Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com

Agenda - Final

Thursday, September 8, 2016

7:00 PM

Board of Supervisors Chambers

Airport Land Use Commission

Any person wishing to address any item listed on the Agenda may do so by submitting a Speaker Card to the Clerk before the Commission considers the specific item. Cards are available at the entrance to the meeting chambers. Please limit your comments to five (5) minutes. For items not listed on the Agenda, please see “Items From the Public”.

Any person wishing to review the application(s) and accompanying information may do so at the Solano County Department of Resource Management, Planning Division, 675 Texas Street, Suite 5500, Fairfield, CA. Non-confidential materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection during normal business hours and on our website at www.solanocounty.com under Departments, Resource Management, Boards and Commissions.

The County of Solano does not discriminate against persons with disabilities and is an accessible facility. If you wish to attend this meeting and you will require assistance in order to participate, please contact Kristine Letterman, Department of Resource Management at (707) 784-6765 at least 24 hours in advance of the event to make reasonable arrangements to ensure accessibility to this meeting.

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF THE MINUTES

AC 16-015 June 9, 2016 ALUC Minutes

Attachments: minutes

REPORTS FROM COMMISSIONERS AND/OR STAFF

ITEMS FROM THE PUBLIC

This is your opportunity to address the Commission on a matter not heard on the Agenda, but it must be within the subject matter jurisdiction of the Commission. Please submit a Speaker Card before the first speaker is called and limit your comments to five minutes. Items from the public will be taken under consideration without discussion by the Commission and may be referred to staff.

REGULAR CALENDAR

OLD BUSINESS

There is no old business to discuss.

NEW BUSINESS

AC 16-013 Public hearing to consider the consistency of ALUC-2016-03, Suisun City Waterfront Plan, with the Travis AFB Land Use Compatibility Plan (Travis Plan)

Attachments:
- A - Draft Waterfront Specific Plan
- B - Application Materials
- C - Specific Plan Consistency Analysis 7-25-2016.compressed
- D - Specific Plan Character Areas
- E - Specific Plan Land Use Map
- F - Specific Plan Illustrative Site Plan

AC 16-014 Public hearing to consider the consistency of ALUC-2016-04 (Benicia Zoning Changes) with the Travis AFB Land Use Compatibility Plan (Travis Plan)

Attachments:
- A1 - Resolution No. 16-2 (PC)
- A2 - Resolution No. 16-4 (PC)
- B - Application
- C - Travis Compatability Zone Map

AC 16-016 Receive an update from staff regarding potential regulation of drones

AC 16-017 Receive an update from staff regarding the update to the Rio Vista Airport Land Use Compatibility Plan

AC 16-018 Receive an update from staff regarding the implementation program for the Travis AFB Land Use Compatibility Plan

ADJOURN

To the Airport Land Use Commission meeting of October 13, 2016 at 7:00 P.M., Board Chambers, 675 Texas Street, Fairfield, CA

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Agenda Submittal

Agenda #:		**Status:**	ALUC Minutes
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-015	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	June 9, 2016 ALUC Minutes		

Governing body:

District:

Attachments: minutes

Date	Ver.	Action By	Action	Result

Solano County Airport Land Use Commission

SOLANO COUNTY

675 Texas Street, Suite 5500
Fairfield, CA 94533-6342
(707) 784-6765
Fax (707) 784-4805

www.solanocounty.com

Bruce DuClair
Vice-Chairman

DRAFT
MINUTES OF THE
SOLANO COUNTY AIRPORT LAND USE COMMISSION
MEETING OF JUNE 9, 2016

The meeting of the Solano County Airport Land Use Commission was held in the Solano County Administration Center, Board of Supervisors Chambers (1st floor), 675 Texas Street, Fairfield, CA 94533

MEMBERS PRESENT: Commissioners Baumler, Vancil, Randall, Meyer and Chairman DuClair

MEMBERS ABSENT: Commissioners Baldwin, Cavanagh, and Sagun

OTHERS PRESENT: Jim Leland, Resource Management; Lee Axelrad, County Counsel; Kristine Letterman, Resource Management

Call to Order & Roll Call
Chairman DuClair called the meeting to order at 7:00 p.m. Roll call was taken and a quorum was present.

Approval of the Agenda
The agenda was approved as prepared.

Approval of the Minutes
The minutes of the meeting of March 10, 2016 were approved as prepared

Reports from Commissioners and/or Staff
There were no committee reports.

Items from the Public
There was no one from the public wishing to speak.

Old Business
There was no old business to discuss.

New Business

1. Conduct annual election of Chair and Vice-Chair as provided in the Bylaws.

   Two separate motions were made and seconded to nominate Commissioners DuClair and Randall as Chair and Vice-Chair, respectively. Each motion passed unanimously.

2. Receive a presentation from staff on the potential for regulating drones.

Lee Axelrad, deputy county counsel, provided a short PowerPoint presentation about unmanned aircraft. He stated that it has been some time since the commission and staff as a group last spoke about drones. Since that time, staff has done some background research on the subject looking at the legal context, the regulatory context involving the FAA, and learning more about the subject. Staff believed it would be a good time to return with a short presentation and a suggestion on some next steps that the county might want to consider taking. After the presentation Mr. Axelrad spoke about the context for how drones are spreading in their use, what the FAA thinks about new users, some of the risks involved, and the role of local government. He focused on the subject of the proliferation of the use of drones. According to the FAA in a recent report there are now more registered drone operators in the USA than registered manned aircraft.

Commissioner Meyer spoke regarding the subject of registered operators. If the FAA is currently implementing registration she wondered if previous owners are grandfathered in where registration is not required. She was curious as to how it would be implemented to insure people are registered.

Mr. Axelrad said it was his understanding that shortly before the 2015 holiday season the FAA established a registration system that was largely web based. The person buying a new drone would register it through a website with a short deadline to register. People who already had a drone would still need to register, but they had a longer timeline for registration.

Commissioner Meyer said if there are no consequences to not registering after the fact then there is no incentive.

Mr. Axelrad said that non-compliance will be a problem and that is an additional layer to this process. The documents the FAA is publishing recognize that they are setting up rules that may have some limited enforcement tools associated with them. There are some FAA guidance documents relating to law enforcement but they are limited. Mr. Axelrad said that we are relying on local law enforcement to take certain steps when someone has an accident with a drone.

Commissioner Meyer wanted to know if local law enforcement has access to the drone registry. Mr. Axelrad said that the registry is a web based data base and is supposed to be accessible to the public by way of an identifier located on the drone.

Commissioner Meyer brought up the issue of local land ownership and inquired as to how trespassing will be handled.

Mr. Axelrad said there is a navigation right-of-way that airplanes enjoy similar to that of an easement. The fact that a person on the ground owns a portion of land which includes the space up into the sky, it is trumped to some extent by the fact that they cannot interfere with airplanes in flight. The general rule for most pilots is 500 feet. For drones the proposed rule is the drone should be within visual range. Heights are articulated at 400 and 500 feet but none of those are regulatory rules as of yet. Mr. Axelrad said that essentially there is a live question that due to aircraft flying at such low heights much of the time is whether that is now considered the national airspace.

Commissioner Meyer asked about launch and recovery sites. She wanted to know if the thought was to push it toward limitations such as not being able to use a main road, or would it be more specific for drones. She commented that if someone were to live on a large ranch they would

have more open area then if someone were located in a small neighborhood with more limited space.

Mr. Axelrad said there are a number of different ways to formulate it such as putting a specific distance from a school or busy road, or a specific rule that prohibits the use of a drone over private residential property. It could be specified that the county has researched and found specific places drones could be used, or place a rule that says drones can be flown anywhere but if an accident were to occur the operator would be personally responsible.

Commissioner Meyer said the hardest part will be the public education aspect of it. She said getting the information out there is going to be a struggle. Commissioner Baumler added that enforcement is going to be difficult as well.

Commissioner Vancil provided some background on the subject by stating that last fall when the FAA met with interested agencies before the holiday season anticipating the rise in drone sales, there were a number of agencies that wanted to do registration at the point of sale. The pilot's unions were adamant that drones should be registered at sale because after that there is no guarantee someone will register. On the other side the retailers and manufactures did not want to do that because they did not want to limit sales. Ultimately what they came down with is that the FAA would set up a method for registering as a requirement, but it was left up to the owner to do it. With regard to height, Mr. Vancil stated that currently there is a Class G airspace which is everything below 400 feet and is uncontrolled airspace. He believed that a ruling came down recently that drones stay within that Class G airspace with the caveat of staying 200 feet above ground. Mr. Vancil suggested that if the commission putts together an ad hoc committee to include representatives from surrounding airports to gather their input regarding the safety issues.

3. Receive a report from staff on the Rio Vista Airport Land Use Compatibility Plan (RVALUCP) Update and the Travis Joint Land Use Study (JLUS).

   Mr. Leland informed the commission that the county has contracted with ESA Airports to prepare the update for the Rio Vista ALUCP and are in the early phase of the project which is mapping and data gathering. Staff is working on getting some assignments from the City of Rio Vista for the technical advisory committee that will advise ESA during the process.

   Mr. Leland stated that the JLUS has been underway since February of this year. The consultant, Matrix Design has made an extensive effort and has recently conducted a round of interviews with various parties from various stakeholder groups and Travis AFB itself. They are digesting the information and are due out with their first written report in August.

Adjournment

Since there was no further business, the meeting was **adjourned.**

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Agenda Submittal

Agenda #:		**Status:**	ALUC-Regular-NW
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-013	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	Public hearing to consider the consistency of ALUC-2016-03, Suisun City Waterfront Plan, with the Travis AFB Land Use Compatibility Plan (Travis Plan)		
Governing body:			
District:			
Attachments:	A - Draft Waterfront Specific Plan B - Application Materials C - Specific Plan Consistency Analysis 7-25-2016.compressed D - Specific Plan Character Areas E - Specific Plan Land Use Map F - Specific Plan Illustrative Site Plan		

Date	Ver.	Action By	Action	Result

RECOMMENDATION:

Determine that application ALUC-2016-03, Suisun City Waterfront Plan (Waterfront Plan), is consistent with the Travis AFB Land Use Compatibility Plan (Travis Plan)

DISCUSSION:

INTRODUCTION

The City of Suisun City is considering the adoption of its Waterfront District Specific Plan (Attachment B, C). A specific plan is an addition to a general plan which can provide significant additional detail on the types of land uses permitted, the development standards applicable to those land uses, the design standards for the project and any public financing mechanism for improvements required by the specific plan development. The Waterfront District Specific Plan is an implementation of the 2035 General Plan (Attachment A), which was determined to be consistent with the Travis Plan on January 8, 2015.

State law requires that any proposed general plan amendments or specific plans be reviewed for consistency with adopted airport land use compatibility plans. In this case, the Suisun General Plan is affected by the Travis AFB Land Use Compatibility Plan (Travis Plan).

REQUIRED TESTS FOR CONSISTENCY

The State Department of Aeronautics has published the 2011 California Airport Land Use Planning Handbook

as a guide for Airport Land Use Commissions in the preparation and implementation of Land Use Compatibility Plans and Procedure Documents. The Solano Countywide Airport Land Use Review Procedures also require the review of all amendments to a local agency's general plan, consistent with the State law.

The tests are:

1. **Elimination of any direct conflicts between the General Plan and relevant compatibility plan(s).**

   Direct conflicts primarily involve general plan land use designations which do not meet the density (for residential uses) or intensity (for non-residential uses) criteria specified in the compatibility plan, although conflicts with regard to other policies also may exist.

2. **Delineation of a mechanism or process for ensuring that individual land use development proposals comply with the ALUC's adopted compatibility criteria.**

   Elimination of direct conflicts between a county's or a city's general plan and the ALUC's compatibility plan is not enough to guarantee that future land use development will adhere to the compatibility criteria set forth in the compatibility plan. An implementation process must also be defined either directly in the general plan or specific plan or by reference to a separately adopted ordinance, regulation, or other policy document.

   There are three facets to the process of ensuring compliance with airport land use compatibility criteria:

   a. Delineation of Compatibility Criteria- Airport land use compatibility criteria must be defined either in a policy document adopted by the county or city or through adoption of or reference to the ALUC's compatibility plan itself.

   b. Identification of Mechanisms for Compliance- The mechanisms by which applicable compatibility criteria will be tied to an individual development and continue to be enforced must be identified. A conditional use permit or a development agreement are two possibilities.

   c. Indication of Review and Approval Procedures- Lastly, the procedures for review and approval of individual development proposals must be defined. At what level within a county or a city are compatibility approvals made: staff, planning commission or governing body? The types of actions which are submitted to the ALUC for review and the timing of such submittals relative to internal review and approval process also must be indicated.

Staff has reviewed the City of Suisun City's Waterfront Plan in light of these tests. Our analysis is presented below.

Project Description

The updated Waterfront Plan implements the General Plan's direction to:

- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as the social and cultural heart of the community.
- Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.

- Foster transit-oriented development around the train station, including higher density housing and mixed-use development.
- Provide convenient linkages from the train station and other regional connectors to bring patrons to the downtown.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.
- Ensure safe and efficient walking, biking, driving, and parking in the downtown. The Waterfront District is comprised of three principal parts or character areas (Figure 1.3), intended to function as their names imply, including the:
- "Shopping, Entertainment, and Culture" area, comprising the commercial, mixed-use, and civic portions of the Downtown Waterfront District on both sides of Highway 12 and the Suisun Channel;
- "Historic Old Town" area, adjacent to the railroad tracks and comprising the older historic residential, commercial businesses, and main street retail core of the Downtown Waterfront District; and
- "Neighborhoods," residential neighborhood areas with access and frontage to the waterfront on the eastern and southern portions of the District.

The Waterfront Plan identifies and maps land uses which fulfill and implement the general plan objectives listed above. (Attachments D, E and F). The Waterfront Plan consists of commercial, mixed-use, residential and recreational land uses surrounding the Suisun Waterfront in the heart of downtown Suisun City.

Relevant Issues for the ALUC

The ALUC is concerned with those aspects of the Waterfront Plan that have the potential to be incompatible with of the Travis Plan. The Waterfront Plan covers a geographic area which lies entirely within Compatibility Zone D.

Compatibility Zone D

Compatibility Zone D of the Travis Plan requires review for structures in excess of 200' above ground level. Height review is based on the part 77 Surfaces for Travis AFB. The proposed project does not penetrate any of the Part 77 Surfaces for Travis AFB. In addition, Compatibility Zone D provides for review of the following special circumstances:

- All proposed wind turbines must meet line-of-sight criteria in Policy 3.4.4
- All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review
- All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review
- For areas within the Bird Strike Hazard Zone, reviewing agencies shall prepare a WHA for discretionary projects that have the potential to attract wildlife that could cause bird strikes. Based on the findings of the WHA, all reasonably feasible mitigation measures must be incorporated into the planned land use.

- For areas outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

Discussion of Compatibility Criteria

Compatibility Zone D

There are no land use limitations within compatibility zone D.

There is a requirement for airspace review for objects greater than 200 feet in height. There are also policies which regulate renewable energy facilities, meteorological towers greater than 200 feet in height, and certain wildlife hazards.

The Waterfront Plan does not explicitly contain any facilities which are regulated in Compatibility Zone D. The development standards in the Waterfront Plan's development standards do not permit structures taller than 60 feet.

ANALYSIS OF CONSISTENCY FACTORS

Elimination of Direct Conflict

The Commission is concerned with eliminating any direct conflicts between the Waterfront Plan and the Travis Plan. Upon review by staff it appears that the City and its planners have been careful to build a plan that is consistent with the Travis Plan.

At this time, however, some of the details about any development in those areas are not available at this time, but it is possible to envision that environmental mitigations may require the creation of future wetland or other habitats in the vicinity of Travis which could have the potential to exceed the parameters described in the Travis Plan. Staff is recommending an additional provision for the Waterfront Plan which would reaffirm the consistency with the Travis Plan. The City of Suisun City has agreed to the additional language, which is provided below:

> *Notwithstanding any other provisions of this Specific Plan, all development and associated public improvements and environmental mitigations shall be consistent with the Travis Air Force Base Land Use Compatibility Plan Update as adopted on October 8, 2015 (Resolution 15-17).*

The City of Suisun already has similar language in its general plan which states:

> Notwithstanding other provisions of the plan, the City will restrict land uses and the height of development according to the requirements of the Travis AFB Airport Land Use Compatibility Plan.

Staff believes that the addition of the recommended language would add certainty to the elimination of direct conflicts.

Recommended Condition of Approval

Staff is recommending that the Commission impose a condition requiring that the following language be added to the Waterfront Plan:

> *Notwithstanding any other provisions of this Specific Plan, all development and associated public improvements and environmental mitigations shall be consistent with the Travis Air Force Base Land Use Compatibility Plan Update as adopted on October 8, 2015 (Resolution 15-17*).

With this change, this policy takes precedence over any other parts of the Waterfront Plan or subsequent development, which might be inconsistent with this policy statement.

As a consequence, staff recommends that the Commission make the determination that there are no direct conflicts between the Waterfront Plan and the Travis Plan compatibility criteria.

Assurance of Compliance with Compatibility Criteria

The Commission must determine that there are mechanisms in place at the City of Suisun City to assure compliance with the applicable compatibility plan(s). This is generally done by identifying compatibility criteria within the general plan, having mechanisms for compliance and having review and approval procedures in place for new development.

Delineation of Compatibility Criteria-

As discussed above, consistency between the Waterfront Plan and the Travis Plan is established by both the previously approved general plan and the Waterfront Plan statements requiring consistency between the three Plans. Therefore the proposal meets this test for consistency.

Identification of Mechanisms for Compliance and Indication of Review and Approval Procedures-

Subsequent development permits will be reviewed by the City Council, Planning Commission, and the Director of Community Development. In the case of legislative actions, ALUC review must occur. For other permits, the Planning Commission and Director of Community Development must make a consistency finding as required by the General Plan and Zoning Code.

Therefore the proposal meets these tests for consistency.

RECOMMENDATION

Based on the analysis and discussions above, staff recommends that the Solano County Airport Land Use Commission find as follows:

1.) **Determination:** That the Waterfront Plan is **consistent** with the Travis AFB Land Use Compatibility Plan with the addition of the recommended condition of approval above.

The Waterfront Plan also contains some zoning regulations which require ALUC review for consistency with the Travis Plan.

Zoning Change Consistency Factors

The CalTRANS Handbook lists the following topics for consideration when reviewing zoning or other policy documents.

- *Intensity Limitations on Nonresidential Uses*
- *Identification of Prohibited Uses*
- *Open Land Requirements*
- *Infill Development*
- *Height Limitations and Other Hazards to Flight*

- *Buyer Awareness Measures*
- *Non-conforming Uses and Reconstruction*

There are no land use restrictions in Compatibility Zone D. Within Compatibility Zone D, the only relevant factors from the list above for consideration would be “Height Limitations”. Height Limitations

The Height limit for Compatibility Zone D is 200 feet. The Waterfront Plan zoning regulations for do not permit any structures over 60 feet in height and are therefore consistent with the Travis Plan.

RECOMMENDATION

Based on the analysis and discussions above, Staff recommends that the Solano County Airport Land Use Commission find as follows:

Determination: That application ALUC-2016-03 (Suisun City Waterfront Plan) is consistent with the Travis AFB Land Use Compatibility Plan (Travis Plan).

