fairgrounds Channel**

Along the eastern, southern, and western boundaries of the site, the Plan sets aside acreage for the Rindler Creek drainage and adjacent buffer. The size and configuration of this area are designed to address area-wide storm drainage and flooding issues as described in Chapter Six. To improve habitat values and aesthetic appearance of this significant channel, the Plan proposes landscape and grading measures as described in Chapter Four.

In summary, the Fairgrounds Channel design provides:

- Alleviation of flood plain problems at the south end of the Plan Area, on Coach Lane, on Fairgrounds Drive and within the Newell mobile home park caused by the 3,300+ acre upstream watershed.
- A multi-level channel to provide riparian habitat and wetland benefits as well as flood protection (meandering low flow level, frequent storm event level and 100-year storm event level).



- A corridor for pedestrian trails.
- The ability to allow for a future creek restoration project (potentially with grant funds or other funding sources).

#### **3.4.5 Entertainment-Mixed Use (EMU)**

This land use is expected to include “Family Entertainment Centers” (FEC’s) as well as associated restaurant and retail activities. Examples of FEC anchor uses within the EMU area include John’s Incredible Pizza, Dave & Buster’s, and other businesses that combine eating, entertainment, small amusement park, gaming, animatronic shows, and similar uses, either within buildings and/or as outdoor venues.

FEC’s typically require parcels of one to seven acres, including surface parking provided within each parcel or nearby. Some parking lots may be available for joint use, according to the provisions of a Parking Operations Management Plan to be prepared separately by the County.

The Entertainment-Mixed Use parcels are clustered in the northern portion of the site in association with the Creek Park water feature and the Entry Road. Parcels may be combined or adjusted to respond to requirements of future users. As described in Chapter Four, EMU uses should orient entries and amenities to public streets, namely the Entry Road and Loop Road.

Initially, this land use is expected to develop at a density of 0.2 Floor Area Ratio (“FAR”), with limited higher density development proposed adjacent to the Creek Park. In Phase 3, a higher density of 0.4 FAR is proposed for the entire EMU area. A multi-level parking structure within the EMU area will be needed to accommodate this higher intensity of development.

A limited number of housing units may be permitted above the ground floor of FEC’s or other permitted uses (see Section 3.6.4).

Permitted uses are described in Section 3.5 of this chapter.

#### **3.4.6 Entertainment-Commercial (EC)**

The Entertainment-Commercial land use provides for a major entertainment use that requires a large single, undivided site of up to 30 acres in size. The Plan locates this parcel on the west side of the site, with major vehicular access from the South Loop Road/Fairgrounds Drive intersection, and with proximity to adjacent parking. This land use parcel provides the opportunity to create a future entertainment venue with a common entry or identity, with expanded and coordinated parking. The concept provides sufficient acreage for one large venue or multiple smaller venues to develop facilities over time. The EC use can include pedestrian gates at the northern and southern ends of the parcel, as suggested in Figure 4.3: Urban Design Elements.

Surface parking is proposed for the southern portion of the parcel through Phase 2. In Phase 3, joint use of the South Parking Garage (located within the Shared Public Parking area) would allow a portion of the EC surface parking to be replaced by expansion of the EC entertainment venues.

### **3.5 PERMITTED USES**

The implementation of the Solano360 project will result in the conversion of existing Solano County Fairgrounds property to the City of Vallejo zoning designation, Mixed-Use Planned Development (MUPD). The intent and purpose of the MUPD Zoning designation for the Solano360 Plan Area is to allow flexibility for the entirety of the site, consistent with the Plan.

Under this proposed zoning designation, the following public uses will be allowed by right: Fair, public transit centers, parking facilities, drainage facilities, reclaimed wastewater facilities, and other infrastructure, roadways, and recreational open space.

Private uses allowed in the MUPD zoning include Entertainment Mixed-Use and Entertainment Commercial. The Entertainment Mixed-Use and Entertainment Commercial areas are designed to allow for a range of uses consistent with the amusement park and entertainment uses envisioned. In addition, office uses are allowed within private purpose development areas up to a total of 220,000 square feet of office space.

While the list described below is intended to be inclusive, additional uses may be proposed provided they meet the general intention of the Plan and are approved by the City Development Services Director.

Whenever the development regulations for private purpose areas contained herein conflict with those contained in the City of Vallejo Municipal Code, the development regulations contained within this Plan shall take precedence. When any issue, condition or situation arises or occurs for private purpose areas that are not specifically covered or provided for by these standards, those provisions in the Zoning Ordinance that are most similar to the issue, condition, or situation, as determined by the City Development Services Director, shall apply.

Permitted uses for the three primary land use areas (Fair, Entertainment Mixed-Use, and Entertainment Commercial) are as follows.

### **3.5.1 Permitted Uses – Fair**

The area designated as “Fair” on Figure 3.1: Land Use Plan shall be used for fair and/or fair-related uses including, but not limited to, public gatherings, midway and thematic ride activities, trade and display shows, competitions and pageants, music and theater performances, trade industries and other organizational conferences. The parcels with a Fair designation will be limited to fair and fair-related activities, and may include commercial activities that generate rental income from Fair buildings and/or are associated with Fair activities, such as continuation of existing uses (e.g., day care facility, satellite wagering) and new uses (e.g., boat rentals for the water feature, operation of a theater venue at the future amphitheater).