City of Suisun City

Waterfront District Specific Plan

July 2016

City of Suisun City

Waterfront District Specific Plan

July 2016

City of Suisun City
Development Services Department
Suzanne Bragdon, City Manager
Jason Garben, Development Services Director
John Kearns, Associate Planner

Specific Plan Consultation
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
Contact:
J. Matthew Gerken, AICP
916/414-5892
matthew.gerken@aecom.com

Cover Photo by Paul Hames, California Department of Water Resources

CHAPTERS

1 INTRODUCTION

1.1 Background/Content 1-1
1.2 Project Location 1-2
1.3 Downtown Suisun Specific Plan Vision 1-5
1.4 Specific Plan Goals 1-11
1.5 Specific Plan Organization 1-13

2 PLAN CONTEXT

2.1 Existing Use 2-1
2.1.1 Plan Area Districts 2-1
2.2 Regulating Plans 2-9
2.2.1 Suisun City General Plan and Zoning Code 2-9
2.2.2 San Francisco Bay Plan 2-11

3 LAND USE

3.1 Proposed Land Use Zones 3-1
3.1.1 Residential Zones 3-1
3.1.2 Commercial Zones 3-7
3.1.3 Public Facilities/Open Space Zones 3-14
3.1.4 Special Use Regulations 3-15
3.2 District and Opportunity Area Concepts 3-15
3.3 Proposed Land Use Changes 3-20

4 TRAFFIC + CIRCULATION

4.1 Vehicular Access 4-1
4.1.1 Regional Vehicular Access 4-1
4.1.2 Local Vehicular Access 4-1
4.1.3 Planned Vehicular Circulation Improvements 4-3
4.1.4 Roadway Design Standards 4-4
4.2 Public Transportation 4-11
4.2.1 Rail Transportation 4-11
4.2.2 Water Transportation 4-11
4.3 Bike and Pedestrian Circulation 4-12
4.3.1 Bike and Pedestrian Facilities 4-12

4.3.2 Planned Biked and Pedestrian Circulation Improvements 4-12

5 OPEN SPACE + PUBLIC FACILITIES AND SERVICES

5.1 Open Space and Public Facilities 5-1

5.2 Utility Services 5-5

5.2.1 Water 5-5

5.2.2 Wastewater 5-10

5.2.3 Stormwater 5-13

5.2.4 Solid Waste 5-16

5.2.5 Gas and Electric 5-17

5.2.4 Telecommunications 5-17

5.3 Community Services 5-18

5.3.1 Public Safety 5-18

5.3.2 Educational Facilities 5-18

5.3.3 Library Facilities 5-18

6 DEVELOPMENT STANDARDS + DESIGN GUIDELINES

6.1 Introduction 6-1

6.1.1 Community Design Approach 6-1

6.2 Residential Development Standards + Design Guidelines 6-4

6.2.1 Intent 6-4

6.2.2 Residential Development Standards 6-4

6.2.3 Residential Site Standards and Design Guidelines 6-6

6.2.4 Residential Building Design Guidelines 6-7

6.3 Commercial Development Standards + Design Guidelines 6-8

6.3.1 Intent 6-8

6.3.2 Commercial and Mixed-Use Development Standards 6-9

6.3.3 Main Street Mixed Use and Downtown Mixed Use Zones in the Downtown Core 6-10

6.3.4 Historic Limited Commercial Zone 6-14

6.3.5 Commercial/Office/Residential and Waterfront Commercial Zones 6-16

6.3.6 Downtown Mixed-Use Zone in the Suisun-Fairfield Train Station Planning District 6-18

6.3.7 Downtown Commercial and Downtown Mixed-Use in the Western Marina and Highway 12 Planning District 6-20

6.4 Public Facilities and Open Space Standards + Design Guidelines 6-23
6.2.1 Public Facility and Open Space Standards 6-23
6.5 General Development Standards 6-24
6.5.1 General Requirements 6-24
6.5.2 Sign Standards 6-25
6.5.3 Parking Standards 6-27

7 SPECIFIC PLAN ADMINISTRATION
7.1 Administration 7-1
7.1.1 Administrator - Designation 7-1
7.1.2 Administration 7-1
7.2 Specific Plan Adoption 7-1
7.3 Specific Plan Amendment 7-1
7.3.1 Application 7-1
7.3.2 Scope of Amendment 7-2
7.3.3 Findings 7-2
7.3.4 Amendment Procedures 7-3
7.4 Conflicts and Interpretation 7-4
7.4.1 Conflict with Other Regulations 7-4
7.4.2 Clarifications of Ambiguity 7-4
7.4.3 Use Determination 7-4
7.4.4 General Interpretation 7-4
7.5 Nonconforming Uses and Structures 7-4
7.5.1 Purpose 7-4
7.5.2 Regulation 7-5
7.5.2 Continuation and Maintenance 7-5
7.4.3 Alteration and Additions to Nonconforming Uses and Structures 7-5
7.4.4 Discontinuation of Nonconforming Use 7-5
7.4.5 Restoration of a Damaged Structure 7-5
7.6 Permits 7-6
7.6.1 Site Plan and Architectural Review 7-6
7.6.2 Planned Unit Development (PUD) Permit 7-7
7.6.3 Administrative Review and Conditional Use Permits 7-7
7.6.4 Temporary Use Permits 7-9

7.6.5 Variances and Exceptions 7-9

7.7 Approval to Extend with the Land or Applicant 7-11

7.7.1 Approvals 7-11

7.7.2 Lapse of Approvals 7-11

7.7.3 Extensions 7-11

7.8 Hearings 7-12

7.8.1 Notice of Hearing 7-12

7.8.2 Other Notice Requirements 7-12

7.8.3 Continuance of Hearings 7-12

7.9 Enforcement 7-13

7.10 Appeals 7-13

7.11 Severability 7-13

APPENDIX A ARCHITECTURAL REVIEW, DEMOLITION + REVIEW PROCEDURES IN THE HISTORIC RESIDENTIAL AND HISTORIC LIMITED COMMERCIAL ZONES

A.1 In General A-1

A.2 Applicability A-1

A.3 Criteria A-1

A.4 Effective Date A-4

A.5 Economic Hardship of Waiver A-4

APPENDIX B PREVIOUS DOWNTOWN SUISUN DEVELOPMENT PLAN FIGURES

B.1 Previous Development Plan Figures B-1

APPENDIX C WATERFRONT DISTRICT SPECIFIC PLAN FINANCING PLAN

C.1 Background/Content C-1

C.2 Development Impact Fees C-5

C.3 Maintenance Assessment Districts C-7

C.4 Parking Management Districts C-10

C.5 Infrastructure Financing Districts C-11

FIGURES

Figure 1-1: Vicinity Map 1-3

Figure 1-2: Specific Plan Area 1-4

Figure 1-3: Waterfront District Character Areas 1-6

Figure 2-1: Planning Districts 2-2
Figure 2-2: Existing Land Uses 2-3
Figure 3-1: Land Use Map 3-2
Figure 3-2: District and Opportunity Area Land Use Concept 3-16
Figure 3-3: Illustrative Site Plan Concept 3-21
Figure 4-1: Vehicular Circulation Network 4-2
Figure 4-2: Typical Main Street Section and Plan Detail 4-5
Figure 4-3: Arterial Street on 30-acre Property (Railroad Ave.) 4-6
Figure 4-4: Collector Street on 30-acre Property (Buena Vista Ave.) 4-6
Figure 4-5: Typical Downtown Neighborhood Arterial Street 4-7
Figure 4-6: Typical Downtown Neighborhood Collector Street (Parking on One or Both Sides) 4-7
Figure 4-7: Civic Center/Marina Boulevard along Whispering Bay) 4-8
Figure 4-8: Typical Local Street (Parking on One or Both Sides) 4-8
Figure 4-9: Typical Alley 4-8
Figure 4-10: Bicycle and Pedestrian Circulation Network 4-14
Figure 5-1: Recreation and Open Space Diagram 5-2
Figure 5-2: Average Annual Dry Weather Influent Flow Projection 5-12
Figure 6-1: Illustrative Site Concept Plan 6-3
Figure B-1: 1983 Specific Plan Land Use Map B-2
Figure B-2: 1999 Specific Plan Amendment Areas B-3
Figure B-3: 1999 Specific Plan Land Use Map B-4
Figure B-4: 1999 Specific Plan Land Use Detail B-5
Figure B-5: 1999 Specific Plan Proposed Circulation System B-6
Figure B-6: 1999 Specific Plan Public Facilities and Open Space Concept . B-7
Figure B-7: 1999 Suisun City Redevelopment Concept Plan B-8

TABLES

Table 3.1: Residential Low Density Zone Allowed Uses 3-3
Table 3.2: Residential Medium Density Zone Allowed Uses 3-4
Table 3.3: Residential High Density Zone Allowed Uses 3-5
Table 3.4: Historic Residential Zone Allowed Uses 3-7
Table 3.5: Main Street Mixed-Use Zone Allowed Uses 3-8
Table 3.6: Historic Limited Commercial Zone Allowed Uses 3-10
Table 3.7: Downtown Mixed-Use Zone Allowed Uses 3-11
Table 3.8: Downtown Commercial Zone Allowed Uses 3-12
Table 3.9: Waterfront Commercial Zone Allowed Uses 3-13
Table 3.10: Public Facilities Zone Allowed Uses 3-14
Table 3.11: Specific Plan District Features and Opportunity Areas 3-14
Table 5.1: SSWA Existing and Projected Water Supplies 5-6
Table 5.2: Water Supply Facilities 5-7
Table 5.3: Water Usage Demand Factors 5-8
Table 5.4: SSWA Comparison of Water Supply and Demand, 2015-2035 5-9
Table 5.5: Wastewater Pump Station Flows 5-11
Table 6.1: Residential Development Standards 6-5
Table 6.2: Commercial and Mixed-Use Development Standards 6-9
Table 6.3: Public Facility and Open Space Development Standards 6-23
Table 6.4: Off-Street Parking Requirements 6-28
Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan C-2
Table C.2: Specific Plan New Development Potential C-5
Table C.3: Potential Impact Fee Revenues from Existing City Fees C-6
Table C.4: Potential Impact Fee Revenues from Proposed New City Fees C-8

CHAPTER 1 | INTRODUCTION

1.1 Background/Content

The first Waterfront District Specific Plan (WDSP) was adopted in 1983 and last comprehensively amended in 1999 (it was previously called the "Downtown Waterfront Specific Plan"). Creation of a specific plan for this WDSP Area (Planning Area) was proposed as an implementation action in the 1979 Suisun City General Plan, which called for special treatment of the historic downtown and waterfront through preparation and adoption of a Specific Plan for Old Town and the waterfront. Since that time, many portions of the Specific Plan have been implemented.

In 2015, the City adopted a comprehensively revised General Plan. The 2035 General Plan provides an updated set of policy guidelines for the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. In 2008, the Association of Bay Area Governments (ABAG) approved the City's Waterfront District Specific Plan Area (Planning Area) as a planned priority development area (PDA) under the PDA grant program administered by the Metropolitan Transportation Commission (MTC), ABAG, and other regional partners (regional agencies). PDAs are opportunity areas in the Bay Area, locally adopted by cities or counties to facilitate growth and infill development near fixed transportation facilities. PDAs are designed to provide housing, community amenities, and services for residents in a pedestrian-friendly environment.

In 2014, through federal funding from the regional agencies, the City received grant funding from the Solano Transportation Authority to prepare this update to the WDSP. This update addresses the Planning Area, which expands on the previous Specific Plan boundaries to include the properties north of Highway 12 – at the northwest corner of Marina Boulevard and Highway 12 and the properties between Main Street and Highway 12, including the "Denverton Curve" property in the northwest of the Planning Area (Figure 1-2). The expanded WDSP Planning Area boundary allows the City to better leverage the assets of the Suisun-Fairfield train depot to encourage infill development and establish a gateway entrance into the Planning Area on both sides of Highway 12.

This document constitutes both revisions to the policies and concepts of the earlier 1983 and 1999 specific plans that preceded it. In addition to expanding the boundaries of the Suisun City Downtown Waterfront PDA, it updates the 1999 Amended Downtown Specific Plan to address current market conditions, the current regulatory environment, and recent City policy updates.

1.2 Location

The City of Suisun City is located in central Solano County, midway between the cities of Sacramento and San Francisco (Figure 1-1). The City is bound by the City of Fairfield to the north and west, Travis Air Force Base to the east, and Suisun Marsh to the south. The City is adjacent to and bisected by State Highway 12, a vital trucking route and is approximately two miles east of Interstate 80. Suisun Slough, a major tidal waterway, connects Suisun City to Suisun Bay and provides access to water sports, recreation, boating, fishing, and bird watching. The adjoining Suisun Marsh is the largest brackish estuary west of the Mississippi River and borders the south and east sides of the Planning Area. The Planning Area straddles both sides of Highway 12 and is located southeast of the Union Pacific Railway tracks and west of the Suisun Channel and Marina Boulevard (Figure 1-2).

Figure 1-1: Vicinity Map

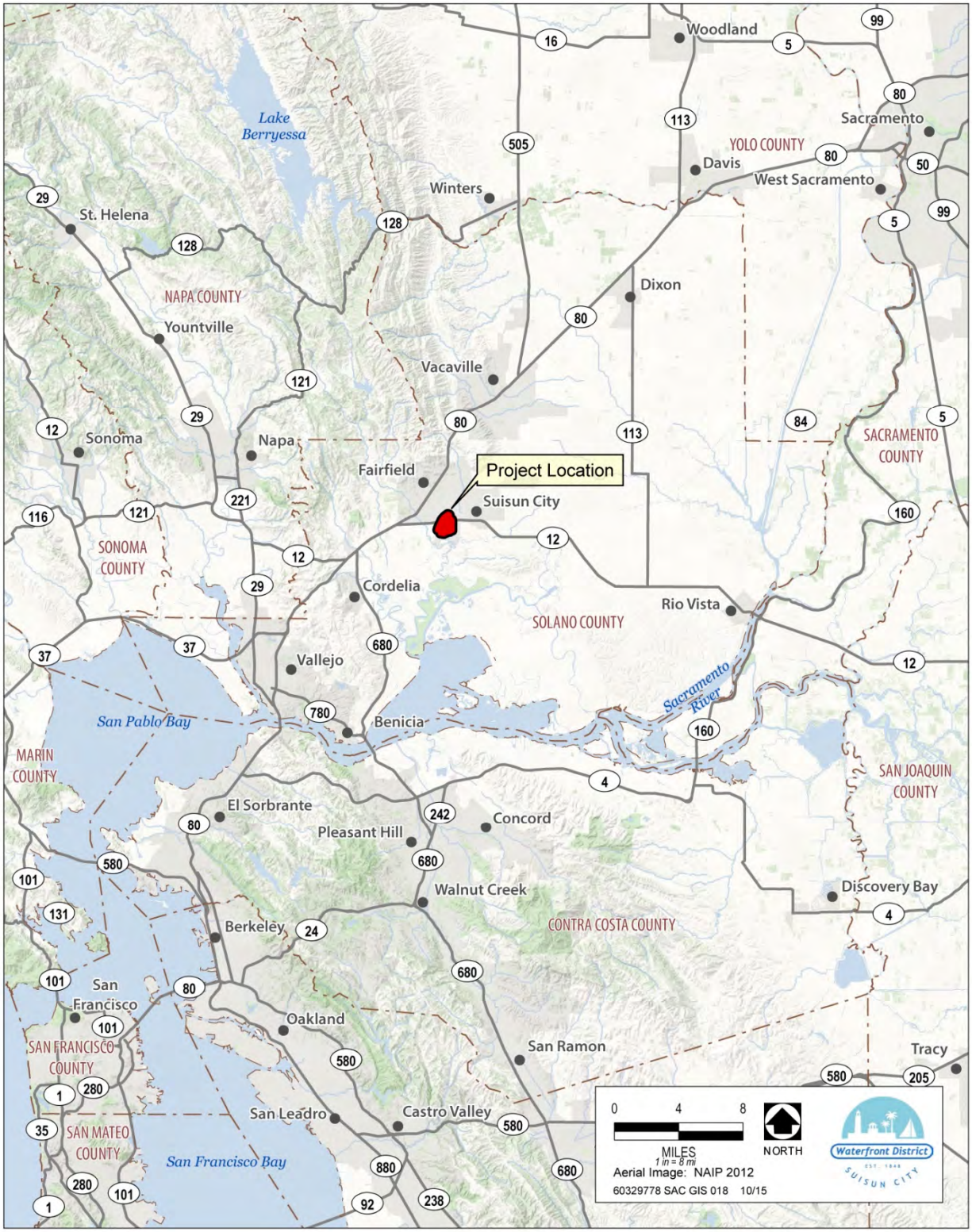
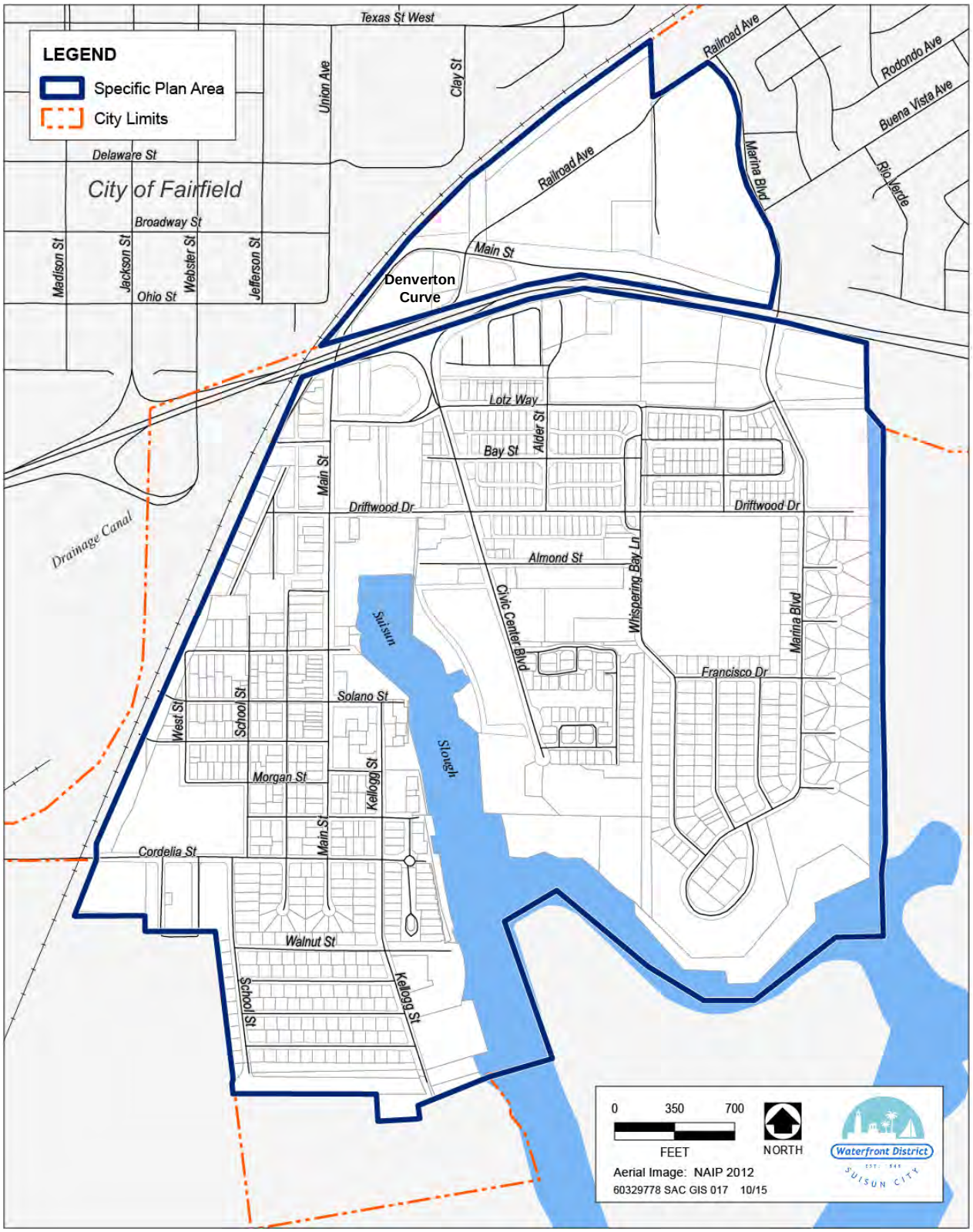


Figure 1-2: Specific Plan Area



Source: Metropolitan Transportation Commission, AECOM, October 2015

1.3 Specific Plan Vision

This updated Specific Plan implements the General Plan's direction to:

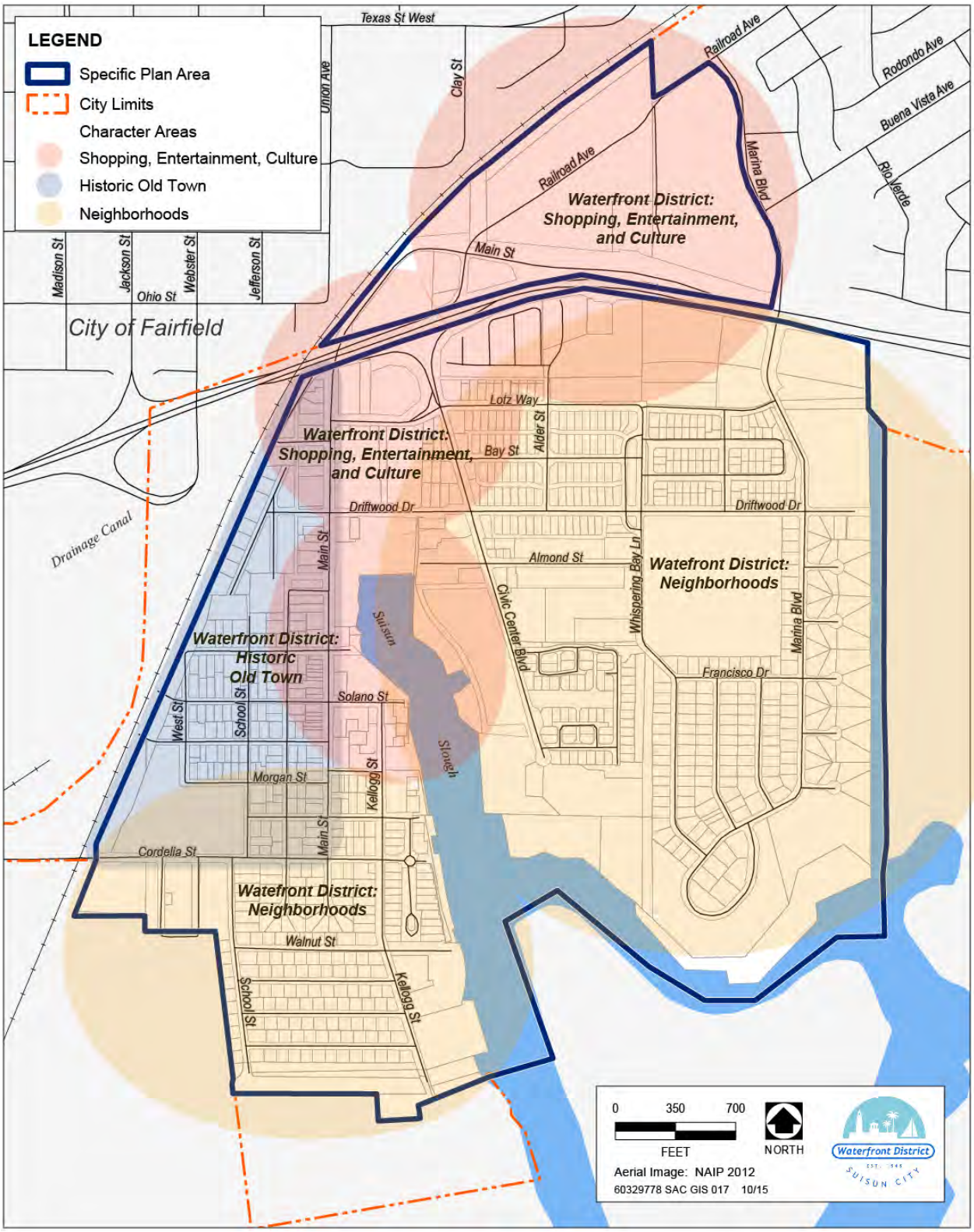
- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as the social and cultural heart of the community.
- Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.
- Foster transit-oriented development around the train station, including higher density housing and mixed-use development.
- Provide convenient linkages from the train station and other regional connectors to bring patrons to the downtown.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.
- Ensure safe and efficient walking, biking, driving, and parking in the downtown.

The Waterfront District is comprised of three principal parts or character areas (Figure 1.3), intended to function as their names imply, including the:

- "Shopping, Entertainment, and Culture" area, comprising the commercial, mixed-use, and civic portions of the Downtown Waterfront District on both sides of Highway 12 and the Suisun Channel;
- "Historic Old Town" area, adjacent to the railroad tracks and comprising the older historic residential, commercial businesses, and main street retail core of the Downtown Waterfront District; and
- "Neighborhoods," residential neighborhood areas with access and frontage to the waterfront on the eastern and southern portions of the District.

These character areas and the vision statements that follow in this section establish the overarching vision and plan concepts for the Downtown Waterfront District. The planned improvements, development standards, and design guidelines in this Specific Plan are intended to enhance the function of these character areas as the Planning Area develops.

Figure 1-3: Waterfront District Character Areas



Source: Suisun City, AECOM, March 2016

The WDSP is to be guided by the vision statements identified below in italicized text and followed by a description of the characteristics and key concepts for implementation of the WDSP. The vision and plan concepts are based in part on earlier iterations of the Specific Plan, but with updates to reflect new input from the community and City leaders, the current regulatory environment, and existing market conditions.

The Historic Downtown Waterfront District is…

1. *Suisun City's Historic Waterfront District is a unique waterfront community with a marina; an "Old Town," composed of a traditional Downtown commercial main street and historic residential neighborhoods; a marina supporting boating and waterfront recreational activities; a civic center area; and uniquely designed residential neighborhoods, including Whispering Bay and Victorian Harbor east of the marina, and Delta Cove and "Historic Old Town" west of the marina.*

   The WDSP Area draws on the area's unique mix of characteristics–a recreational waterfront, a historic main street, well-preserved residential historic architecture, established neighborhoods, direct highway access, regional commuter rail service, a rich natural environment, and a location that is in the path of regional growth.

A unique waterfront community with a marina;

2. *Suisun City's Historic Waterfront District is a pleasant place to live and, at the same time, a local and regional destination for dining, shopping, entertainment, hospitality, tourism, and recreation. Changes in the region around Suisun City have created the opportunity for Downtown to evolve and develop into a place that attracts new residents, jobs, businesses, diners, shoppers, and visitors.*

   Significantly increased residential development and employment growth along the Interstate 80 and State Highway 12 corridors have created a new market for dining, entertainment, specialty retail, and marine-related services. Employment growth in Fairfield, Vacaville, and Vallejo, along with high housing prices in Bay Area employment centers, have increased demand for housing in Solano County. Suisun City, which was once far away from employment opportunities, is now in the acceptable commute distance to the Bay Area and Sacramento. Intercity rail service along the Capitol Corridor enhances that position and will increase demand for housing near the Suisun City-Fairfield train station. The City's location on the San Francisco Bay Area Water Trail makes it a unique destination for visitors exploring the waterways of the San Francisco Bay by boat or sailcraft.

A local and regional destination for shopping, entertainment, hospitality, tourism, and recreation;

Suisun City's Historic Downtown Waterfront District is...

3. *The entire Waterfront District needs to market itself as a destination on the San Francisco Bay Area Water Trail and continue to focus on maximizing waterfront access on the Suisun Channel–its major and central feature and on improving visibility and public access to the train depot, another key asset for bringing guests in town to enjoy the amenities of Suisun City's Waterfront District.*

An amenity offering an urban waterfront on one side and in-town wetland habitat on the other.

The waterfront is an extraordinary amenity offering both an urban waterfront and an unusual in-town wetlands habitat. It creates daily activity along its edge; enriches the experience of the area with its seasonal and tidal changes, wildlife, open space, and vistas; and, serves as a theme for community activities and events. There are few towns in California with such an extensive and multifaceted waterfront. The landscape of the Waterfront District needs to celebrate and accentuate its relationship to the water's edge by emphasizing public access and all views along both sides of the Channel and Whispering Bay.

4. *The waterfront should maintain its extraordinary mix of natural wetlands and urban edge.*

On the Suisun Channel, a gateway to the open waterways and wetlands of the California Delta and San Francisco Bay and stop on the Bay Area Water Trail.

The Suisun Channel is the gateway to the large open waterways and wetlands of the California Delta and San Francisco Bay and a unique stop on the Bay Area Water Trail. The channel is unique in its mix of hard and soft edges, allowing for a unique blend of commercial and marine-related activities along one side of the Channel, and expansive wildlife habitats along the other side. Pedestrians walking along side the channel are able to experience a variety of different environments within close proximity of each other. These relationships need to be emphasized and enhanced. All areas of the waterfront need easy pedestrian access.

5. *The historic Suisun City train depot on the north end of Main Street should serve as a transit gateway into the Waterfront District.*

A transit gateway on the Amtrak rail corridor, providing intercity rail service to the cities of Fairfield and Suisun City.

The historic train depot serves as a multimodal transportation hub for intercity rail service and local and regional bus service. The station is at the northern terminus of Main Street, within the Waterfront District and is in close proximity to the Central County Bikeway (regional Class I bike trail), connecting the downtowns of Suisun City and Fairfield. While there are directional signs to the train depot, the station facility is otherwise easy to miss and within a modest structure tucked behind on-street parking, a landscaped plaza with tall trees, and Highway 12. Iconic signage, art, and streetscape/landscape enhancements should be added to emphasize the importance of this key destination and historic facility within the community.

6. *The circulation system should be enhanced to support safer and more convenient access between homes and destinations between the Waterfront District and Downtown Fairfield–emphasizing pedestrians, cyclists, transit users, and motorists.*

The existing street system has three dead-ends– Main Street, Civic Center Boulevard, and Marina Boulevard. Civic Center Boulevard and Marina Boulevard can be linked at their south ends to create a continuous circulation loop. Lotz Way will serve as a major west-east arterial that links Main Street, Civic Center Boulevard, and Marina Boulevard. Main Street can be linked to Civic Center Boulevard via Driftwood Drive, along a multi-use path connection and plaza.

New and improved roadway, bicycle, and pedestrian connections between Downtown Fairfield and the Downtown Waterfront District will help to expand the market for existing and future Suisun City businesses, supporting further commercial development in the Waterfront District.

Suisun City's Historic Downtown Waterfront District has...

Safe and convenient circulation and access by foot, bike, or transit; and connections to Downtown Fairfield.

7. *The Waterfront District needs a cohesive open space system that enhances the pedestrian experience and supports community access.*

Extended out from the waterfront should be a system of paths, tree-lined sidewalks, and promenades that clearly and visibly link to the visitor amenities (dining, lodging, and entertainment) in the Waterfront District and to the neighborhood parks and open spaces throughout the Planning Area. Streets should be designed to provide direct vistas and bike and pedestrian access to the Suisun Channel, Whispering Bay, and neighborhood parks, wherever possible.

A cohesive open space system of parks and open space, linked by paths, sidewalks, and promenades that extend out from the waterfront.

8. *Gateways to the Waterfront District, including from Highway 12, from the marina, and the train depot should be enhanced to ensure a positive visual first impression.*

The grade separation of Highway 12 through the Planning Area, existing building development, and underutilized land adjacent to the highway serve as barriers to visual access of the Waterfront District and its beautiful marina, historic Main Street, and train depot. Iconic signage, landscaped gateways, vertical monuments, wall art, and visually compatible infill development along both sides of the highway and rail tracks should mark the entrances to the Waterfront District. Similarly, vertical monuments, public art, and landscaping should be used to activate the entrances along the marina and boat launch areas. The property at the northwest corner of Highway 12 and Marina Boulevard should incorporate the water tank north of the highway, vertical landscape elements, and vertical architectural design details to demark the northern gateway entry to the Planning Area at Marina Boulevard and Main Street, traveling westbound on Highway 12. These features

A landscaped gateway, vertical monuments, and new development marking the entrance into Downtown from Highway 12.

Suisun City's Historic Downtown Waterfront District has...

should be designed to market and draw visitors into the Waterfront District.

Older commercial and residential structures along Main Street and adjacent neighborhoods that give the place its historic character.

9. *Development adjacent to the historic residential area should be compatible in scale and architectural themes.*

The historic commercial and residential structures along Main Street and the Old Town residential area help to establish the unique character of the Waterfront District. To preserve this legacy, architectural compatibility of new development, gateways, and green space are key themes addressed in the Design Guidelines of this Specific Plan.

10. *Where feasible and consistent with building codes, existing buildings should be re-purposed with more economically viable uses that contribute to the vibrancy of Where feasible and consistent with building codes, existing buildings should be re-purposed with more economically viable uses that contribute to the vibrancy of the Waterfront District.*

Many older structures in the Waterfront District have architectural elements that contribute to the historic character of the street or neighborhood area. Those elements and structures should be preserved, to the extent feasible, and are encouraged to be repurposed or renovated to contribute to the unique identity in the Waterfront District and Old Town.

1.4 Specific Plan Goals

The following goals were initiated in the 1983 Specific Plan, the 1991 and 1999 Plan Amendments, and updated in this Specific Plan.

1. *Strengthen the economic viability of the historic Old Town, waterfront, adjacent areas, and the city as a whole.*

   This is the primary goal of the Specific Plan. A variety of implementation techniques will be required to achieve this goal. Economic viability is achieved through the collective efforts of private sector investment, public planning, management, and ultimately by consumer demand. The waterfront is a unique resource and attraction in central Solano County and, along with the regional commuter service at the train depot, represents one of the best economic development assets in the City. The community must capitalize upon this critical opportunity by ensuring that development in the Waterfront District accommodates the highest possible level of residential, visitor, and commercial activity.

2. *Preserve and enhance the historic character of the area.*

   Preserving and enhancing the historic character of the Waterfront District is one of the central themes of the development policies of this Specific Plan. Achieving this goal requires that the water-related early California heritage of Downtown and the residential areas west of Main Street be used to attract investments and consumers to the area.

   Areas of historic significance have a natural attraction to people. Reviving the original design and/or character of older buildings and historic sites is an essential supplement to the waterfront for attracting consumers from the surrounding area. New development or renovations in Old Town should anticipate and support incremental changes in Downtown, while not losing sight of the features that contribute to its historic character and identity, as addressed in more detail in Chapter 6, “Design Guidelines” of this Specific Plan.

3. *Facilitate appropriate water-oriented and economic uses of the Suisun Channel and adjacent land areas.*

   In addition to its historic character, Suisun City's other major natural asset is the Channel and the access it provides to San Francisco Bay and Delta waterways, especially as a designated destination on the San Francisco Bay Area Water Trail. Suisun City was founded because these waterways provided a means of transportation from agricultural production to consumer markets in San Francisco. The waterways continue as a significant recreational and commercial resource. In order to facilitate the use of this resource, marina and shoreline improvements, as well as convenient public access, must be provided

and maintained. Permanent dredge disposal sites must be maintained, and managed to ensure the continued viability of the waterfront.

4. *Protect and enhance natural open space and recreational amenities of the Suisun Channel and adjoining areas.*

   The Suisun Channel and adjoining marsh areas are environmentally sensitive. Development adjacent to these areas must recognize this sensitivity and designed and located in a way that does not degrade this valuable resource. Preserving the environmental integrity of the Channel and marshes will not only enhance wildlife habitat, but will also contribute to the attractiveness of the area for human habitation and economic use.

5. *Foster participation between the public and private sector in carrying out a program of revitalization for the Planning Area.*

   Revitalization and economic development will not occur by the efforts of either the public or private sector acting alone. The private sector relies on the coordination and assistance of government to ensure that investment in individual projects makes economic sense in areas where development costs are too great to bear without such assistance. Otherwise, reinvestment will never take place. The public sector relies on private investment to provide the economic activity necessary to carry out its overall plan of improvement.

1.5 Specific Plan Organization

This WDSP is organized into seven chapters and two appendices, as summarized below.

- Chapter 1, “Introduction”
- Chapter 2, “Existing Uses + Policies”
- Chapter 3, “Land Use Regulations”
- Chapter 4, “Traffic + Circulation”
- Chapter 5, “Open Space + Public Facilities and Services”
- Chapter 6, “Development Standards + Design Guidelines”
- Chapter 7, “Specific Plan Administration”
- Appendix A, “Architectural Review, Demolition + Renewal Procedures in the Historic Residential and Historic Limited Commercial Zones”
- Appendix B, “Previous Downtown Suisun Development Plan Figures”

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CHAPTER 2 | EXISTING USES + REGULATING PLANS

2.1 Existing Uses

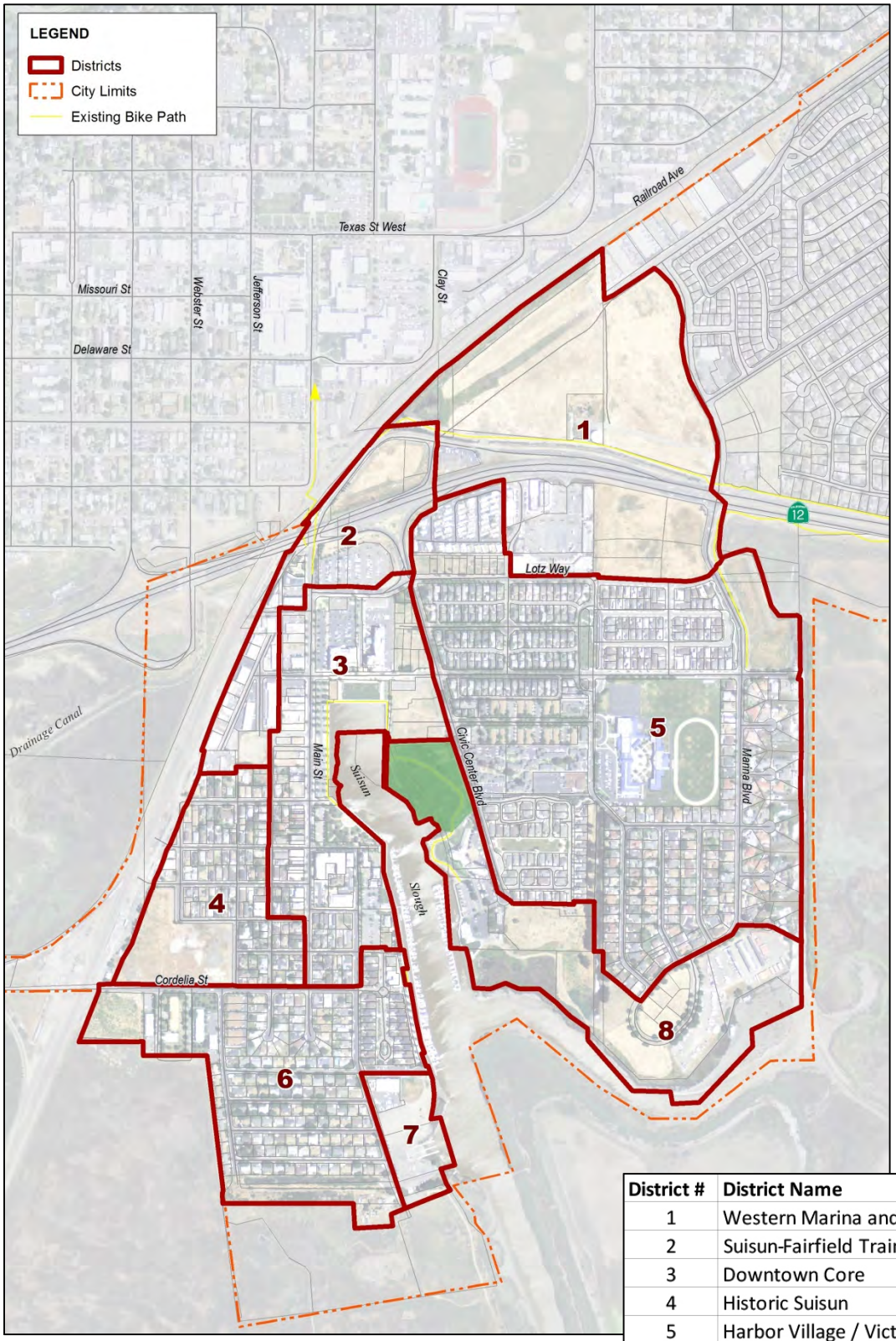
The City of Suisun City is bisected by State Highway 12 (SR 12). It consists primarily of residential areas and neighborhood-oriented services north of the highway, and the more historic "Old Town" and waterfront mixed-use areas and marsh land in the southern and western portions of the City. The Waterfront District Specific Plan (WDSP) Area (Planning Area) is centered on the City's historic Downtown waterfront and Old Town areas, located at the head of the Suisun Channel (Figure 2-1). The Planning Area is a mixed-use community, comprised of a mix of retail and services along Main Street; the City's civic center; marina and water-oriented recreation along the Suisun Channel; industrial uses and the Suisun-Fairfield Train Depot along the Union Pacific railroad tracks; a historic residential core west of Main Street and newer traditionally designed residential neighborhoods along the waterfront and east of the channel. The Suisun Slough and marsh area borders the Planning Area to the south and provides access to the natural and scenic resources and recreational activities along the waterways of the Delta and San Francisco Bay. The Planning Area also includes a neighborhood shopping center, a mobile home park, and the vacant, commercially zoned properties north of Highway 12.

SR 12 is a highway providing access into the Planning Area from an off-ramp at Civic Center Boulevard from eastbound SR 12; an off-ramp at Main Street from westbound SR 12; and an at-grade intersection at Marina Boulevard. The main access point into the Planning Area from the southwest is from Cordelia Road. The Suisun-Fairfield Train Depot, recreational waterfront, and regional bike trails provide access to the Waterfront District from the city of Fairfield, the eastern and northern parts of Suisun City, and the broader region.