Permitted Uses for the Fair area are:

- Fairgrounds and fair related uses, including thematic rides and mid-way entertainment.
- Exhibition and Exposition Halls.
- Amphitheaters.
- Natural resource areas, water channels, preserves and protective buffer areas.
- Public water features and trails.
- Public/private utility buildings, structures and facilities (as needed for infrastructure services).
- Recreational facilities, including parks, recreation areas and buildings for recreational use.
- Picnic facilities.
- Playgrounds and play apparatus.
- Playing fields and courts; participant sports and facilities.
- Public Transit Centers, park and ride lots, and related surface or structured parking.
- Surface and/or structured parking.
- Reclaimed wastewater facilities (under surface parking).
- Loading and servicing for fair-related events.



- Recreation Vehicles (RV) parks and storage.
- Private food or beverage concessions.
- Photovoltaic arrays or other energy-generating facilities.
- Agricultural uses, including demonstration farms.
- Other uses similar in nature that benefit the public and reinforce the viability of the Fair, as recommended by the Solano County Fair Association Board and approved by the Solano County Board of Supervisors.

### **Interim Uses for Fairgrounds**

Prior to full buildout of the Plan Area, the Fair may operate interim uses on parcels not slated for development until later phases. These interim uses are expected to be limited in duration and may include the following:

- Commercial recreation activities such as go-carts or other land-intensive activities.
- Outdoor performances or events utilizing the existing grandstand or other existing facilities.
- Temporary signage and billboards.
- Parking.
- Any use permitted for the Fair, as described above.

Reconfiguration of Phase 1 parking and access will be allowed to accommodate these uses if determined practicable by the County.

### **3.5.2 Permitted Uses – Entertainment-Mixed Use and Entertainment Commercial**

While the permitted uses for Entertainment-Mixed Use and Entertainment-Commercial areas are the same, the end users are expected to be different. EMU is expected to attract the smaller FEC-type businesses and associated retail activity described in Section 3.4.5, while the 30-acre EC site is intended to accommodate a larger destination amusement or theme park.

Permitted Uses are as follows:

- Amusement Park Recreation.
- Amusement Park Retail.
- Specialty Entertainment Restaurants.
- Eating Establishments: restaurants and bars, fast food outlets (drive-through restaurant facilities and services are prohibited), delicatessens and snack bars.
- Specialty Retail stores.
- Outlet Retail stores.
- Entertainment including theaters; amusement centers, and indoor and outdoor participant sports facilities.
- Commercial Offices including but not limited to establishments that provide financial, insurance, real estate, legal, medical services, marketing management, architectural and engineering design, and other comparable professional services and support services; also Business Services including administrative and professional services, business support services, research services, telecommunications facilities, gas and electric services, correspondence schools and vocational schools, educational services, public administrative services, and research and development. Business Services and

Commercial offices are permitted up to a maximum of 220,000 square feet; these uses would substitute for other EMU uses.

- Surface and/or structured parking: public and private. Parking facilities may include photovoltaic arrays.
- Photovoltaic arrays or other energy-generating facilities
- Other compatible uses as approved by the City Development Services Director.
- Conditional Uses for EMU and EC
- The following uses are allowed with approval of a Conditional Use Permit by the City of Vallejo:
  - Lodging: hotels and motels (transient habitation) and bed and breakfast inns.
  - Wholesale trade.
  - Amphitheaters.
  - Recreation Vehicles (RV) parks and storage.
  - Up to 50 housing units.

### **3.6 LAND USE POLICIES**

The Plan land use regulations and policies provide for the orderly and efficient development of the Plan Area and create a flexible range of uses while avoiding land use conflicts. Chapter Four: Urban Design and Guidelines provides additional criteria.

#### **3.6.1 Overall Policies**

- Development within the Plan Area shall be consistent with the Land Use Objectives of this chapter and the design provisions of Chapter Four.
- Development standards for Private Purpose Areas, including building heights and setbacks, shall be determined during subsequent entitlements as described in Chapter Seven: Implementation. Development standards will reflect the guidelines and other provisions of Chapter Four: Urban Design and Guidelines.
- The Plan shall permit the maximum amount of development in the Plan Area allowed by implementation of required mitigations, including onsite and offsite infrastructure.
- Onsite and offsite infrastructure shall be developed concurrently with project development, so that requirements for transportation, water, and other facilities are provided with each phase of development (see Section 3.7.4 for phasing policies).
- A total of up to 222,000 square feet of office uses is permitted within private purpose parcels and will substitute for other EMU development. Proposals for additional office space must be reviewed by the City and may be subject to additional environmental review.
- Within the Private Purpose Area, permanent surface parking may not be located adjacent to the water feature or Creek Park in order to maintain the open space character of these features. Within EMU parcels located between Entry Road and Creek Park, parking should be limited to handicapped and emergency parking and set back a minimum of 40 feet from Creek Park. Within the Entertainment Commercial parcel, vehicular parking and service areas should be set back a minimum of one hundred feet from Creek Park.



- The Plan shall permit adjustments to and flexibility within the phasing of development in the Plan Area, subject to required mitigations, including onsite and offsite infrastructure.