2.1.1 Planning Districts

Eight planning districts are identified for the Planning Area (Figure 2-1). Figure 2-2 shows a general depiction of existing uses in the Planning Area.

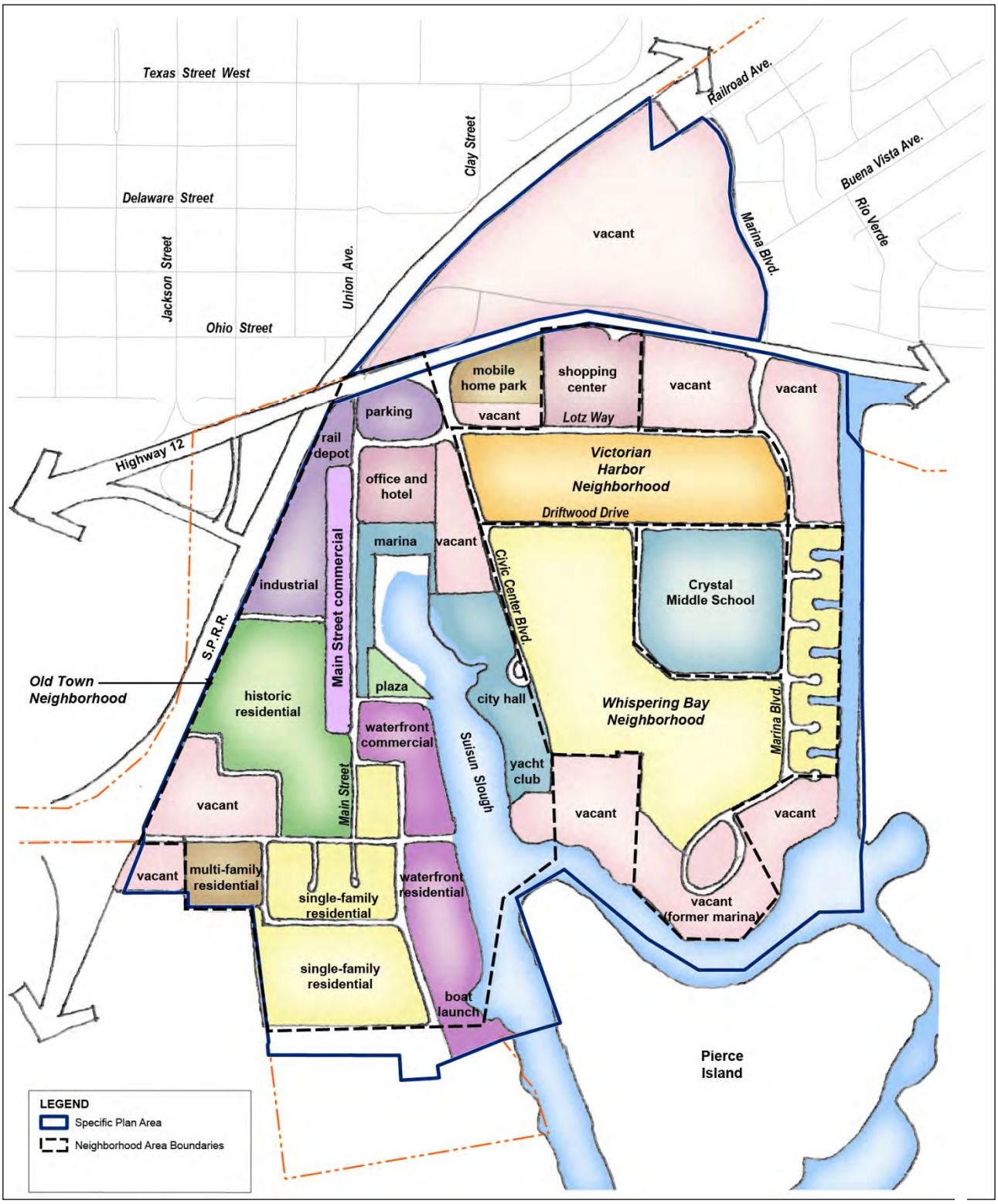
Figure 2-1: Planning Districts



District #	District Name
1	Western Marina and Highway 12
2	Suisun-Fairfield Train Station
3	Downtown Core
4	Historic Suisun
5	Harbor Village / Victorian Harbor Neighborhood
6	Cordelia Gateway
7	Southern Waterfront
8	Civic Center / Whispering Bay Waterfront

Source: AECOM 2015

Figure 2-2: Existing Land Uses



Source: AECOM 2015

District 1, Western Marina Boulevard and Highway 12

District 1 encompasses several large vacant or underutilized parcels along both sides of SR 12, zoned for commercial development. North of SR 12 is a vacant 30-acre property, bound by the railroad tracks on the west and Marina Boulevard on the east. Uses south of SR 12, north of Lotz Way include a small shopping center and vacant commercial parcel between the shopping center and Marina Boulevard.

District 2, Suisun-Fairfield Train Depot

District 2, the "Suisun-Fairfield Train Depot" district, is anchored by the historic Southern Pacific Company railway depot, located at the northernmost point of Main Street, where the SR 12 overpass crosses the Southern Pacific Railway. Across the street and east of Main Street is a Caltrans owned park-and-ride facility for the depot on Lotz Way. District 2 also includes an undeveloped parcel north of SR 12, along Main Street (commonly referred to as "Denverton Curve"); and the industrial properties along Benton Court, west of Main Street, as shown in Figure 2-2.

Districts 1 and 2, Existing Site Context

District 3, Downtown Commercial Core

District 3, the "Downtown Commercial Core" consists of the properties immediately surrounding the Suisun Channel, including the marina area; Main Street and Harbor Plaza to the west; One Harbor Center to the north; and the Civic Center area to the east. Main Street, from SR 12 south to Morgan Street, serves as the spine and focal point for the Downtown Commercial Core. Paralleling the Suisun Channel, Main Street provides a reflection back to the historic past when Suisun City was a major shipping port. Along this street are one- and two-story commercial buildings, many of which have both historic and architectural value.

At the north end of the Suisun Channel is the site of the former Sheldon Oil facilities, which has been redeveloped with an informal open space green and plaza areas, referred to as Sheldon Plaza. Between Main and Kellogg Streets and the Suisun Channel, is a mix of commercial and light industrial uses, some related to the marina uses along the waterfront.

District 3 Existing Site Context

District 4, Historic Suisun

District 4, "Historic Suisun," west of the Main Street commercial area, consists of the Old Town historic residential neighborhoods and a vacant property previously occupied by the old Crystal Elementary School.

District 4 Existing Site Context

District 5, Harbor Village/Victorian Harbor Neighborhood

District 5, the "Harbor Village/Victorian Harbor Neighborhood" is situated between Lotz Way, the Suisun Slough, Marina Boulevard, and Civic Center Boulevard. This neighborhood consists of single-family residences and multi-family apartment buildings, anchored by the Crystal Middle School. East of Marina Boulevard, north of Driftwood Drive is a vacant property adjoining Suisun Slough.

District 5 Existing Site Context

District 6, Cordelia Gateway Neighborhood

District 6, the "Cordelia Gateway Neighborhood," south of the Main Street commercial area, consists of multi-family apartment buildings; a vacant parcel along the railroad tracks; and large single-family lots bordering the marsh land south of the district.

District 7, South Waterfront District

District 7, the "South Waterfront District," at the southern edge of the Suisun Channel, at the corner of Walnut Street and Cordelia Street, is the location of the municipal boat launching facility and parking area.

Districts 6 and 7, Existing Site Context

District 8, Civic Center / Whispering Bay Waterfront

District 8, the "Civic Center / Whispering Bay Waterfront," includes the civic center area, anchored by City Hall, and the Whispering Bay waterfront, which wraps the southeastern edge of the Planning Area. This district is bordered by Marina Boulevard / Marina Circle and Civic Center Boulevard on the north. West of Civic Center Boulevard are the City's administrative offices, the Solano Yacht club, and open space and wetland areas.

This district also includes the former Whispering Bay marina, which was developed in the 1960s as a private marina, with docking facilities. Over the years, the docks and slips have deteriorated and have been removed. Siltation and lack of maintenance and dredging has made the facility nonfunctional; thus, making the area along Whispering Bay a key redevelopment and infill opportunity site.

Several undeveloped properties are located on the southern end of the Suisun Channel, near the terminus of Harbor Park Drive and Whispering Bay Lane. Development of these vacant properties and redevelopment of the former marina brings the potential to provide a circulation connection that joins Marina Boulevard to Civic Center Boulevard.

Across Suisun Slough from the Whispering Bay Neighborhood is Pierce Island, an undeveloped area currently designated as a dredge material disposal site and permanent open space. The island was formerly used for a series of oxidation ponds for sewage treatment.

District 8 Existing Site Context

2.2 Regulating Plans

2.2.1 Suisun City General Plan and Zoning Code

Development in Suisun City must comply with the Suisun City General Plan and Zoning Code. The General Plan specifies goals and policies that are designed to guide development and conservation in the City's Planning Area. The Specific Plan is required by State law to be consistent with the General Plan. The land use designation in the General Plan for the DWSP Area is "Downtown Waterfront Specific Plan" (Downtown Waterfront Specific Plan was the former name of the Specific Plan). The WDSP allows development consistent with the land use plan provided in Chapter 3.

The General Plan contains policies and goals relevant to the WDSP Area. Several elements of the General Plan have policies that form a framework for the Planning Area.

General Plan guiding principles that have the greatest general bearing on development in the Planning Area and with which the WDSP must be consistent include the following:

Community Character

1. *Suisun City will strive to enhance the City's authentic, local identity as a vibrant waterfront community.*

    - Focus higher-density development and mixed-use projects in areas adjacent to the train/intermodal depot.

Destination Tourism and Entertainment

2. *Suisun City will encourage the development of uses and protection of resources that attract visitors, enhancing the community as a tourism destination.*

    - Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.
    - Provide a variety of high-quality passive and active recreation and leisure activities.
    - Promote arts and culture in the community, including theaters, galleries, museums, music venues, and other activities.

Downtown

3. *Suisun City will continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.*

- Develop the Downtown as the social and cultural heart of the community.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Provide convenient linkages from the train depot and other regional connectors to bring patrons to the Downtown.
- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Foster transit-oriented development around the train/intermodal depot.

Neighborhood Vitality

4. *Suisun City will ensure that neighborhoods maintain their character and vitality.*

- Maintain complete, well-designed, and walkable neighborhoods, with places to gather, nearby services, and multimodal access to jobs, recreation, and other community and regional services.
- Create policies and programs to maintain the character and vitality of neighborhoods.

Quality of Community Life

5. *Suisun City will foster an inclusive, multigenerational community that is economically and ethnically diverse.*

- Encourage our community to live, work, and play locally, while supporting social and cultural activities, facilities and programs.
- Provide a full-spectrum of activities and services to meet the needs of the entire community, including youth and seniors.

Sustainability

6. *Suisun City will practice economically, fiscally, and environmentally responsible municipal decision-making to avoid shifting today's cost to future generations.*

- Use sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.
- Encourage a healthy living environment.
- Preserve and enhance natural resources and minimize negative environmental impacts.

Transportation

7. *Suisun City will provide choices for attractive, convenient transportation.*

   - Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
   - Provide transportation alternatives to the automobile, especially capitalizing on the location of the train depot.

2.2.2 San Francisco Bay Plan

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency created to protect the bay as a natural resource, to guide development, and enhance public access.

BCDC has adopted the *San Francisco Bay Plan*, which includes land use policies that apply to portions of the Planning Area and areas adjacent to the Planning Area. The Bay Plan, which was initially adopted by the BCDC in 1968, signed into law by the California Legislature in1969, and last updated in 2012, encompasses the San Francisco, San Pablo, and Suisun Bays and the portions of the Sacramento-San Joaquin Delta as far east as Collinsville.

The objectives of the *San Francisco Bay Plan* are to protect the bay as a great natural resource for the benefit of present and future generations and to develop the bay and its shoreline to their highest potential with the minimum of Bay filling. According to the Bay Plan, filling may only be permitted for water-related purposes that provide substantial public benefits, ports, water-related industrial uses, airports, freeways, bridges, recreational opportunities, wildlife refuges, and public shoreline access. The Bay Plan also recognizes the value of fish and wildlife resources. Policies have been established to protect and maintain remaining marshes and mudflats, the remaining water volume and surface area of the Bay Region, and adequate fresh water inflow into the bay. The BCDC has regulatory authority over all uses and development within 100 feet landward of, and parallel to the shoreline of the San Francisco Bay.

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CHAPTER 3 | LAND USE REGULATIONS

This chapter identifies the planning district land use and site concepts and permitted and conditionally permitted uses within each of the residential, commercial, and public facilities/open space land use zones in the Waterfront District Specific Plan (WDSP) Area (Planning Area). Uses that are not listed, but consistent with the character and density and intensity of the land use zone, may be permitted through the Administrative Review process. This Chapter should be referenced in conjunction with Chapter 6, which describes the development standards and design guidelines governing development in the Planning Area, and Chapter 7, which describes the methods for the administering the Specific Plan, including the process for administrative review, conditional use, and temporary use permits.

3.1 Proposed Land Use Zones

Figure 3-1, "Land Use Map," identifies the proposed land use zones governing development within the Planning Area. These land use zones govern the use of property and shall replace and supersede all previous zoning designations for the Planning Area. Refer to Section 3.3 for a description of the proposed changes to existing uses within the Plan Area.

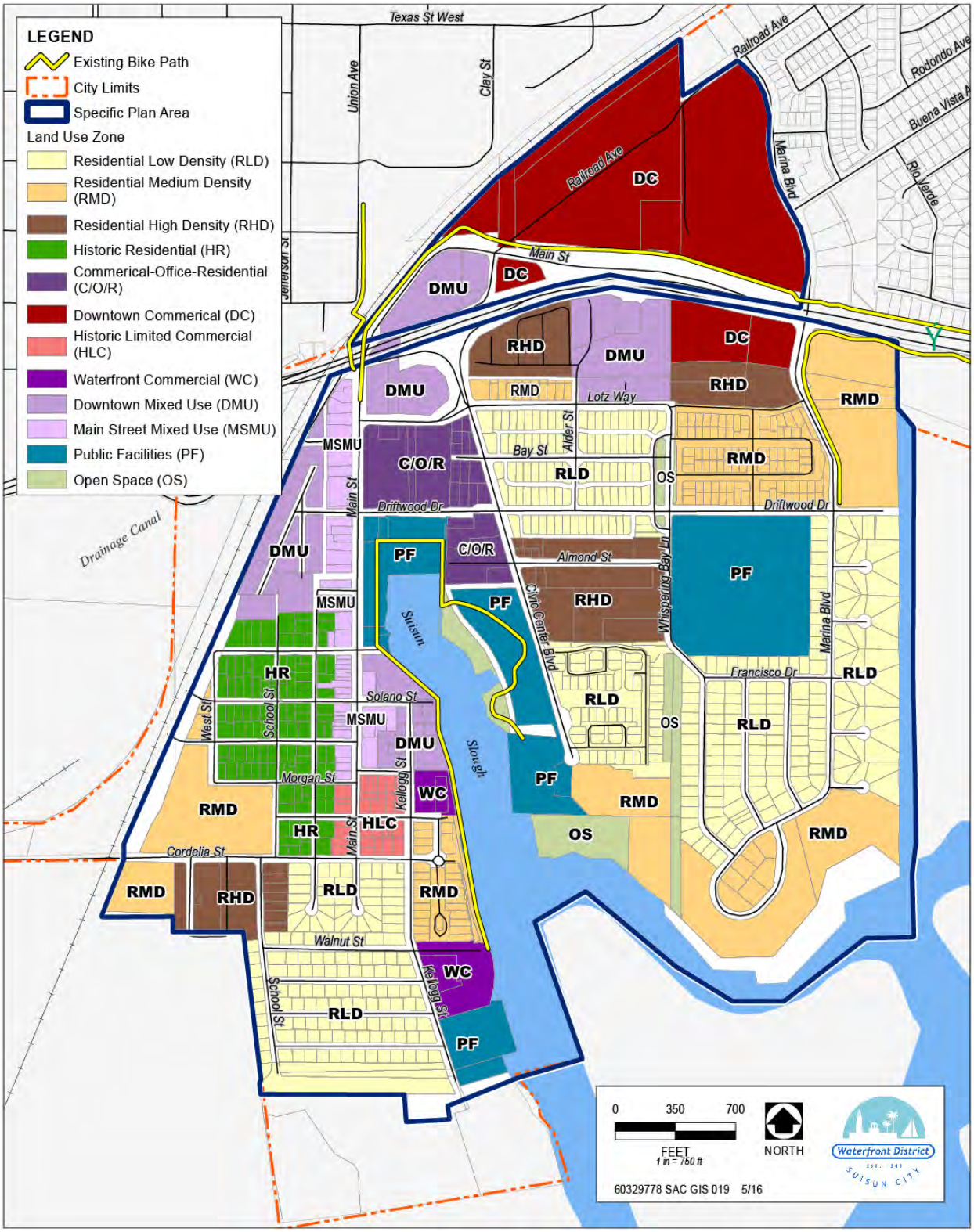
The City's Development Services Department, Planning Division is responsible for administration and interpretation of all such policies and regulations of the City's General Plan and other adopted planning documents, including this Specific Plan and the City's Zoning Code.

3.1.1 Residential Zones

Four residential land use zones are established:

- RLD – Residential Low Density
- RMD – Residential Medium Density
- RHD – Residential High Density
- HR – Historic Residential

Figure 3-1: Land Use Map



Source: AECOM 2015

The Specific Plan's RLD, RMD, and RHD zones implement the General Plan's policies governing low-, medium-, and high-density residential development, with densities that are consistent with existing development and the Downtown Waterfront Specific Plan land use designation (the previous name of the Specific Plan). The HR zone is intended to implement the General Plan's policies for the preservation of the historic character of the Old Town residential neighborhood. Existing development that was legal when established, but may not conform to some of the standards in Tables 3.1-3.4 that follow or other regulations of this Specific Plan shall continue to be permitted to exist in their current state, but shall be subject to the standards for nonconforming uses, addressed in Section 7.5 of this Specific Plan. Refer to Section 7.6.2 for the process for use permits, including conditions of approval and findings required to grant use permits.

A. Residential Low Density (RLD) Zone

This zone provides for single-family and other lower-density residential development types between eight (8) and twelve (12) dwelling units per net acre.

TABLE 3.1: RESIDENTIAL LOW DENSITY ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
▪ Single-family dwelling ▪ Duplex, triplex ▪ Townhomes ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (care for 6 or fewer persons) ▪ Small residential care homes (care for 6 or fewer persons) ▪ Park, playground	**Administrative Review:** ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (care for 7 or more persons) ▪ Large residential care homes (care for 7 or more persons) **Conditionally Permitted:** ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Mobile home park
▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above.	

B. Residential Medium Density (RMD) Zone

This zone provides for a wide variety of residential development of between 12.1-24 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.

This zone is also intended to allow and encourage some commercial uses along the waterfront, particularly on residential lots with waterfront access. Limited commercial uses on these lots allow for design or conversion of ground floor space for this purpose. A Conditional Use Permit, as addressed in Chapter 7, is required to ensure compatibility of commercial development with the surrounding residential neighborhoods.

The allowed uses in the RMD Zone are intended to be consistent with the Promenade at Delta Cove project. In the case of any conflict between allowable uses in the RMD Zone and the Promenade at Delta Cove project, as addressed in Resolution 2003-57, the Promenade at Delta Cove Design Guidelines shall prevail.

TABLE 3.2: RESIDENTIAL MEDIUM DENSITY ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
▪ Single-family dwelling ▪ Duplex, triplex ▪ Multi-family dwellings (i.e., townhomes, apartments, condominiums) ▪ Secondary dwelling units or guest houses ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground	**Administrative Review:** ▪ Bed and breakfast inn ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) **Conditionally Permitted:** ▪ Commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park
▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above.	

C. Residential High Density (RHD) Zone

This zone provides for a wide variety of multi-family residential development types between 24.1-54 dwelling units per net acre. This zone is also intended to support high-density infill development in appropriate locations throughout the Planning Area, particularly near the Suisun-Fairfield Train Depot.

This zone also allows and encourages some commercial uses to allow for design or conversion of ground floor space for this purpose. A Conditional Use Permit, as addressed in Chapter 7, is required to ensure compatibility of commercial development with surrounding areas.