### 3.6.2 Entertainment Mixed Use Policies

- EMU buildings are intended to consist primarily of ground-floor commercial (retail, restaurant, or entertainment) uses with possible incidental office and/or residential space occupying upper stories of multi-level buildings. The primary retail/restaurant activity zone is intended for the Public Entertainment Core along the Entry Road and Creek Park, with a wider range of uses encouraged along the North Loop Road.
- To reinforce a walkable character, minor amounts of neighborhood-serving retail, such as food, grocery or drug stores, are encouraged within the EMU area to provide for the needs of potential Plan Area residents, employees, and/or hotel guests as well as visitors in need of such services.
- Development rights may be transferred between EMU parcels, provided that adequate parking is provided for the overall EMU area (including provisions for shared use) and the total Plan development program and infrastructure capacities are not exceeded. In addition, buildings should be oriented with entries and primary facades facing the Entry Road and Loop Road as indicated by Figure 4.1: Illustrative Plan.
  - The Phase 3 parking structure may be located within any EMU parcel adjacent to the North Loop Road and/or Sage-Loop Connector Road, but should not be located south of the Entry Road or adjacent to the water feature. Primary access into the parking structure should be from the North Loop Road or Connector. The parking structure should contain ground-level retail/commercial development along North Loop Road in order to avoid the appearance of a stand-alone parking garage.
  - Development of additional EMU development beyond the thresholds identified by the Plan and EIR would be subject to the appropriate environmental review and certification, including any required mitigation measures.

### 3.6.3 Entertainment Commercial Policies

- Entertainment Commercial structures, outdoor rides, and other entertainment attractions are encouraged to be concentrated in the northern portion of the EC parcel, in order to make use of high visibility from adjacent streets and create attractive views from project gateways and the Creek Park.
- Parking is anticipated to be located in the southern portion of the parcel, with easy access to the South Loop Road entrance from Fairgrounds Drive. No parking will be located adjacent to the Creek Park.
- In Phase 2, the Entertainment Commercial parking is proposed to be provided within the EC parcel. This is assumed to require approximately 40% of the 30-acre site, reflecting typical surface parking ratios derived from evaluation of similar entertainment venues.
- In Phase 3, the built venues may expand into the EC parking areas providing that adequate parking is available within the Plan Area, either within the Shared Public Parking area or within the EC parcel itself (see Section 5.3).
- Taller structures should be concentrated in the center of the EC parcel, as described by the design guidelines (see Section 4.5).
- Should the EC area be developed as a multi-parcel, mixed-use commercial center with



new roads, the land use and design provisions for EMU areas will apply. Conversion of the EC area to more intensive mixed-use development shall not be permitted if such conversion exceeds the infrastructure capacities described in this document and in the Solano360 EIR.

- Development of additional EC development beyond the thresholds identified by the Plan and EIR would be subject to the appropriate additional environmental review and certification, including any required mitigation measures.

### 3.6.4 Residential Policies

- Residential use of the Plan Area is intended to be subordinate to, and integrated with, the principal and conditionally permitted EC and EMU uses.
- Residential development requires Conditional Use Permit approval by the City of Vallejo.
- Approximately 50 dwelling units are allowed under this Plan.
- If more than 50 dwelling units are proposed, the additional units over 50 will be subject to the appropriate additional environmental review and certification, including any required mitigation measures.
- Residential units will displace an equivalent square footage of allowed commercial development.
- To avoid potential health risks associated with freeway emissions, as identified by Bay Area Air Quality Management District (BAAQMD) air quality modeling, residential uses should be located in the western portion of the project site. Additional air quality studies should accompany proposals to develop residences within the Plan Area.

## 3.7 PHASING

Phasing plays a key role in the programming and physical development of this long-term, multi-use project. Each phase must be flexible yet stand on its own, while accommodating future expansion and intensification of development activities.

Figures 3.2 to 3.5 illustrate the potential phasing for full buildout of Solano360 land uses (Phases 1A and 1B, 2 and 3). Figure 3.6 illustrates the related phasing for infrastructure and preparation of graded pads with utilities. Table 3.4 provides a tabulation of land uses by phase. Chapter Five and Table 5.1 provide additional information on phasing of parking facilities.

Phasing is contemplated according to the following approximate timeline, which is subject to change depending on market conditions and development opportunities.

- Phases 1a and 1b: 1 to 5 years.
- Phase 2: 6 to 15 years.
- Phase 3: 16 to 25 years.

The land use and site development program for the project phases is dictated by the desire to establish a strong initial character for the project, provide logical and cost-effective investments in infrastructure, support development of the Fair of the Future and enhance the marketability of private purpose areas. Each phase proposes a level of development that can be accommodated by the associated onsite and offsite infrastructure capacity. The intent of proposed phasing is to establish the ability to intensify land uses over time through structured parking and transit solutions that allow for higher floor area ratios in the later phase of build-out.

Phasing of development uses and related infrastructure is summarized as follows. The information



is this chapter is informed by the Plan's conceptual site plans and may be subject to change as more detailed plans and specifications are developed as part of the design and development process.

### 3.7.1 Phases 1a and 1b

For purposes of establishing more detailed phasing and costing, Phase 1 has been divided into two sub-phases (Phases 1a and 1b) as detailed below, in Table 3.4, and in Figures 3.2 and 3.3. References in this Plan to "Phase 1" assumes Phases 1a and 1b together.

#### Fair of the Future

##### *Phase 1a:*

- First phase of Exposition Hall, including approximately 50,000 net square feet of exhibition space combined with meeting rooms, lobbies, café, circulation space and restrooms for a total of 72,000 square feet.
- Fair open space venues, including the Midway/Events Lawn with Terrace Steps, Arrival Plaza/Main Gate, East Plaza, Creek Park and water feature, South Gate and Demonstration Farm (see Figure 4.11: Fair Illustrative Plan – Phase 1).
- Minor perimeter road improvements.
- Interim North and South Fair Parking.
- Demolition of existing Expo Hall, concourse restrooms, and other site/utility features.
- Mass grading and drainage improvements (including placing fill material to raise the ground elevations above the existing floodplain elevation).

#### Roads and Other Public Purpose Areas

##### *Phase 1a:*

- Entry Road, streetscape and intersection with Fairgrounds Drive.
- Surface parking at Transit/North Parking Center, with a new bus stop along Sage-Loop Connector Road.
- Creek Park and water feature within public development area

##### *Phase 1b:*

- Northern segments of the Loop Road and intersections with Fairgrounds Drive.
- Sage-Loop Connector Road including permanent bus stop and intersection with Sage Street.
- On-site intersections and streetscape.
- Creek Park including the water, trails, and open space within private development area.

##### *Both Phases 1a and 1b:*

- Retention of existing road access opposite the Six Flags Discovery Kingdom parking lot, with continued use of existing undeveloped parking.
- Retention of existing grandstand (to postpone demolition costs and support possible interim Fair activities)
- Site, utility and building demolition, mass grading, drainage improvements and backbone utilities for the above (including placing fill material to raise the ground

elevations above the existing floodplain elevation).

- Relocation of existing public utilities (sewer, water and gas transmission).
- Temporary parking south of the creek park/water feature area
- Private Purpose Areas
- Phase 1a:
  - Preparation of nearly all Entertainment Mixed Use (EMU) parcels as graded parcels with roadway access and utilities.
  - Initial 9.8 acres of EMU development.
  - Balance of EMU parcels available for overflow parking as needed.
  - Site and utility demolition for the above.
- Phase 1b:
  - Two additional acres of EMU development.
  - Construction of Creek Park and water feature.

### **3.7.2 Phase 2**

Phase 2 includes buildout of the entire Plan Area with designated uses at an intensity permitted by surface parking.

#### **Fair of the Future**

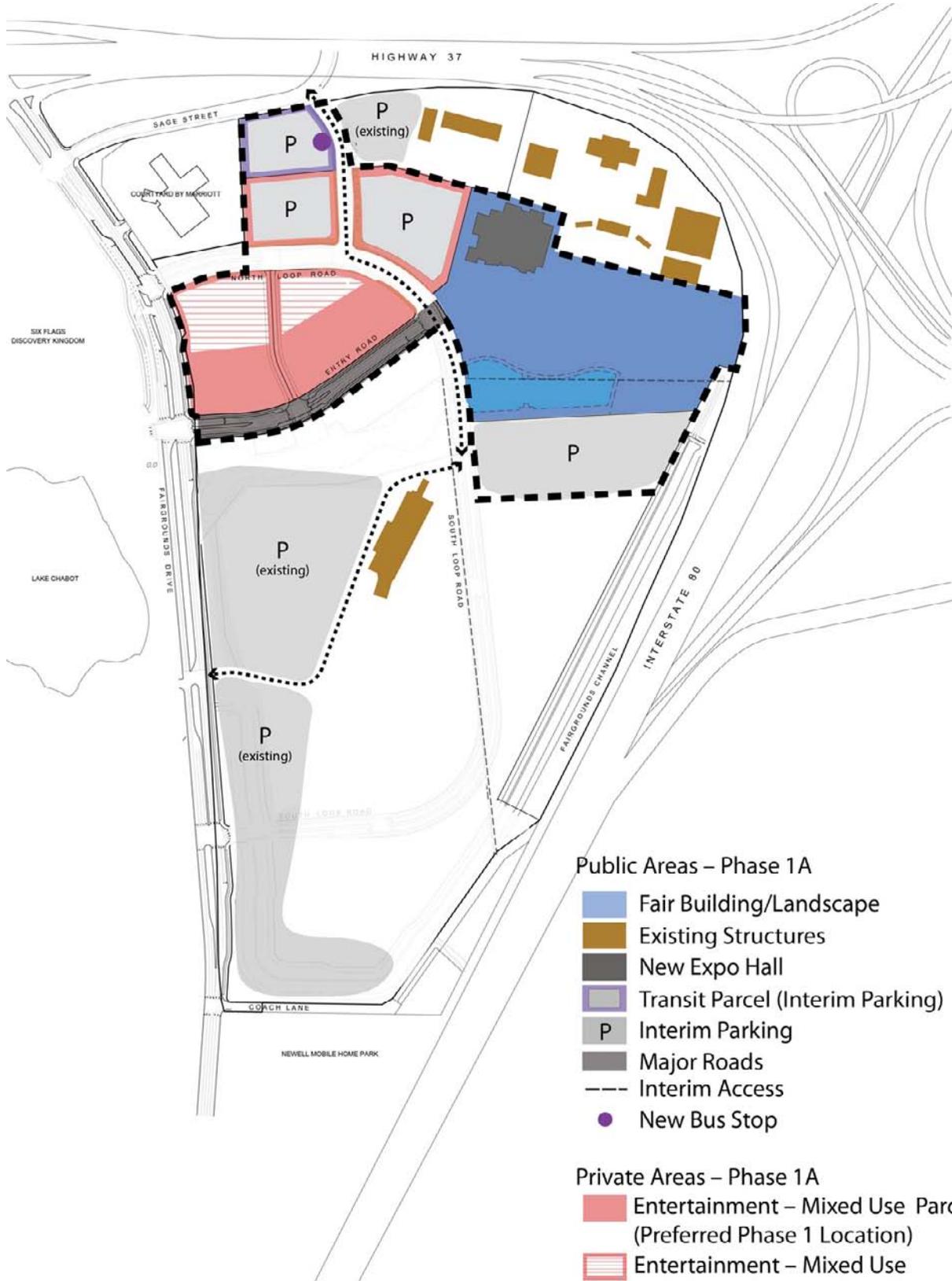
- Construction of expanded North Fair Parking and associated demolition of Administrative Office, Security Office, and Directors Trailer (relocation of these uses to portables if not accommodated in Phase 1 Expo Hall) and demolition of County Building.
- Continuing minor upgrades to existing facilities.
- Site and utility demolition, mass grading, and drainage improvements for the above.