TABLE 3.3: RESIDENTIAL HIGH DENSITY ZONE ALLOWED USES	
Permitted Uses	**Administrative Review and Conditionally Permitted Uses**
▪ Single-family attached dwellings ▪ Duplex, triplex ▪ Multi-family dwellings (i.e., townhomes, apartments, condominiums) ▪ Live-work units ▪ Rooming and boarding houses ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground	**Administrative Review:** ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) **Conditionally Permitted:** ▪ Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park
▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above.	

D. Historic Residential (HR) Zone

This zone, along with Main Street, and the waterfront, comprise the first area of settlement, which contributed significantly to the culture and development of the City. The HR zone contains a number of historic structures, which are a highly valued part of the City's heritage. The Solano County Landmarks Commission has, through the publication: "Our Lasting Heritage," documented the historical and architectural value of a number of properties in the HR area. Some of these are good examples of earlier architectural styles and exemplify elements of outstanding attention to design, detail, materials, and/or craftsmanship.

The Cultural Resources chapter within Volume II, Technical Background Reports of the General Plan Update (adopted in May 2015) lists known cultural resources and contributing resources to the Suisun City Historic District, an area bounded by Sacramento Street to the north, West Street to the west, Cordelia Street to the South, and Kellogg and Main Streets to the east. This district is comprised of 95 contributing buildings, including residences, commercial, and social/religious buildings that have historically been associated with the Downtown Core of the City and retain their integrity.

The specific purpose and intent of the HR zone, as summarized by the following objectives, is to ensure that this area continues as a viable residential neighborhood and ensure the City's cultural heritage, as reflected in its historic structures, sites, and features, is not destroyed.

- Preserve and protect historic structures.
- Preserve and maintain the Historic Residential area embodied in the HR zone as a cohesive neighborhood unit.
- Enhance property values.
- Ensure that the community's cultural heritage, as reflected in the built environment, is not lost.
- Encourage redevelopment of vacant and incompatible structures to develop in accordance with the historic character of the zone.
- Provide for rehabilitation, additions, and modifications to existing structures in a manner that is sensitive to the historic qualities of these structures.

The HR zone applies to the existing Old Town residential neighborhood and is intended to accommodate a mix of single-family homes, duplexes, multi-family dwellings, and compatible non-residential uses that maintain the historic character of the area. This zone permits residential development of between six (6) to 18 dwelling units per net acre.

No mobilehome, as defined by the City Zoning Code, or camping unit, designed to be carried or towed by a motor vehicle, tent, mobile living unit, boat, trailer, or freight van shall be stored in any front or side yard adjacent to a public street within the HR zone longer than seven (7)

consecutive days without obtaining a Temporary Use Permit, as addressed in Chapter 7. Storage beyond the time allotted for a temporary use is prohibited. Manufactured homes must comply with the standards for manufactured homes in Chapter 18.50 of the City Zoning Code and with the design guidelines applicable to the HR zone, addressed in Chapter 6 of this Specific Plan.

Refer to Chapter 6 for development standards and Appendix A for special architectural review, demolition, and renewal procedures that apply to the HR zone.

TABLE 3.4: HISTORIC RESIDENTIAL ZONE ALLOWED USES	
Permitted Uses	**Administrative Review and Conditionally Permitted Uses**
▪ Single-family dwellings ▪ Duplex, triplex ▪ Multi-family dwellings (i.e., townhomes, apartments, condominiums) ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground	**Administrative Review:** ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Lodges, fraternal organizations **Conditionally Permitted:** ▪ Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park
▪ Any other neighborhood-oriented uses that are similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	

3.1.2 Commercial Zones

Six commercial land use zones are established:

- MSMU – Main Street Mixed-Use
- C/O/R – Commercial/Office/Residential
- HLC – Historic Limited Commercial
- DMU – Downtown Mixed-Use
- DC – Downtown Commercial
- WC – Waterfront Commercial

A. Main Street Mixed-Use (MSMU) Zone

This zone is primarily devoted to preserving and enhancing the mix of retail, entertainment, and destination uses in the Downtown Core. This Specific Plan is intended to encourage the historic mix of uses, which typically consisted of a retail or personal service business in the ground floor storefront facing Main Street, with small commercial, professional offices or residential uses on the upper floor(s) and behind the Main Street frontage use. Main Street retailers have traditionally sold a combination of convenience items and services for everyday needs (e.g., butcher, baker, shoe shop) and specialty items, such as clothing, jewelry, gifts and antiques. Restaurants, cafes, and similar eating and entertainment establishments were also commonplace. Large bulk retail businesses, such as furniture sales, automotive, or wholesale uses were generally found only on the fringes of the Downtown, if at all. Permitted and conditionally permitted uses within this zone are identified in Table 3.5.

Businesses and buildings on Main Street are encouraged to face or orient toward Main Street. Buildings on adjacent streets within the Downtown Core should orient to Harbor Plaza and/or the marina.

TABLE 3.5: MAIN STREET MIXED USE ZONE ALLOWED USES

Permitted Uses [1]	Administrative Review and Conditionally Permitted Uses
▪ Art, modeling, music, and/or dance studio (U) ▪ Artist studios; art supply stores ▪ Bed and breakfast inn ▪ Business services (U) ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Finance, insurance, and real estate offices ▪ General merchandise and hardware store ▪ Movie theater ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices (U) ▪ Residential dwellings[2] ▪ Specialty retail shops[3]	**Administrative Review:** ▪ Food and grocery stores, convenience market ▪ Medical health care facility ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) **Conditionally Permitted:** ▪ Commercial amusement or entertainment ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Reupholstery and furniture repair; antique refinishing
▪ Any other retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	

TABLE 3.5: MAIN STREET MIXED USE ZONE ALLOWED USES
Notes: 1. Where a "U" is denoted next to a particular use, that use is also permitted on the upper floor(s) of a building. 2. Permits the same type of residential dwellings as the RHD zone. 3. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally.

B. Commercial/Office/Residential (C/O/R) Zone

The C/O/R zone is envisioned to be developed with a mix of uses, including business/professional offices, retail commercial, dining, and entertainment uses. Offices and a hotel have already been established in this zone. Residential uses are also permitted to be developed as a "stand alone" development or as an integrated part of a commercial/office development (e.g., on upper floors over ground floor commercial uses). Because of the unique character of the site and its strategic location, any proposed uses and development for all or any portion of the site must be approved through the Planned Unit Development process, as described in Chapter 7 of this Specific Plan.

Generally, permitted and conditional uses allowed in this zone are the same as those specified in the MSMU zone, described above. Specific uses, location, layout and character of development shall be established by approval of a Planned Unit Development permit by the Planning Commission and City Council.

C. Historic Limited Commercial Zone

This zone applies to the area south of Harbor Plaza facing Main Street and east to Kellogg Street. This area is currently predominantly residential but is expected to gradually convert to commercial and/or office uses, which are compatible with residential uses. Because most of the structures are historic and still occupied by residential uses, any commercial conversions of these structures should preserve the significant historical characteristics of the buildings and avoid adverse impacts to the nearby residences. Therefore, office and commercial uses should be low intensity in nature and occur as conversions, rather than replacement of structures.

Generally, residential and public uses are permitted and commercial/office uses are listed as Conditional Uses. Commercial uses for which a valid City business license has been issued, which are existing at the time of adoption of this document are considered to be conforming uses and do not require a Conditional Use Permit to continue.

TABLE 3.6: HISTORIC LIMITED COMMERCIAL ZONE ALLOWED USES	
Permitted Uses	**Administrative Review and Conditionally Permitted Uses**
▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple family dwellings[1] ▪ Nursing home, rest home, convalescent home ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground	**Administrative Review:** ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Neighborhood service use ▪ Optical shop or optometrist ▪ Personal and business services ▪ Professional or medical offices **Conditionally Permitted:** ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Reupholstery, furniture repair; antique refinishing
▪ Any other neighborhood-oriented commercial retail, service, or public/quasi-public uses that is similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	
Notes: 1. Permits the same type of residential dwellings as the RHD zone.	

Refer also to the performance standards in Chapter 7 for use permit approval requirements in the HLC zone.

D. Downtown Mixed-Use (DMU) Zone

This DMU zone is proposed as a new commercial mixed-use zone, intended to replace the General Commercial and Commercial Service zone designations that are proposed to be phased out in both the General Plan Update, adopted in 2015 and the Zoning Code Update, planned for adoption in 2016. This zone allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development. Allowed uses permitted within the DMU zone are indicated in Table 3.7.

TABLE 3.7: DOWNTOWN MIXED-USE ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
▪ Antique shop ▪ Art, modeling, music, and/or dance studio ▪ Artist studios; art supply stores ▪ Bed and breakfast inn ▪ Business services ▪ Clothing and costume stores ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Finance, insurance, and real estate offices ▪ Food and grocery stores, convenience market ▪ General merchandise and hardware store ▪ Medical health care facility ▪ Theater (i.e., motion picture or live) ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops[1]	**Administrative Review:** ▪ Bed and breakfast inn ▪ Residential dwellings[2] ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) **Conditionally Permitted:** ▪ Commercial amusement or entertainment ▪ Commercial retail or services greater than 40,000 square feet ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Hospital ▪ Reupholstery and furniture repair; antique refinishing
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	

Notes:

1. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally.
2. Permits the same type of residential dwellings permitted in the RHD zone.

E. Downtown Commercial (DC) Zone

This DC zone is proposed as a new commercial zone to replace the General Commercial and Commercial Service zone designations that are proposed to be phased out in the 2035 General Plan and future Zoning Code update. This zone is intended to accommodate primarily retail and commercial services, but also allows complementary office, civic, and recreational uses. Allowed uses permitted within the DC zone are shown in Table 3.8.

TABLE 3.8: DOWNTOWN COMMERCIAL ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
▪ Art, modeling, music, and/or dance studio ▪ Auto parts, sales, without repair ▪ Business services ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Drive-through facilities ▪ Dry cleaning, laundry ▪ Eating and drinking places ▪ Educational services ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Food and grocery stores, convenience market ▪ Finance, insurance, and real estate offices ▪ General retail and merchandise stores ▪ Medical health care facility ▪ Optical shop or optometrist ▪ Large retail stores ▪ Lodge, fraternal organization or club ▪ Parks and open space ▪ Personal services ▪ Professional or medical offices ▪ Theater (i.e., motion picture or live)	**Administrative Review:** ▪ Bed and breakfast inn ▪ Commercial amusement or entertainment ▪ Hospital ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) **Conditionally Permitted:** ▪ Automotive service and repair ▪ Manufacturing uses greater than 5,000 square feet ▪ Research and development and laboratory facilities ▪ Wholesale or warehouse facilities, as an incidental use ▪ Corporation yard, as an incidental use
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	

F. Waterfront Commercial (WC) Zone

This WC zone is located behind or to the east of Harbor Plaza, adjacent to the waterfront and marina. This zone also exists south of the RM zone and north of the City boat launch. Because of its proximity to both the marina and Main Street, this area is expected to accommodate elements of both Main Street retail and related uses, as well as uses which are needed to serve the marina and boat owners or are required by their nature to be located adjacent to the Waterfront.

TABLE 3.9: WATERFRONT COMMERCIAL ZONE ALLOWED USES	
Permitted Uses	**Administrative Review and Conditionally Permitted Uses**
▪ Uses as permitted within the Main Street Mixed-Use zone ▪ Boat equipment sales, supplies, and marine products and accessories ▪ Boat and marine sales and services, where service is accessory to the sales operation ▪ Marina, public access, and related public facilities ▪ Sales of products for boating and water recreation activities ▪ Water-oriented commercial, entertainment, and similar uses that are connected to the water or related to water-related activities	**Administrative Review:** ▪ Uses as permitted within the Main Street Mixed-Use zone ▪ Boat storage **Conditionally Permitted:** ▪ Boat repair and service, not accessory to a sales operation ▪ Manufacture/assembly of boating products ▪ Gas sales for boat use only
▪ Any other retail, service, public/quasi-public uses similar in nature, function, and operations to the permitted and conditionally permitted uses listed above.	

3.1.3 Public Facilities/Open Space Zones

Public facilities and open space land use zones to be established include:

- PF – Public Facilities
- OS – Open Space

The allowed uses within each of these zones follow in Tables 3.10-3.11. Chapter 5 provides a more detailed description of the parks and open space concepts and facilities envisioned within the Planning Area.

A. Public Facilities (PF) Zone

The Land Use Map designates locations of existing and planned public facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The PF zone is intended to accommodate a variety of facilities, including but not limited to: parks, schools, civic facilities, parking, and trails provided for the recreation or service of the community.

TABLE 3.10: PUBLIC FACILITIES ZONE ALLOWED USES

Permitted Uses [1]	Administrative Review and Conditionally Permitted Uses
▪ Parks and common greens ▪ Recreational facilities ▪ Public and private marinas, including guest docks, boat launches, and related facilities ▪ Uses occurring on a floating vessel moored in the water within or adjacent to the marina (e.g., conference facilities, restaurant, nightclub or cabaret, and other entertainment uses) ▪ Social or recreational center, club, or lodge ▪ Parking and transportation facilities	**Administrative Review:** ▪ Any other uses which are similar in nature, function, or operation to permitted uses listed. **Conditionally Permitted:** ▪ Any other uses in which the Planning Division, Planning Commission, or City Council on appeal finds to be consistent with the intent of the zone, subject to certain conditions or restrictions.
▪ Any other public/quasi-public or recreational uses, similar in nature, function, and operations to the permitted uses listed above.	

B. Open Space (OS) Zone

The Land Use Map also designates the location for open space within the Planning Area. This district is intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades.

3.1.4 Special Use Regulations

Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted.

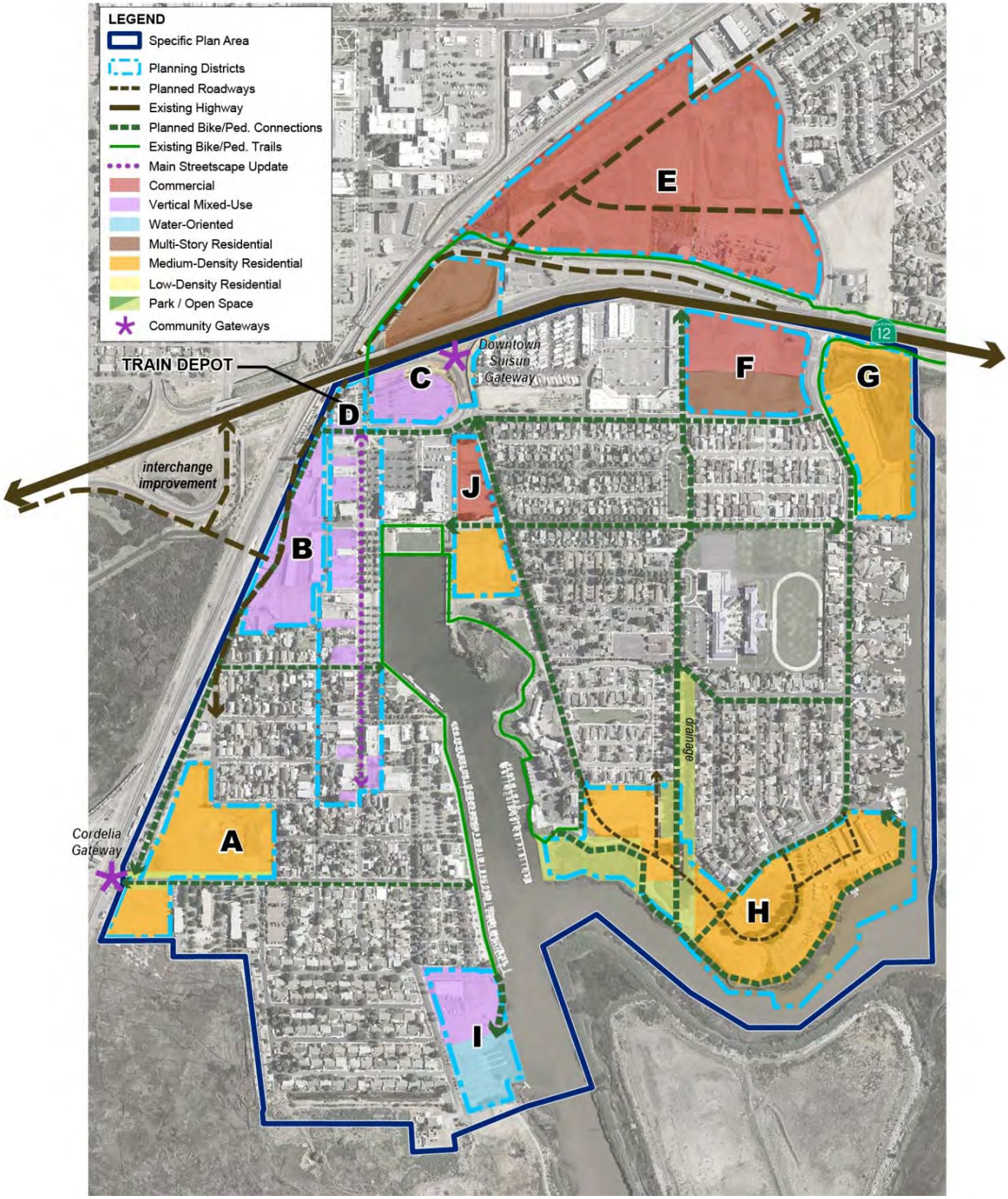
- Live-work development shall be permitted in accordance with the regulations in Chapter 18.52 of the City Zoning Code.
- Home occupations shall comply with the standards in Chapter 18.50 of the City Zoning Code, except the following activities may be exempt from these requirements, provided all other criteria for home occupations are met.
  - Newspaper clipping service;
  - In-home sales, provided no stock in trade is kept at the licensed address;
  - Mail order services where no stock in trade is kept on the premises;
  - Music lessons, tutoring, and similar activities, when only one student is present at any one time;
  - The workplace of an artist;
  - Janitorial services; and
  - Laundry and tailoring services.

Live-work example in the Delta Landing neighborhood

3.2 District and Opportunity Area Concepts

The Planning Area has been organized into eight distinct planning districts, as identified in Chapter 2, that serve as a framework for the proposed land use updates in this Plan. The land use and site development vision for each of these planning districts and the key opportunity areas within these districts are shown in Figure 3-2 and summarized in Table 3-11 that follows.

Figure 3-2 District and Opportunity Area Land Use Concept



Source: AECOM 2015

TABLE 3.11: Specific Plan District Features and Opportunity Areas	
Specific Plan District Features	**Opportunity Area Land Use Concept**
District 1: Western Marina Boulevard and Highway 12	
▪ Consists of: - Opportunity Area E, a 30-acre commercial property north of Highway 12 and west of Marina Boulevard; and - Opportunity Area F, currently occupied by an aging shopping center and several vacant parcels. ▪ Proposed extension and realignment of Railroad Avenue to align with the on-ramp to Highway 12 and new roadway network designed to connect with surrounding area roadways, including a potential connection across the railroads tracks to the City of Fairfield. ▪ New bicycle trail network to connect with the Central County Bikeway, traveling along the north side of Highway 12 (see Figure 3-1). ▪ New landscaped entry gateway features along Highway 12, advertising Downtown.	▪ Opportunity Area E is designated for Downtown Commercial uses and envisioned as a walkable, mixed-use, commercial and entertainment district. ▪ Opportunity Area F is designated for Downtown Commercial and High Density Residential uses, to permit a variety of neighborhood retail and service uses and high density multi-family housing development.
District 2: Suisun-Fairfield Train Station	
▪ Consists of: - Opportunity Area B, an industrial area adjacent to the railroad tracks; and - Opportunity Area C, which includes the historic train depot and park-and-ride surface parking lot south of Highway12 and the Denverton Curve property, north of Highway 12. ▪ Building reuse and industrial-themed design opportunities within Opportunity Area B. ▪ Proposed Highway 12 interchange improvements at the Webster and Jackson Street exit that includes a new roadway connection south of Highway 12 crossing the railroad tracks into the plan area and connecting with a new segment of Railroad Avenue that will parallel the railroad tracks.	▪ Opportunity Area B is designated for Downtown Mixed-Use development, allowing for a variety of commercial or service uses on the ground floor and housing or offices above. ▪ Opportunity Area Cis designated for Downtown Mixed-Use development, intended to support stand-alone high density residential uses that provide housing close to the train depot and to replace the park and ride lot with a parking structure and mixed-use development that may include a visitor information center, specialty retail shops, neighborhood services, and residential common space on the ground floor; while high density housing is provided above.