#### **Roads and Other Public Purpose Areas**

- Transit Center Bus Docking and Parking Structure.
- Fairgrounds Channel improvements to address site floodplain issues.
- Completion of South Loop Road and intersection with Fairgrounds Drive.
- Shared Public Parking (surface parking lots and possible photovoltaic arrays).
- Site, utility and building demolition, mass grading, drainage improvements and backbone utilities associated with the above.
- Relocation of existing public utilities (sewer, water and gas transmission).

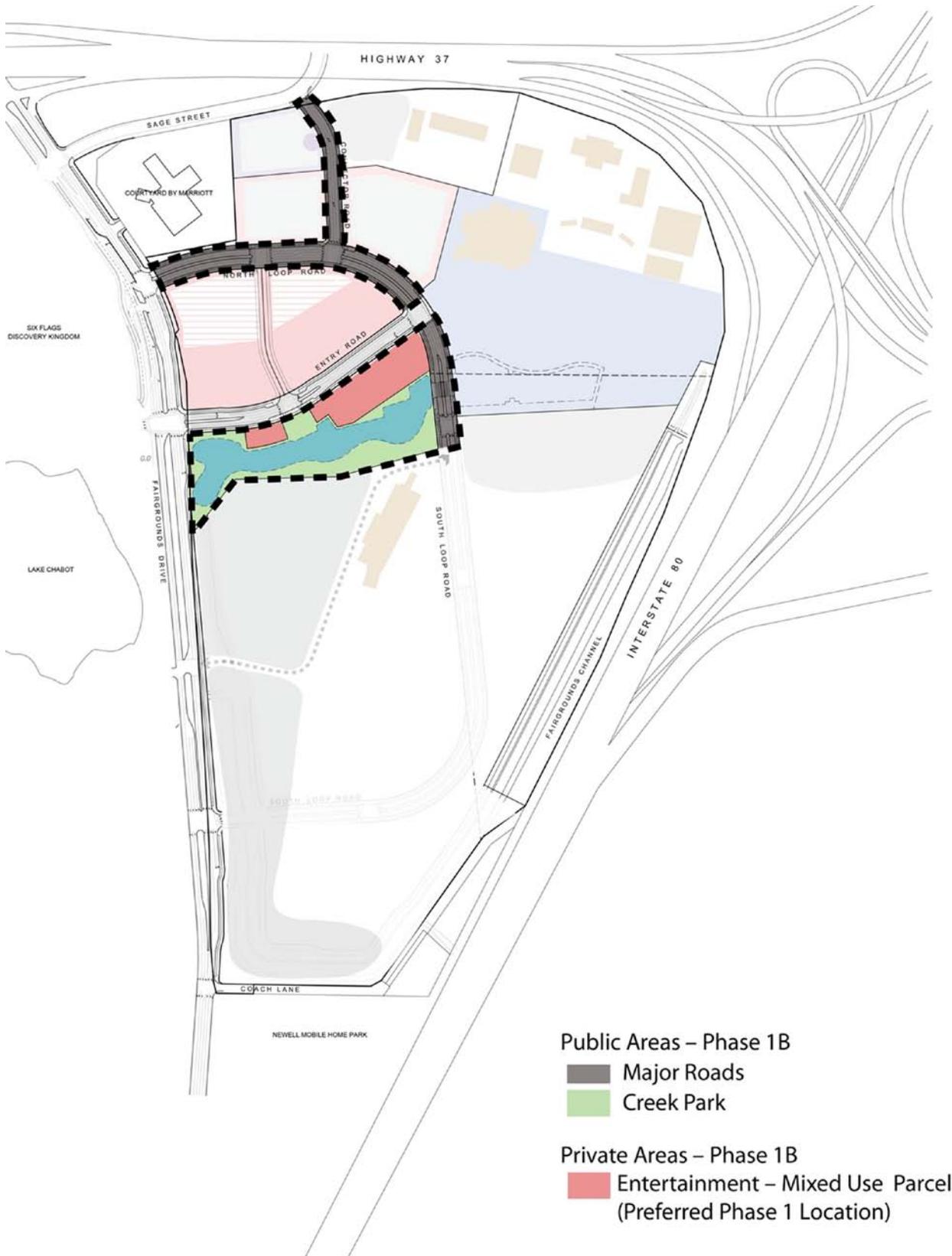
#### **Private Purpose Areas**

- Preparation of Entertainment Commercial (EC) parcel and Shared Public Parking parcel as graded parcels with roadway access and utilities.
- Additional EMU development to utilize all EMU parcels with onsite surface parking.
- Development of Entertainment Commercial (EC) 30-acre parcel with onsite surface parking.



NOTE: Plan accommodates future improvements to Fairgrounds Drive and SR-37/Redwood interchanges, as modified for Solano360

**Figure 3.2: Phase 1A Projects**



**Public Areas – Phase 1B**

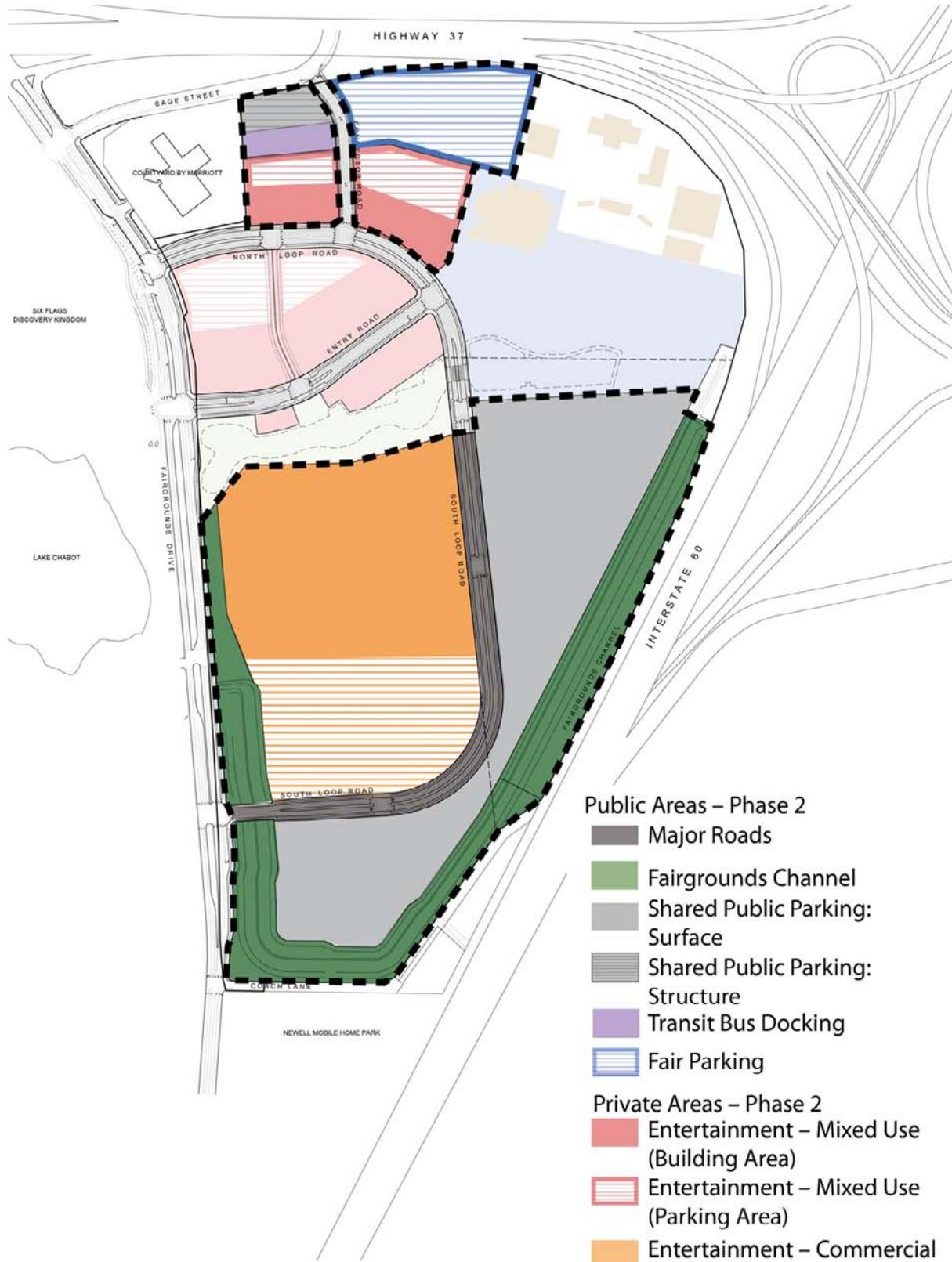
- Major Roads
- Creek Park

**Private Areas – Phase 1B**

- Entertainment – Mixed Use Parcel  
(Preferred Phase 1 Location)

NOTE: Plan accommodates future improvements to Fairgrounds Drive and SR-37/Redwood interchanges, as modified for Solano360