TABLE 3.11: Specific Plan District Features and Opportunity Areas	
Specific Plan District Features	**Opportunity Area Land Use Concept**
District 3: Downtown Core	
▪ Consists of: - Opportunity Area D, the properties along both sides of Main Street; and - Opportunity Area J, which includes the vacant properties to the east of the Suisun Channel and south of One Harbor Drive. ▪ Preservation and enhancement of the traditional Downtown and waterfront character ▪ Uses oriented to the waterfront, with pathways extending to and connecting to the adjacent waterfront trails/promenade	▪ Opportunity Area D is designated as Main Street Mixed-Use, west of Main Street and includes Public Facilities, Downtown Mixed-Use, and C/O/R uses east of Main Street. ▪ Main Street is envisioned for new infill development, façade improvements, and rehabilitation of historic structures, consistent with the traditional forms and character already present in the district; as well as, streetscape enhancements, including new planting areas, sidewalks, and pedestrian amenities along the west side of Main Street. ▪ Opportunity Area J is designated for C/O/R uses, such as a small hotel and additional new residential development, compatible in scale to residential uses east of Civic Center Boulevard and designed to orient to and take advantage of waterfront views.
District 4: Historic Suisun	
▪ Consists of the largely developed historic residential portion of Suisun City and the site of the former Crescent Elementary School. ▪ New development to preserve the historic resources, mix of architectural styles, residential scale, and distinct character of the Old Town neighborhood.	▪ Opportunity Area A is designated for medium residential housing that would be compatible with the scale and character of the surrounding historic residential neighborhood area.
District 5: Harbor Village / Victorian Harbor Neighborhood	
▪ Consists of the more recently established residential area, east of Civic Center Boulevard and a vacant opportunity site (Opportunity Area G) on the southeast corner of Lotz Way and Marina Boulevard. ▪ New development to be compatible with the traditional neighborhood forms and residential character established in the area and to connect with adjacent recreational trails.	▪ Opportunity Area G is designated for medium density residential housing, with opportunities for units to face onto Marina Boulevard and the waterfront, open space, and recreational trail connections available along the Suisun Slough.

TABLE 3.11: Specific Plan District Features and Opportunity Areas	
Specific Plan District Features	**Opportunity Area Land Use Concept**
District 6: Cordelia Gateway	
▪ Consists of the residential neighborhood area south of Cordelia Street and Opportunity Area A. ▪ Cordelia Street is a secondary gateway into Downtown Suisun.	▪ Opportunity Area A is designated for medium residential housing that would be compatible with the scale and character of the surrounding neighborhood area.
District 7: Southern Waterfront	
▪ Consists of the waterfront area, located at the existing City boat launch facility. ▪ Development concepts for this area were explored in the *Southern Waterfront Design Report*.	▪ Envisioned to continue to serve as a boat launch facility, enhanced with the addition of marine-related uses, boating activities, and recreational and entertainment uses that take advantage of the area's access to the water.
District 8: Civic Center / Whispering Bay Waterfront	
▪ Consists of the waterfront parcels on the southeast end of the Suisun Slough, which includes the Suisun City Civic Center, yacht club, preserved wetland and open space areas, and vacant parcels within Opportunity Area H. ▪ New linear open space and trails proposed along the Whispering Bay waterfront and along the western edge of the drainage channel, south of Whispering Bay Lane (to connect with and extend from the promenade/waterfront trails that currently terminate at the Civic Center and to other City designated bikeways).	▪ Opportunity Area H is designated for medium density residential development and open space that provides the opportunity for a waterfront residential community, with unique views and recreational access to the waterfront.

3.3 Proposed Land Use Changes

This Plan is intended to guide land use change; revisions to circulation, parks, open space, and public facilities; and include additional property compared to the 1999 Specific Plan. Previous plans for the Planning Area are provided in Appendix B, "Early Specific Plan Figures."

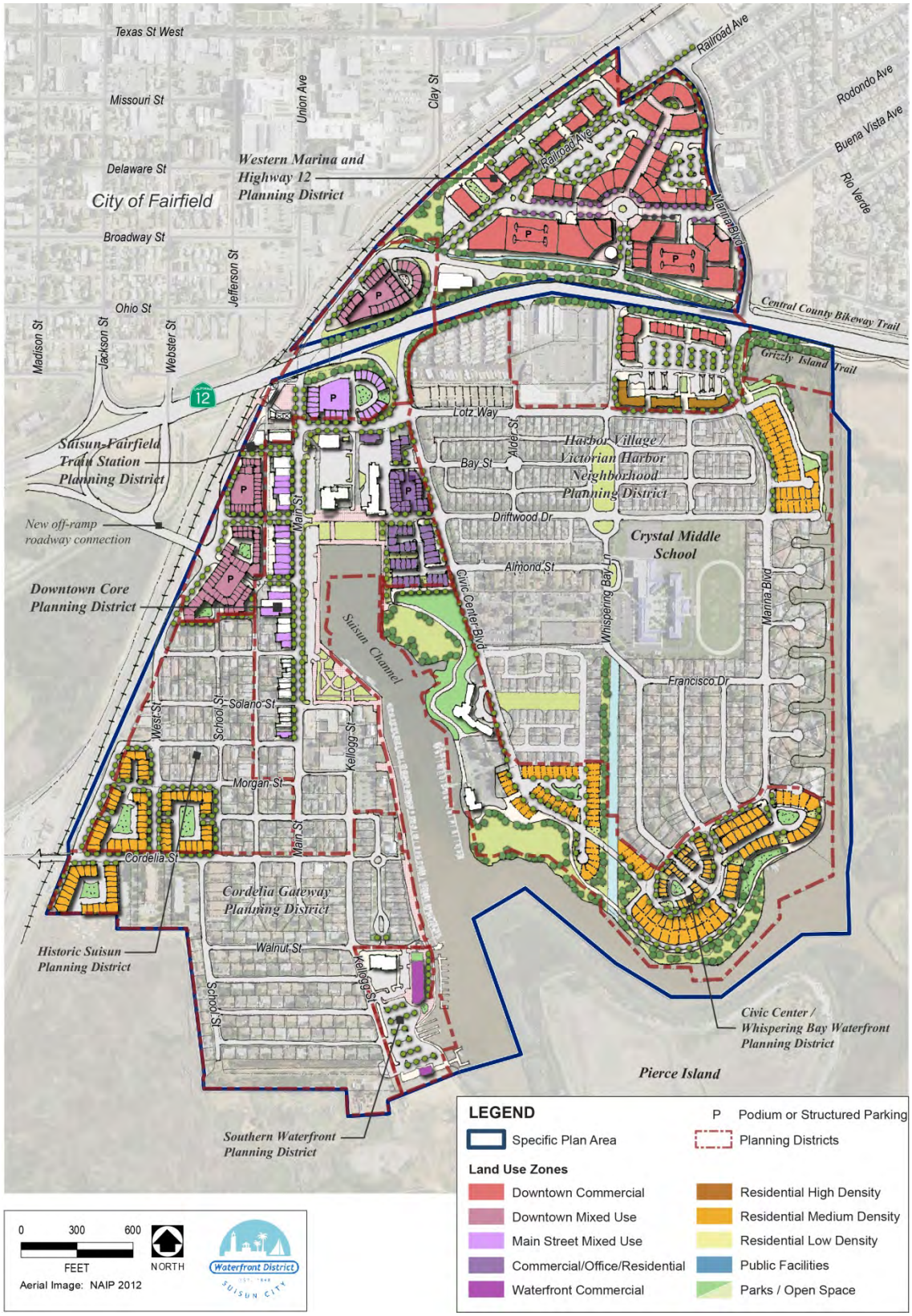
For most of the Planning Area, the City does not anticipate substantial land use change. During the process of providing this update, the City facilitated a focused discussion on land use and design within key "opportunity areas" that have the potential to accommodate new development (see Figure 3-3). Proposed land use and site development changes for each of the opportunity areas are summarized below.

1. ***Reconfiguration of the Marina Areas.*** The original 1983 Specific Plan called for approximately 400 boat slips in four marina areas: including on the west side of the channel, the northeastern corner at the head of the channel, the northeast side of Pierce Island, and at the eastern portion of the Whispering Bay area. The 1999 Specific Plan envisioned reconfiguration of the marina areas, with boat slips proposed adjacent to the Whispering Bay site (Site A on Figure B-2) and along the west and north sides of the main channel, where the land would be excavated and the channel dredged). The proposed marina on Pierce Island was never constructed and the marina along Whispering Bay has been removed. Currently, boat slips exist along the southwestern portion of the Suisun Channel.

2. ***Additional Sites Incorporated Into the Specific Plan Area.*** Two opportunity areas to be added to the Specific Plan are shown within Areas C and Areas E on Figure 3-2. Both properties – the "Denverton Curve" property and "30-acre" property – are located north of Highway 12 and are currently zoned General Commercial. The Denverton Curve property in Area C can accommodate housing opportunities, supporting ridership along the Capitol Corridor. Area E is envisioned to develop as a mixed-use area with easy access to and from Downtown Suisun City, as well as the city of Fairfield.

3. ***Whispering Bay.*** The 1983 Specific Plan designated Area H for medium-density housing and marina and marina services (Site A, Figure B-2). The 1999 Specific Plan Amendment proposed low-density residential uses, envisioned to be programmed with 48 single-family units to be placed on 6,400 square foot lots, with a waterfront street, marina slips, and parking. This Specific Plan Update envisions Area H for medium-density residential development, with homes fronting Whispering Bay, a new street connecting Marina Bay and Civic Center Boulevards and extension of the marina promenade/trail along the Whispering Bay waterfront.

Figure 3-3: Illustrative Site Concept Plan



4. **Expansion of the Boat Launch Facilities and Marine Related Services.** Area I (Site H on Figure B-2) was designated in the 1983 Specific Plan for marina industry, marina slips, and a park. The 1999 Specific Plan designates this area for 70 condominiums and public access to the waterfront, along with marina slips. The 1999 Specific Plan calls for this site to be used to expand the City's existing boat ramp.

   Existing land uses consist of both marine and non-marine related service and industrial operations with outdoor storage. The southern portions of the site include the marine sales/services building and two concrete boat launch ramps. This Specific Plan Update designates the northern portions of this site for Waterfront Commercial – allowing a wide range of water-related and water-oriented uses. The southern portion of the site, containing the boat ramps, is proposed to be designated Public Facilities – anticipating continued public water access and boating-related facilities.

5. ***Additional Housing.*** A variety of additional housing densities and types is supported throughout the Planning Area, including low-density, single-family residential homes in Area G; medium-density residential opportunities in Areas A and H and portions of Area J; and higher-density residential in Areas C and F. Additionally, upper story residential development is encouraged within the mixed-use, multi-story buildings along Main Street (Area D) and in Areas B and C, adjacent to the Downtown Commercial Core.

6. ***Refinements to the Placement of Proposed Land Uses at the Sheldon Oil Site.*** Area J (referenced as Site F in the1999 Specific Plan) was the location of an oil distribution and storage business known as the Sheldon Oil Company. The 1983 Specific Plan designated this area as Medium Density Residential, marina, water related commercial, specialty retail/office, and public access to the water. The 1999 Plan proposes approximately the same type of retail, commercial and residential uses, with additional marina slips (both public and private).

   Since the development of earlier plans, there has been substantial excavation and removal of the existing oil storage tanks, the previously existing one-story office building, and truck service facilities. The site is currently occupied by the 4-story hotel and a three-story Class A office building north of Driftwood Drive. A waterfront promenade and common green space is located between Driftwood Drive and the northern end of the Suisun Channel. The eastern portions of the site remain undeveloped and are proposed to be designated C/O/R, with the potential to be developed with commercial, office, retail, a hotel, and housing uses.

7. ***Intermodal Transportation Center.*** The area just south of where the railroad passes under Highway 12 (Site E in Appendix B-2) is the site of the historic train depot and several commercial buildings that date from the 1960s. The historic depot has been renovated as an intercity rail station for the Capitol Corridor intercity rail line. The site has been renovated to include an intermodal transportation center and related ticketing and waiting area, in both new and existing buildings. Transportation modes served by the station include intercity bus, local transit, and van/car pools. Existing land use designations and the proposed land use designation of the site as mixed-use accommodates both the public intermodal facility and related commercial uses.

8. ***Pierce Island.*** The northern portion of Pierce Island (Area J in Appendix B-2) was designated by the 1983 Specific Plan for the disposal of dredge material with eventual development as resort hotels, recreational facilities, marina and related commercial uses. A road to link the island with the mainland was proposed. The 1999 Specific Plan designates the island as a dredge material disposal site and open space. An area of 35 acres has been permitted by both federal and State authorities to serve as a disposal site for dredge material. 35 acres of the island has been turned into tidal wetlands and will remain as permanent Open Space. The remaining four acres consist of levees and an equipment staging area on the north end of the island. No additional changes from the 1999 Specific Plan are proposed for this site.

9. ***Expansion of the Old Town--Historic Residential and Commercial Area.*** As shown on Figure B-2, the 1983 Specific Plan Land Use Designations concentrated on the areas fronting on Main and Kellogg Streets. In Appendix B-2, commercial/retail spaces in these areas were proposed to be rehabilitated in keeping with the historic character of the area; however, the entire area of the existing Old Town residential and commercial district (Area K) was added to the Planning Area. A new bypass road from north of Driftwood Drive to Cordelia Road, parallel to the railroad tracks was proposed to improve circulation within the area. This Specific Plan Update proposes to focus on several major opportunity areas for change within the Old Town area, including Area A, the former Crescent Elementary School site; Area B mixed-use redevelopment of the industrial properties around Benton Court; and Area D, infill and redevelopment opportunities along Main Street. Other parts of the Old Town area have been developed or are more established and provide less opportunity for change.

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CHAPTER 4 | TRAFFIC + CIRCULATION

4.1 Vehicular Access

4.1.1 Regional Vehicular Access

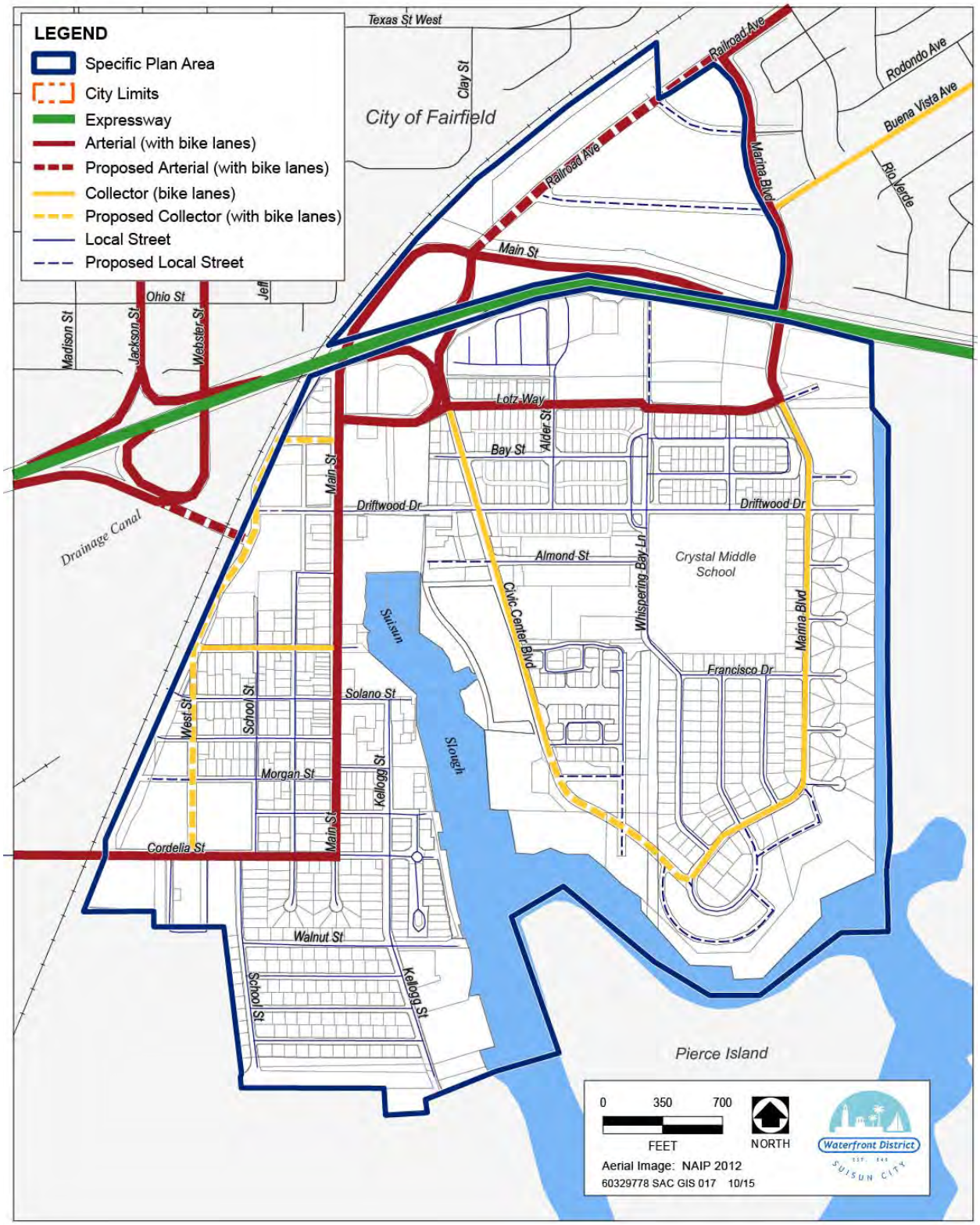
Regional access to the Waterfront District Specific Plan (WDSP) Area (Planning Area) is shown in Figure 4.l. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. In order to access the Planning Area, most drivers must get on State Route 12 (Highway 12) and use the Civic Center Boulevard exit if they are traveling eastbound or the Main Street exit if they are traveling westbound. As an alternative route, drivers can use the at-grade intersections at Pennsylvania Avenue to the west, entering Suisun City via Cordelia Street or at Marina Boulevard to the east.

- **State Route 12** is a four-lane highway east of Marina Boulevard. It runs east-west in the vicinity of Suisun City and connects to Interstate 80 about two miles to the west. Near Suisun City, it has two at-grade intersections, with Marina Boulevard and with Pennsylvania Avenue.
- **Cordelia Street** is two-lane rural arterial roadway that runs east-west from Interstate 80 to the west and to Main Street to the east. It is generally narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with parking lanes and sidewalks. Cordelia Street is designated by the Circulation Element of the General Plan as a four-lane arterial between Pennsylvania Avenue and Main Street.

4.1.2 Local Vehicular Access

Within and adjacent to the Planning Area, existing and planned new vehicular access roadways are shown in Figure 4.1, by their proposed classification as either a expressway, arterial, collector, or local street. Primary roadway segments in the Planning Area are briefly summarized in the bullets that follow.

Figure 4-1: Vehicular Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2015

- **Main Street** is a two-lane arterial that runs north-south through the historic commercial area. Commercial land uses and on-street parking line each side of the street. The northern terminus of Main Street links with the SR 12 westbound on- and off-ramps. To the south, it connects with Cordelia Street.
- **Civic Center Boulevard** is a two-lane divided collector street with a landscaped median that generally runs north-south from its interchange with SR 12 to a cul-de-sac just south of City Hall. Civic Center Boulevard is envisioned to be extended to the southeast within the context of new development and connected with Marina Boulevard.
- **Driftwood Drive** is a two-lane local collector roadway that currently serves as a main east-west street. It extends between Marina Boulevard and Civic Center Boulevard and between Main Street and Benton Court.
- **Lotz Way** is a two-lane, east-west arterial roadway that extends from Main Street to Marina Boulevard. West of Civic Center Boulevard, Lotz Way serves as an arterial link between Main Street and the SR 12 eastbound on and off-ramps. East of Civic Center Boulevard, Lotz Way operates as an arterial street to its present terminus at Marina Boulevard.
- **Marina Boulevard** is an arterial/collector roadway that runs from Railroad Avenue north of SR 12 to the marina neighborhoods adjacent to Suisun Slough. Marina Boulevard has an at-grade, signalized intersection with SR 12. It is four lanes wide north of SR12 and two lanes wide, with bike lanes, south of SR 12. On it southern end, Marina Boulevard is envisioned to connect with Civic Center Boulevard in the context of new development.
- **Railroad Avenue** is an arterial roadway that runs from Sunset Avenue and terminates just west of Marina Boulevard. It is a four-lane roadway with a median and bike lanes, east of Birchwood Court. West of this, Railroad Avenue is a wide, two-lane roadway, with bike lanes and on-street parking. West of the current terminus of Railroad Avenue, the roadway is planned to continue to the west as a future four-lane arterial roadway to connect with the extension of Main Street/Denverton Road.