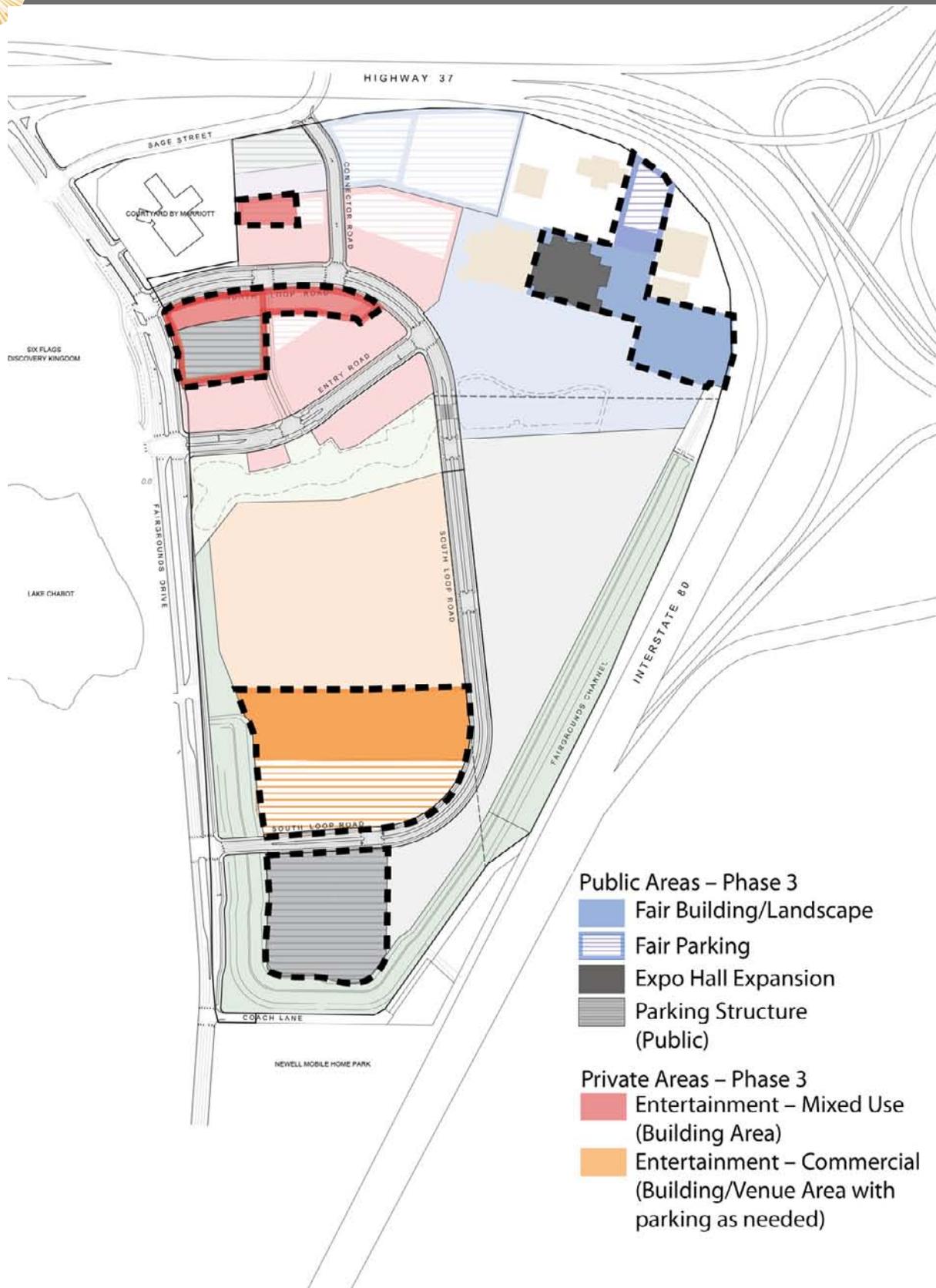
**Figure 3.3: Phase 1B Projects**



- Public Areas – Phase 2**
- Major Roads
- Fairgrounds Channel
- Shared Public Parking: Surface
- Shared Public Parking: Structure
- Transit Bus Docking
- Fair Parking
- Private Areas – Phase 2**
- Entertainment – Mixed Use (Building Area)
- Entertainment – Mixed Use (Parking Area)
- Entertainment – Commercial (Building/Venue Area)
- Entertainment – Commercial (Surface Lots)

NOTE: Plan accommodates future improvements to Fairgrounds Drive and SR-37/Redwood interchanges, as modified for Solano360

**Figure 3.4: Phase 2 Projects**



NOTE: Plan accommodates future improvements to Fairgrounds Drive and SR-37/Redwood Interchanges, as modified for Solano360