4.1.3 Planned Vehicular Circulation Improvements

A new freeway off-ramp connection and new roadways are proposed to complete and enhance the vehicular circulation network in the WDSP Planning Area. Proposed circulation system improvements are indicated by dashed lines in Figure 4-1. Street sections for typical roadways in the Planning Area are provided in Figures 4-2 through 4-9.

- The California Department of Transportation (Caltrans) plans a new freeway off-ramp connection into the Old Town area from SR-12, at

the Webster Street exit. The freeway off-ramp, south of Highway 12, would be extended into the Planning Area to connect with a new collector roadway.

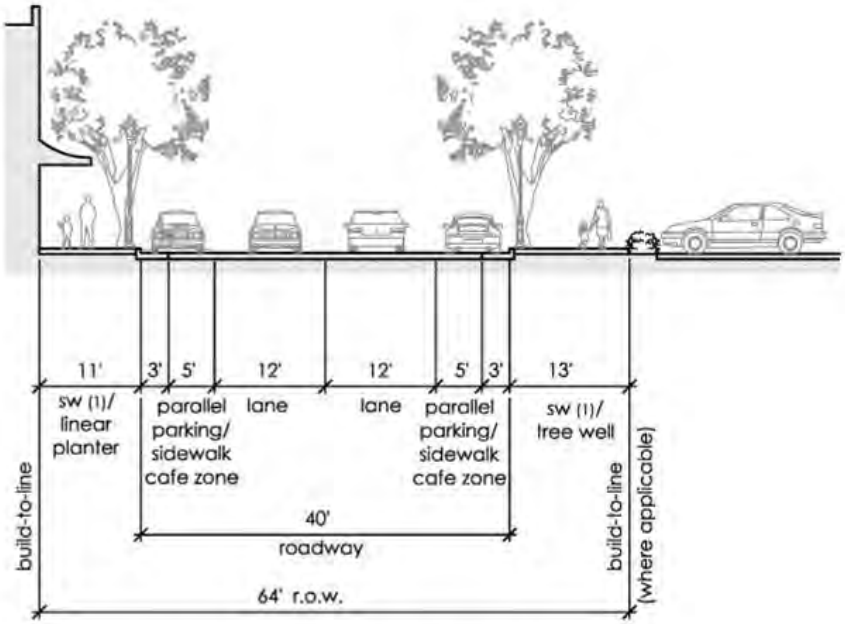
- A new collector is proposed to run parallel and to the east of the railroad line, between Spring Street and Cordelia Street (called "Old Town Bypass" in the 1999 Specific Plan).
- Streetscape improvements along Main Street, particularly to update the east side of Main Street (Figure 4-2).
- New roadways to serve the 30-acre commercial property, north of SR-12 to include:
  - Extension of Railroad Avenue, west of Marina Boulevard to the extension of Main Street/Denverton Road as a four-lane divided roadway with bike lanes (Figure 4-3).
  - Extension of Buena Vista Avenue as an east-west commercial main street, with an at-grade crossing of the railroad tracks, to connect with Clay Street in Fairfield (Figure 4-4).
- Improvements or enhancements to existing Downtown arterial and collector streets to support safe multimodal travel and access (Figures 4-5 and 4-6).
- A collector roadway to join and connect the southern termini of Civic Center and Marina Boulevards (Figure 4-7).
- New local neighborhood roadways and alleys to connect and serve new residential and mixed-uses development within opportunity sites in the Planning Area (Figure 4-8 and 4-9).

4.1.4 Roadway Design Standards

The City's Standard Specifications document provides construction specifications for public streets. Planned arterial, collector, and local streets, including Main Street, shall be governed by the Specific Plan standards and typical sections that follow in this chapter. Where a conflict arises, the Specific Plan standards will control. Exceptions to these standards may be granted by the Development Services Director, where a different solution may be needed due to property constraints or to enhance pedestrian, bicycle, or transit safety and connections.

Entry treatments walls, landscaping, and related streetscape or frontage improvements are further addressed in the development standards and design guidelines in Chapter 6.

Figure 4-2: Typical Main Street Section and Plan Detail



LEGEND

landscape	landscaping
lane	driving lane
bike	bike lane
o.c.	on center
r.o.w.	right-of-way
sw	sidewalk

Notes:

(1) Sidewalks fronting commercial developments shall maintain a min. 6-foot wide clearance for pedestrian traffic.

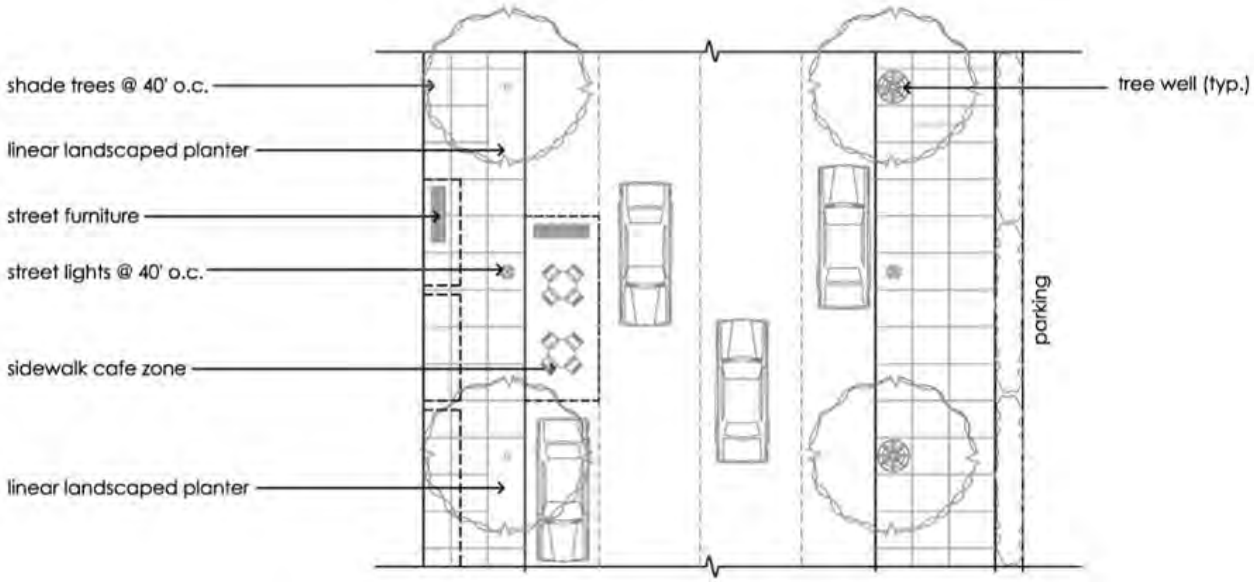


Figure 4-3: Arterial Street on 30-acre Property (Railroad Avenue)

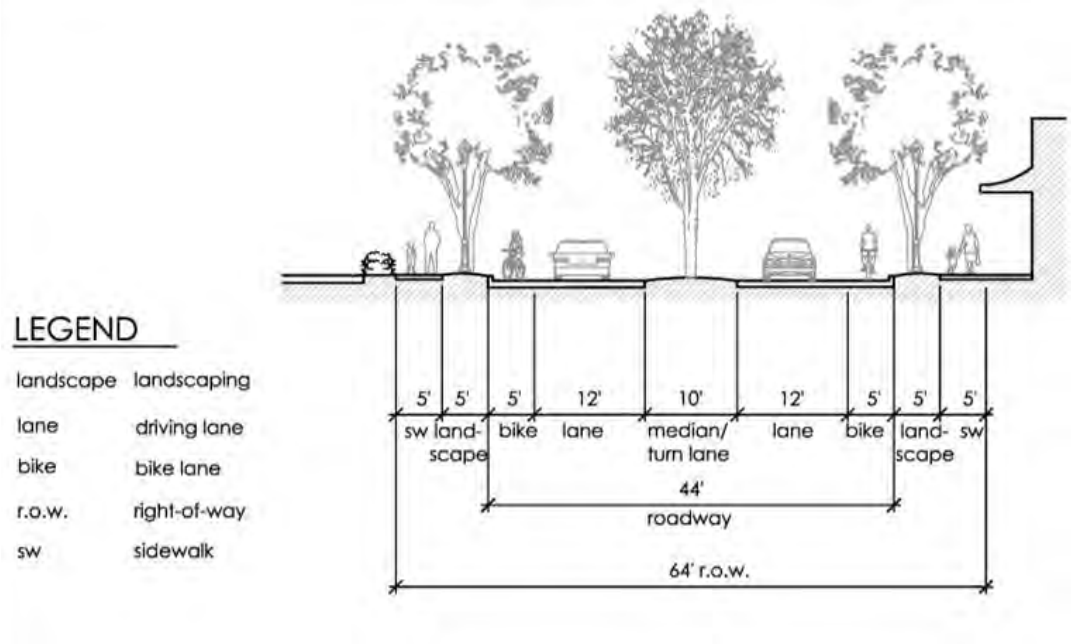


Figure 4-4: Collector Street on 30-acre Property (Buena Vista Avenue)

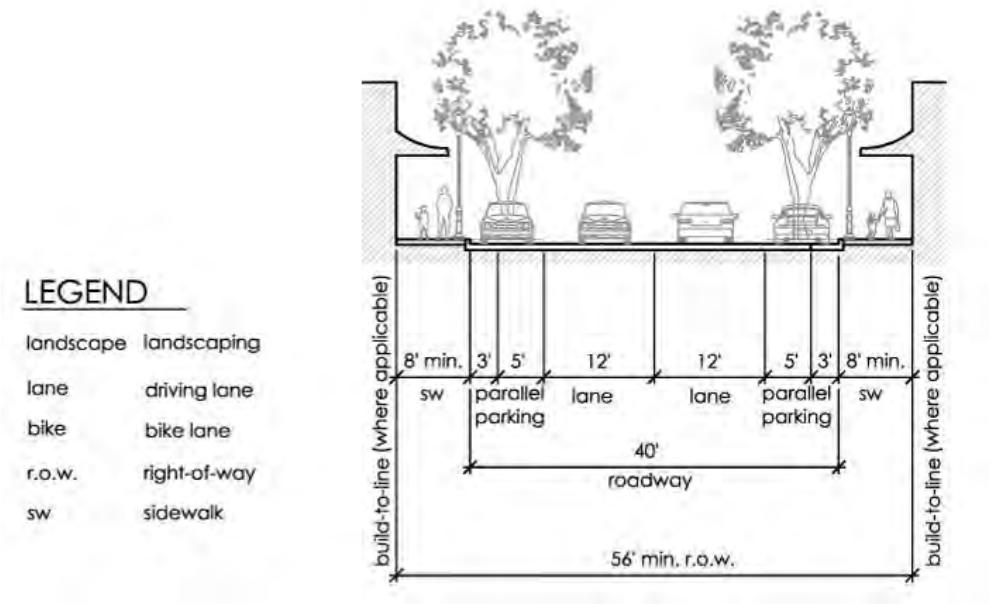


Figure 4-5: Typical Downtown Neighborhood Arterial Street

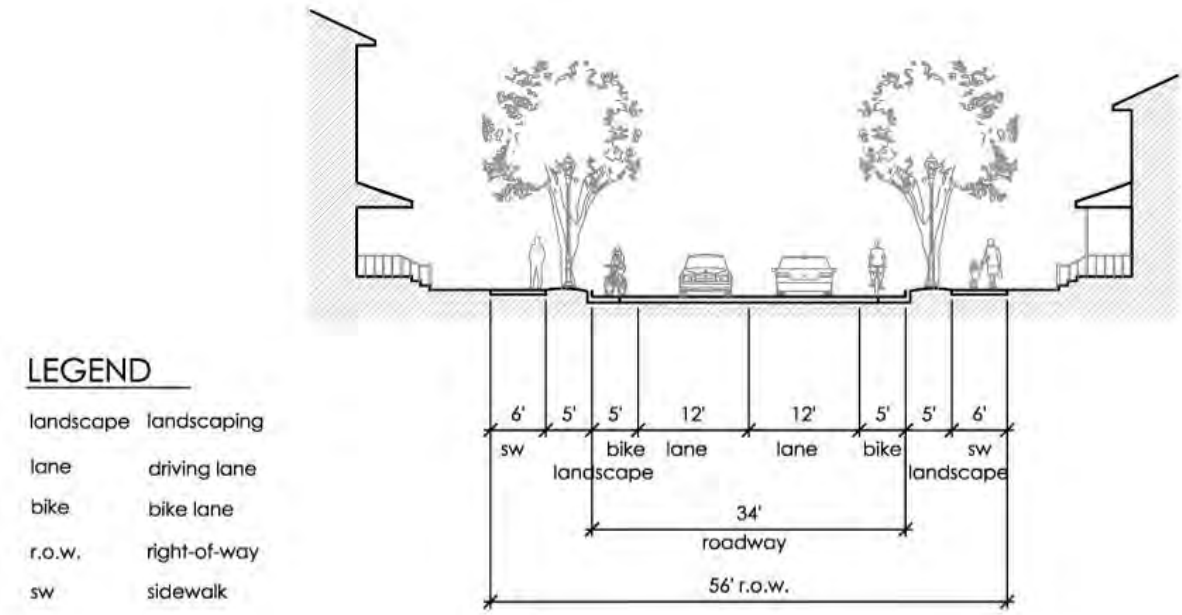


Figure 4-6: Typical Downtown Neighborhood Collector Street (Parking on One or Both Sides)

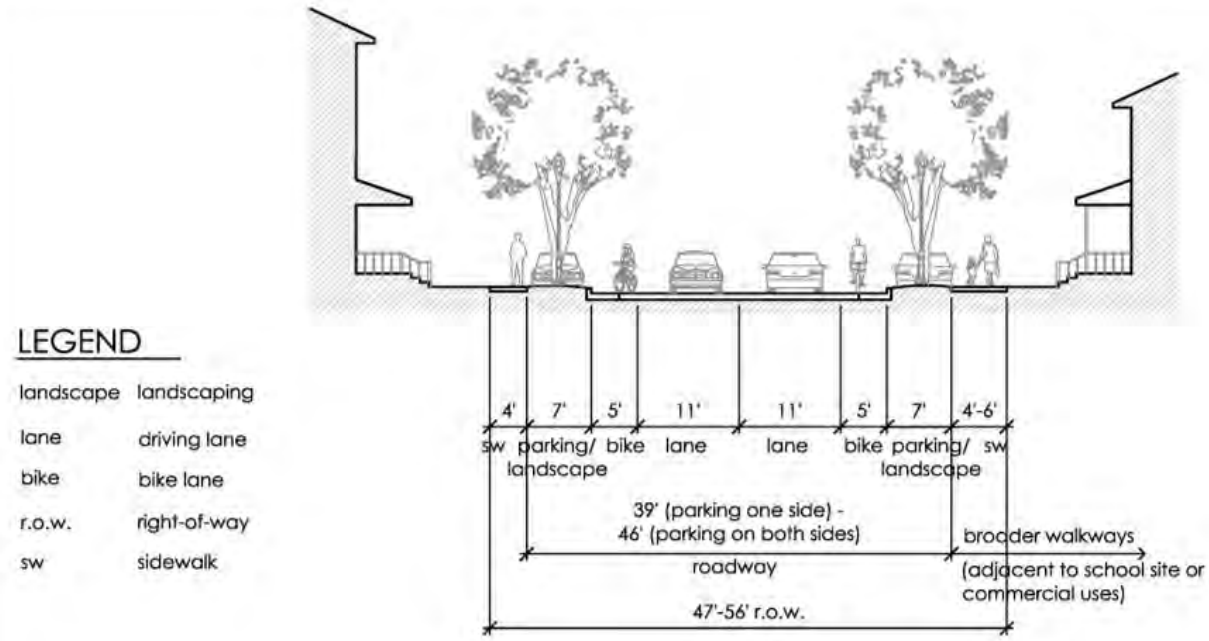
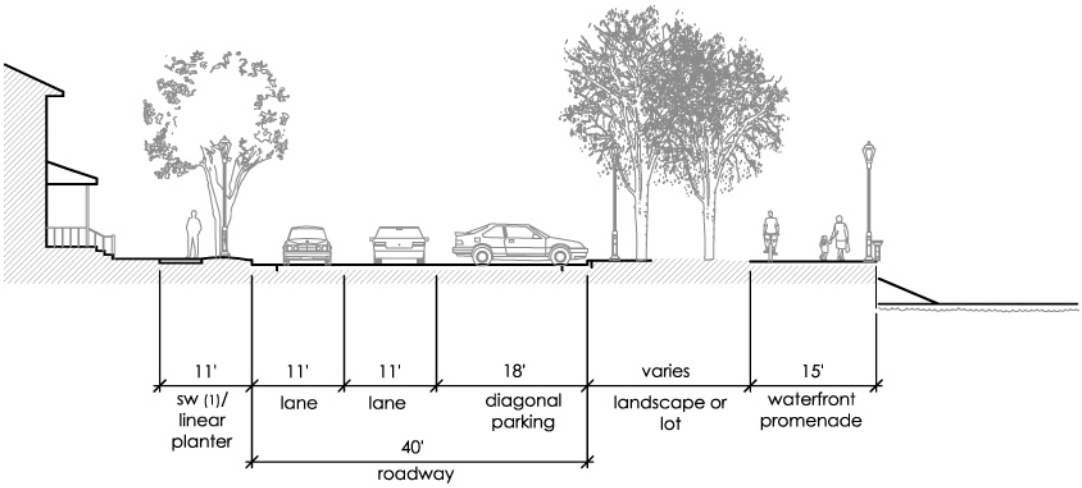


Figure 4-7: Civic Center / Marina Boulevard along Whispering Bay



LEGEND

landscape	landscaping
lane	driving lane
bike	bike lane
r.o.w.	right-of-way
sw	sidewalk

Figure 4-8: Typical Local Street (Parking on One or Both Sides)

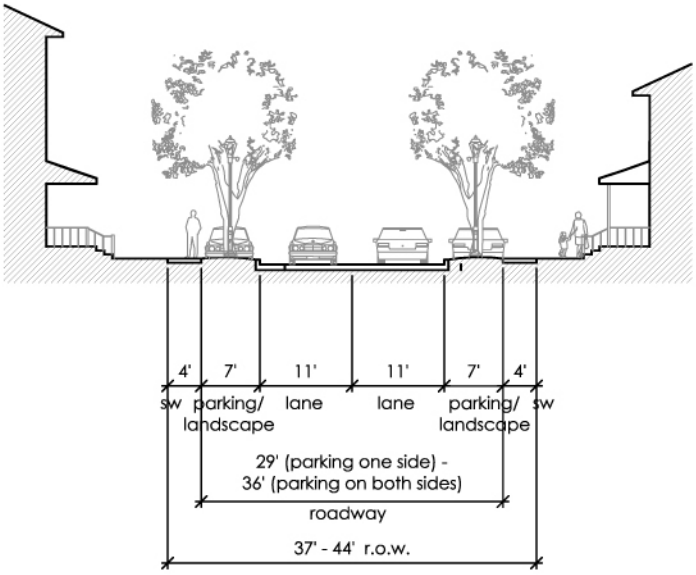
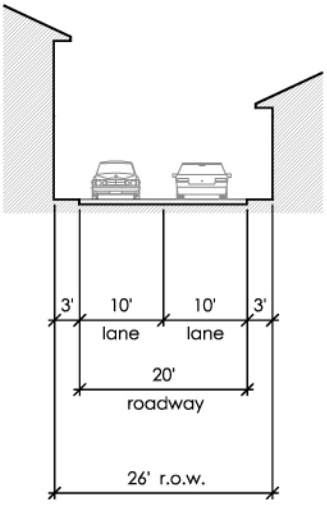


Figure 4-9: Typical Alley



LEGEND

landscape	landscaping
lane	driving lane
bike	bike lane
r.o.w.	right-of-way
sw	sidewalk

Source: AECOM 2015

A. General Circulation Standards

1. All public streets shall connect into the larger circulation pattern. Block lengths of 300 feet or less are encouraged in the Downtown Commercial Core. The use of cul-de-sacs shall be minimized.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices should be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands are encouraged for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

B. Commercial Streets and Main Street

1. Sidewalks along commercial streets to support outdoor activities, such as seating and dining.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza should be a minimum of ten (10) feet wide in order to allow adequate space for trees, light fixtures, pedestrian movements, window shopping and cafe seating.
3. Sidewalks that are not along Main Street or around the Harbor Plaza shall be a minimum width of five (5) feet and a minimum width of eight (8) feet when landscape planters or tree wells are incorporated and attached to the sidewalk. Sidewalk widths of 10 feet or greater is recommended to allow adequate room for trees, lights, and two people to walk side-by-side.
4. Consistent street trees and light fixtures should be utilized on Main Street, Lotz Way, and all side streets intersecting Main Street and around Harbor Plaza and the Suisun-Fairfield train depot. Trees should be planted at intervals of forty (40) feet or less, and selected for characteristics that include proven durability in street environments; branching at heights greater than fifteen (15) feet; light, feathery leafing; and ease of maintenance. Visibility to storefronts from the street is imperative. Light fixtures should include attachments for banners and planters. Fixtures should be high-pressure sodium vapor for the best rendition of natural colors.
5. Sidewalk cafes, where applied along Main Street, shall be permitted to extend into the parking zone with a conditional use permit.
6. Driftwood Drive between Main Street and Civic Center Boulevard should be redesigned as a limited access street, allowing for closure with bollards at times of peak pedestrian utilization. Textured paving materials (such as brick or pavers) which slow vehicular traffic are required.