**Figure 3.5: Phase 3 Projects**

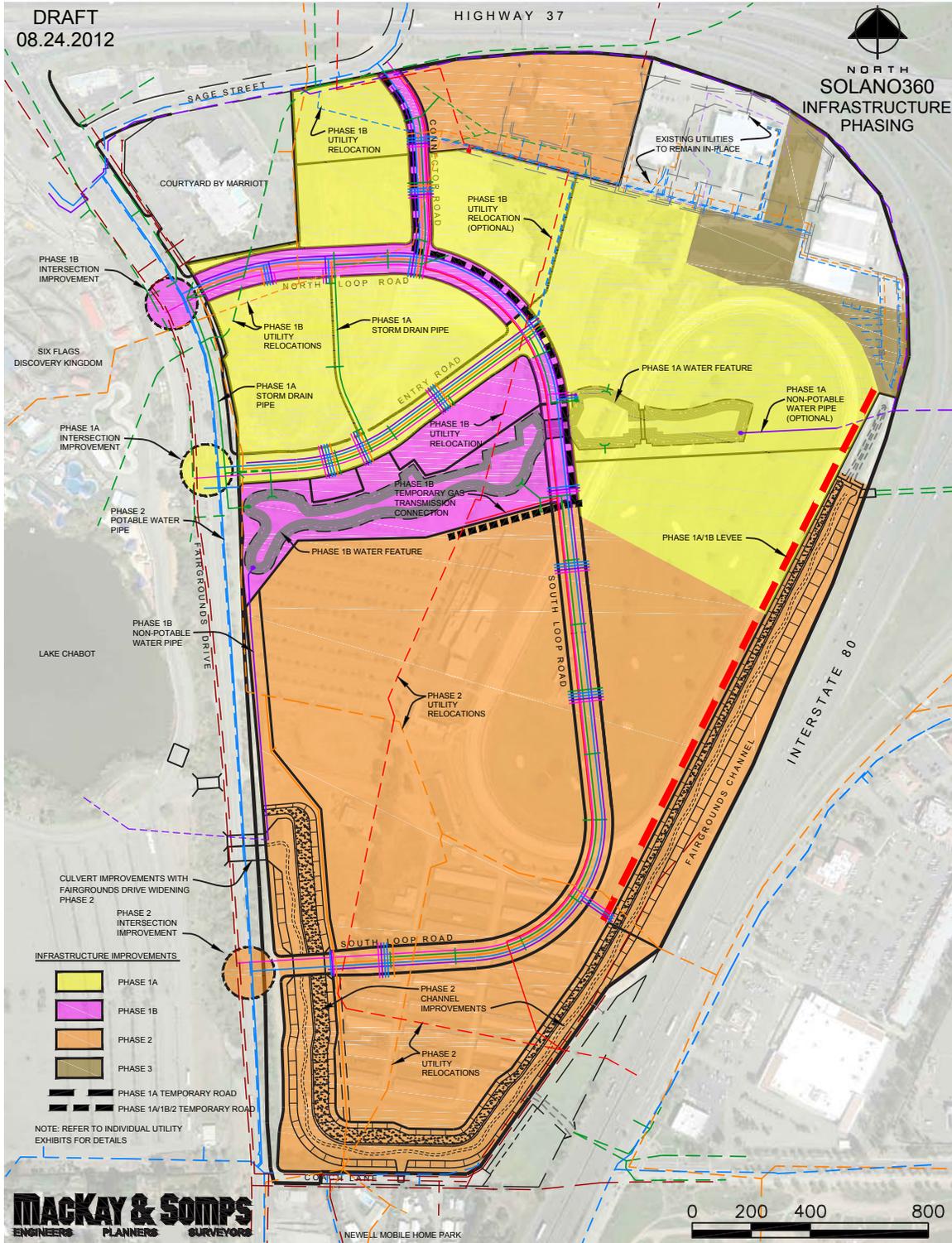


Figure 3.6: Phasing of Infrastructure

- Site and utility demolition for the above.

### **3.7.3 Phase 3**

Phase 3 assumes the further intensification of the Plan Area with the addition of structured parking to allow more intensive infill and expansion of uses, including the enlargement of the Exposition Hall to approximately 100,000 net square feet of exposition space. See Section 5.3 for further discussion of parking.

#### **Fair of the Future**

- Additional 50,000 net square foot expansion of Exposition Hall.
- Associated outdoor promenades and connections.
- Demolition of existing concert venue; construction of new amphitheater.
- Demolition of Civic Building; new parking and maintenance area.
- Site and utility demolition, mass grading, and drainage improvements associated with the above.

#### **Roads and Other Public Purpose Areas**

- South Parking Garage (in Shared Public Parking).

#### **Private Purpose Areas**

- Intensification of EMU development with addition of EMU Parking Garage.
- Expansion of EC venues and joint use of Shared Public Parking/South Parking Garage.

### **3.7.4 Phasing Policies**

#### **Overall Phasing**

- Project phasing should:
  - Establish the Public Entertainment Core, including the Creek Park and Entry Road, in the initial stages of development in order to create a strong and appealing sense of place,
  - Prioritize upgrade of Fairgrounds facilities, including a new Exposition Hall and complementary outdoor venues,
  - Allow logical and cost-effective construction and extension of infrastructure,
  - Continue to provide parking opportunities for nearby major entertainment uses,
  - Make best use of existing infrastructure, including maximizing the capacity of the existing Fairgrounds Drive/SR-37 interchange, and
  - Prepare parcels and site improvements to accommodate near-term market opportunities, while maintaining flexibility for later phase development.
- The phasing plans shown in Figures 3.2 to 3.6 are intended to guide efficient staging of development that makes best use of infrastructure and creates a strong initial character for the Plan Area. However, phasing may be modified to respond to changing market conditions and development opportunities, provided that adequate onsite and offsite infrastructure improvements are made available to accommodate the pace of development, and the impacts of the project do not exceed the levels analyzed by the EIR.



- Development of the Plan Area in excess of thresholds identified by the Plan and EIR would be subject to the appropriate additional environmental review and certification, including any required mitigation measures.
- Any changes to the phasing program must be approved by the County and City to ensure that the provisions of financing, fiscal, and cost sharing agreements are not adversely affected.
- Phasing should facilitate the replacement and upgrading of older fairgrounds facilities that no longer provide a competitive advantage for attracting users.
- Infrastructure improvements, including transportation, site drainage, and utilities, should be provided before or as part of development uses within the Plan Area in order to ensure a safe and orderly development process for each phase. The provision of infrastructure should be reviewed as part of subsequent entitlements through the County or City, with coordination between agencies to insure adequate services for each phase of development (see Chapter 7).
- Parking facilities and parking management/transportation management strategies should be phased to serve the needs of development areas within the Plan Area and the nearby major entertainment uses. Phasing of parking is addressed further in Section 5.3. Usage and financial terms will be defined by a Parking Operations Management Plan to be prepared by the County and by parking agreements between the County and Six Flags Discovery Kingdom.

#### **Phase 1 Priorities**

- The first phase of the project (Phases 1a and 1b) should be designed and implemented to provide a high level of amenity features to establish an appealing, highly marketable setting. These features include the landscape and site improvements proposed for the Entry Road, Creek Park and water feature, Fair of the Future, and other public areas.
- To the extent possible, the first phase should be concentrated in the northern portion of the Plan Area in order to a) establish a “critical mass” that builds on the concentration of existing and proposed Fair buildings and facilities, b) create cost efficiencies in the extension of roads and utilities, c) make best use of the proposed water feature and other amenity features, and d) integrate with existing nearby uses.
- To attract family entertainment and similar users, the first phase should include installation of horizontal improvements and backbone infrastructure and creation of parcels that are readied for vertical development.