C. Residential Streets

1. All WDSP arterial and collector rights-of-way shall be a maximum of sixty-five (65) feet. Right-of-way widths of 50 feet or less are allowed if off-street parking lots or alleys provide alternative parking options and vehicular access to lots.
2. Streets with rear-loaded lots should have a roadway width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For development within the opportunity areas, identified in Figure 3-2, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of 7 feet, and minimum sidewalk width of five (5) feet. There should be continuity of landscaping within planting areas, with trees regularly spaced. Street lighting should not exceed twenty (20) feet in height to maintain a pedestrian scale.
4. Streets should be oriented towards the waterfront whenever possible, in order to provide both public access and views from the street to the water.

D. Motor Courts/Alleys

1. Motor courts or alleys, which provide rear-loaded access to lots, are encouraged in order to reduce the amount of curb cuts devoted to driveways and garage frontage along a neighborhood street.
2. Motor court or alley rights-of-way shall be a minimum width of 20 feet, in order to accommodate vehicles. Landscape areas along each side of the right-of-way must be a minimum of three (3) feet.

4.1.5 Parking

An existing 265-space Caltrans park-and-ride lot is located adjacent to the train depot, with access from Lotz Way. Several public parking lots are existing, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano Street. This lot was primarily designed to serve the marina; however, the spaces can also serve smaller, infill retail uses on the west side of Main Street. A common parking area currently exists adjacent to Harbor Plaza. Smaller parking areas also exist adjacent to the waterfront, south of Harbor Plaza.

New development in the Planning Area shall be required to provide parking in accordance with the parking standards provided in Section 6. 5.4. Parking concepts for the Planning Area propose new parking areas, associated with the development of the opportunity areas, as suggested in the Opportunity Area Plan concepts shown in Figure 3-3. On-street parking is also encouraged, where feasible. Commercial and mixed-use development in the Planning Area, south of Highway 12, would provide

parking on-site through a combination of surface parking lots and parking garages and garages below podium level decks. Parking for new residential development is proposed to be accommodated through a combination of surface, garage, and tuck under parking configuration. Parking to serve commercial development on the 30-acre property, north of Highway 12, is proposed to consist of a combination of shared surface parking lots and parking garages.

4.2 Public Transportation

4.2.1 Rail Transportation

The main line of the Union Pacific Railroad runs along the western border of Suisun City, carrying both commuter rail and freight rail traffic. There are approximately 40 to 50 trains per day on this rail line through the City.[1] Trains stop at the depot between Main Street and the tracks. Rehabilitated in 1992, to also include a new landscape courtyard in front of the station, the depot structure is currently used as the Capitol Corridor waiting area. Ticketing and baggage services are not provided at the station. East of Main Street and north of Lotz Way is a 265-space "Park-n-Ride" lot owned by CALTANS. This lot is used by both rail passengers and visitors to Downtown Waterfront District.

The existing train depot is a multimodal facility, with parking and drop-off areas to accommodate vanpools, taxi services, fixed-route bus service (both as a stop and a transfer point between bus routes), intercity and commuter bus service, and intercity rail service.

4.2.2 Water Transportation

Suisun Channel provides water access to the Old Town area and surrounding neighborhoods. There are approximately 155 existing boat slips adjacent to the Channel. There are approximately 100 parking spaces for vehicles with trailers at the boat ramp in the South Waterfront district, with an additional adjacent lot, which primarily serves the Peytonia Ecological Reserve.

Existing boat use in the Channel is described as moderate, with peak periods occurring during the summer months and on weekends. Various existing marinas on the east side of Main Street, one public boat launch facility and public guest docks provide access to the Channel. Channel navigation is regulated by the City's Police Department, which maintains a part-time harbor patrol, consisting of one officer on an as-needed basis.

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[1] According to the City of Fairfield's Fairfield Train Station Specific Plan Environmental Impact Report and Suisun City's General Plan Noise and Vibration Background Report. Train traffic varies according to demand for shipping.

4.3 Bike and Pedestrian Circulation

4.3.1 Bike and Pedestrian Facilities

Existing bike routes within the Planning Area consist of:

- Class I bike trails, including the bike/pedestrian promenade circling the Suisun Channel; the Central County Bikeway Trail along the drainage canal north of Highway 12; and a bike/pedestrian trail along the east side of Marina Boulevard, north of Driftwood Drive and south of Highway 12 on the Grizzly Island Trail that connects from the Planning Area to Grizzly Island Road.
- Class II on-street bike lanes on Driftwood Drive, between Whispering Bay Lane and Marina Boulevard.

In addition to these existing, designated facilities, local streets in the Planning Area are also generally safe areas for biking.

Most streets in the Planning Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard, along the channel. A linear pedestrian walkway/bicycle path circles around the Channel, between City Hall and the cul-de-sac at the end of Walnut Street, north of the City boat launch facility.

4.3.2 Planned Bike and Pedestrian Circulation Improvements

Pedestrian/bicycle circulation is to be provided by a combination of a waterfront/public access path system; neighborhood streets/sidewalks; and striped bicycle paths on arterials and collectors. The General Plan Circulation Element designates bike routes in the Planning Area as collector and arterial streets. Arterials and collectors should be striped and signed for Class II bike paths or Class I bike routes, consistent with the Circulation Element of the General Plan, Figure 4-10, and the standards in this Specific Plan. The bike/pedestrian circulation system, shown in Figure 4-10, indicates the general location of these facilities.

New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed, including:

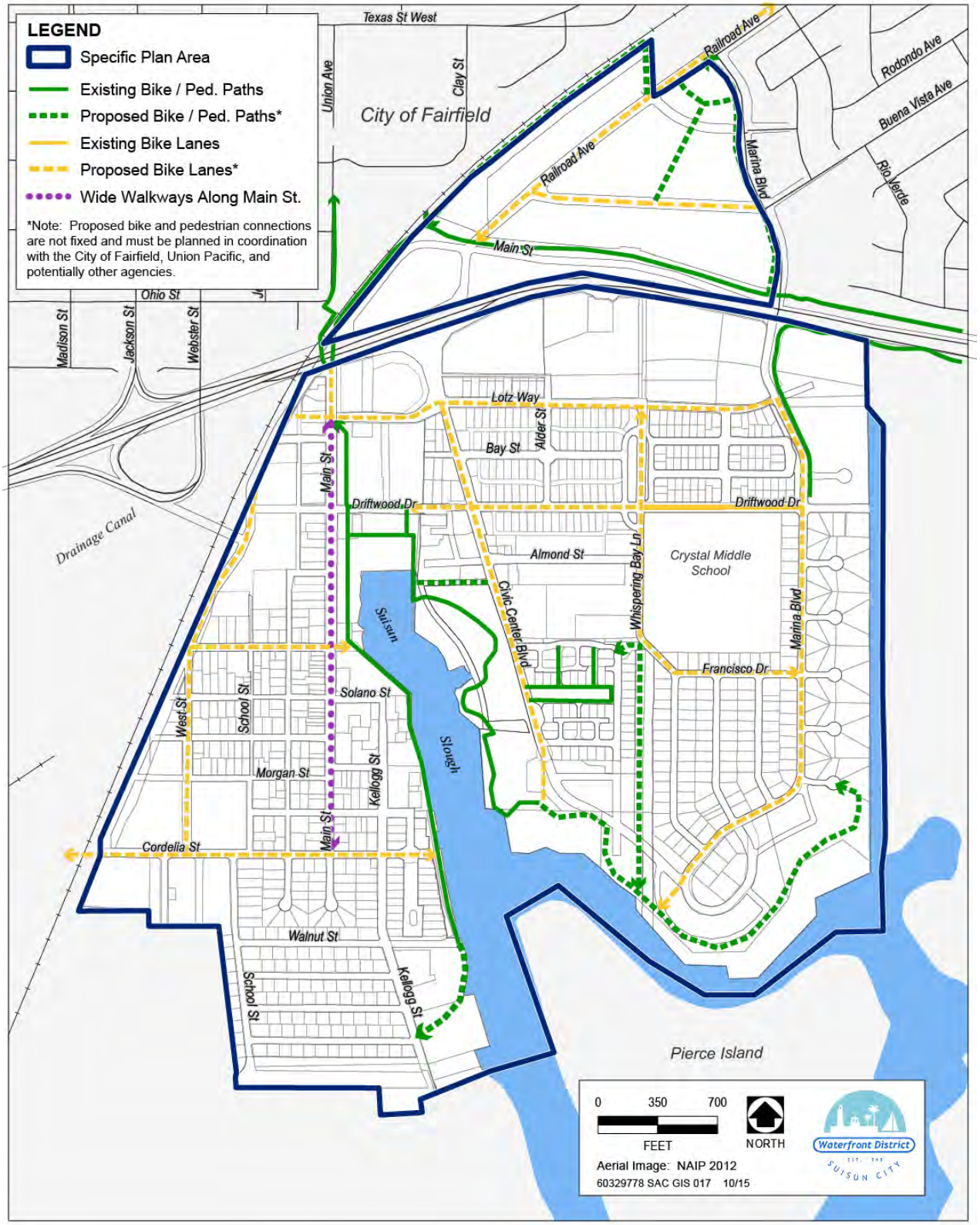
- Bike lanes on Lotz Way, Driftwood Drive, Marina Boulevard, Civic Center Boulevard, Sacramento Street, Cordelia Street, and Railroad Avenue.
- Supporting future development of the large commercially zones property at the northwest corner of Highway 12 and Marina Boulevard with on-street and off-street bicycle facilities that ensure internal safe and convenient bicycle movements and connect externally to surrounding regional trails, to Main Street in the Downtown Waterfront District, and to Downtown Fairfield.

- Providing continuous north-south on-street bike lanes along Railroad Avenue, parallel to the train tracks, Whispering Bay Lane, and Civic Center Boulevard/Marina Boulevard.
- Providing or improving on-street bike facilities along the key connecting east-west roadways to waterfront and regional trails, and neighborhoods in the Planning Area, including Lotz Way, Driftwood Drive, Sacramento Street, Francisco Drive, and Cordelia Street.
- Expanding on the Class I bicycle/pedestrian path/promenade system following the Suisun Channel and linked to key street access points. The first leg of this system from Walnut Street, around to the Civic Center to the current terminus of Civic Center Boulevard, is now in place. Additional proposed improvements include:
  - Extension of this Class I bicycle trail at its current eastern terminus through the waterfront open space along Whispering Bay (Figure 4-7) and following the drainage canal, south of Whispering Bay Lane.
  - Extension of the pedestrian promenade that currently terminates on the west side of the channel south to the boat launch facility in the Southern Waterfront area, to connect with State Park trails south of the Planning Area.

  When complete, the path system will follow the entire frontage of the waterfront from the boat launch ramp on Kellogg Street to the Marina neighborhood, adjacent to Whispering Bay.

In addition, with future development of opportunity areas, all new local streets will enhance the local pedestrian system, improve Downtown connectivity, and foster an environment that encompasses safe bicycle and pedestrian travel. Crossing improvements or enhancements to support safe bike and pedestrian crossings are also encouraged at key intersections within planned new development areas.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2015

CHAPTER 5 | OPEN SPACE + PUBLIC FACILITIES AND SERVICES

5.1 Open Space and Public Facilities

The provision and preservation of open space, waterfront access, and other public facilities is critical to create the character of development envisioned by this Specific Plan. The features within the Waterfront District Specific Plan Area (Planning Area), both existing and planned features, are depicted by Figure 5-1, "Recreation and Open Space Diagram."

Park, open space, and public facilities in the Planning Area include:

- **Suisun Channel.** The entire length of the Suisun Channel, north of Suisun Bay, provides access for recreational boats between the Waterfront District and other locations, including the Sacramento-San Joaquin Delta and San Francisco Bay. A public promenade and multi-use path system circles the channel. The channel requires periodic dredging. Currently, the Corps of Engineers dredges this federal channel. The City or private entities are responsible for dredging the remainder of the navigational channel.
- **Natural Open Space Areas.** Natural open space includes wetland areas adjacent to City Hall and Whispering Bay; the Pierce Island wetland mitigation site; and the existing open space along the drainage channel south of Whispering Bay Lane. The channel/slough winds through the Suisun Marsh. The channel and marsh offer fishing and birdwatching opportunities and recreational boating, cruising, water skiing, jet skiing, kayaking, and other water-related activities. Approximately 50 percent of Pierce Island is to be retained as permanent tidal wetland. The remainder of the island is managed as a permanent dredge material disposal site. Levee and dike improvements are planned in to stabilize the island.
- **Public and Private Marinas.** The Suisun City Marina provides 155 rental berths, a 300-foot long visitor dock, and a boat launch ramp that capitalizes and builds upon the key natural feature/amenity in the Planning Area, the waterfront.

Figure 5-1: Recreation and Open Space Diagram

Source: AECOM 2015

- **Southern Waterfront Area Boat Launch Expansion/Events.** The existing boat launch facility is proposed to be expanded and enhanced. Plans prepared for the Southern Waterfront Area in 2007 envision expanding the existing facility to enhance the staging area with additional short-term automobile and trailer parking. The waterfront promenade trail is proposed to be extended from the Delta Cove neighborhood to the state-owned nature trail to the south. This site could accommodate new marina slips and a new two-story, retail/office mixed-use building on the waterfront, as well as smaller buildings for water recreation and storage. This site could also accommodate a public viewing area/pier, plaza areas and greens for waterfront events, a reconstructed dock for crew and kayak use, and a relocated fuel dock.
- **Transportation Center.** The historic train depot functions as an intermodal transportation facility, housing a waiting area and ticketing for the Capitol Corridor line; intercity and local bus service; and bicycle parking facilities. Parking for commuters is accommodated in the Caltrans park-and-ride lot across Main Street from the train depot.
- **Main Street.** The City proposes to improve Main Street with new landscaping, paving treatments in strategic locations, and appropriate street fixtures (lighting, benches, trash receptacles, etc.), in coordination with more recent streetscape improvements on the east side of the street. Harbor Plaza, Main Street, and the Transportation Center will have elements of a consistent design theme (e.g., street lights and street furniture). The design and construction of frontage improvements or installation of streetscape furniture on private properties will be coordinated to enhance the design theme.
- **Civic Center.** The Civic Center area on the east side of the channel includes City Hall, the Suisun City Housing Authority, the Police Department, the Solano Yacht Club, and marina slips. Waterfront open space and trail facilities in this area are proposed to be extended south along the Whispering Bay waterfront.
- **Waterfront Parks/Plazas.** In addition to the waterfront recreational facilities planned in the Southern Waterfront area, several small existing waterfront parks are located along the Waterfront promenade.
  - Harbor Plaza, on Main and Solano Streets, adjacent to the waterfront promenade, is an existing one-acre park with a raised outdoor stage, gazebo, and sectioned turf areas. Special events are focused on Harbor Plaza.
  - Sheldon Plaza, at the northern head of the Suisun Channel and adjacent to the waterfront promenade and hotel and office uses, is an existing one-acre park with open turf area and waterfront

views.

- North of City Hall is Mike Day Park, an existing three-acre park, comprised of a playground, picnic areas, and open turf play areas. South of the park and behind City Hall are open turf areas, referred to as "City Hall Point."

- **Neighborhood Parks.** Several neighborhood parks exist within the planning area.
  - Todd Park, located across the street and to the east of City Hall, serves as a shared greenspace for the surrounding "Harbor Park" residential development.
  - An oval, two-acre park, surrounded by local streets, is integrated into the "Victorian Harbor" residential development just northwest of Crystal Middle School.
- **Parks/Plazas for New Development.** New small play areas, parks, and plazas should be provided to support future residential growth in the Planning Area, as suggested by the park and open space concept in Figure 5-1. These facilities should be designed to support new infill residential and mixed-use developments and contribute and add to the network of open space and recreational facilities in the community. To comply with General Plan policy, parks and plazas shall be provided at a ratio of at least 3 acres per 1,000 residents. New development shall be required to dedicate and/or contribute on a fair-share basis to improving publicly accessible parkland according to City park standards.
- **Parking Facilities.** Public parking facilities are located in the Caltrans park-and-ride lot north of Lotz Way, on the east side of Main Street, adjacent to the expanded marina basin, in and around the Harbor Plaza, on Main Street, on streets in the Downtown Core district and adjacent to the portion of the marina slips south of Harbor Plaza, as described in Chapter 4. Refer to Chapter 4 for additional information on existing and proposed new parking facilities and Chapter 6 for parking standards.

5.2 UTILITY SERVICES

5.2.1 Water

The City provides domestic water for all properties located within its boundaries. Domestic water is provided through the Suisun-Solano Water Authority (SSWA). Suisun City and Solano Irrigation District (SID) formed a Joint Exercise of Powers Agreement in 1976 to provide a long term water supply for the City. In 1990, the partnership became a full Joint Powers Authority named the Suisun-Solano Water Authority (SSWA), resulting in reconstruction and modernization of the old Suisun Water System.

The City handles the local billing and requests for water and sewer service; the SID delivers the water to the meter of each property. The SSWA Board, which consists of the City Council and the SID Board, provides policy direction for SSWA (Suisun City).

Water Sources

Implementation of the 2035 General Plan designates land uses that, if developed to full build-out, would increase water demand. Based on the projected population at build-out of the 2035 General Plan (32,400) and demand factors presented in the Urban Water Management Plan (UWMP), the total projected water demand at build-out of the 2035 General Plan would be approximately 4,251 acre-feet per year (afy).

This analysis examines the estimated increase in water demand in relation to the existing conditions to estimate the availability and adequacy of water supply. Water supplies for the City are provided by the SSWA. The SSWA receives water supplies from the U.S. Bureau of Reclamation's Solano Project and the California Department of Water Resource's State Water Project (SWP), both of which are wholesaled by the Solano County Water Agency and Solano Irrigation District.

Existing and projected water demands in the SSWA service area will be met by the water supplies described above and contract entitlements for each agency are summarized in Table 5-1. In 2010, the SSWA service area had a total of 4,144 afy of potable water supplies. This total is anticipated to increase to 6,000 afy by 2035.

SSWA currently does not use any groundwater in its system. SSWA delivered groundwater produced by a well owned by City of Suisun City until 2001. The need for the well was eliminated by the installation of the Benton Court and Suisun Valley Pumping Plants in 2000-2001. There are no plans to resume service from this well or the Suisun Valley in general due to high mineral content in the groundwater, sufficient alternative surface water supplies, and the need to replace miles of pipeline at considerable cost in order to convey water from the Suisun Valley back to the main SSWA service area.

The Fairfield-Suisun Sewer District (FSSD) oversees wastewater collection and treatment and water recycling services in the City of Fairfield, Suisun City, and Travis Air Force Base. Currently there is no reclaimed water use nor are there plans to provide reclaimed water within the SSWA service area because there is no conveyance infrastructure in place to deliver recycled water from the FSSD Fairfield-Suisun Subregional Wastewater Treatment Plant (WWTP) to the SSWA service area. SSWA's capital improvement plans will in the future review the potential for future recycling and options for financing. Cooperation with the City of Fairfield and the FSSD would be required to implement any future actions, and neither of these agencies has planned water recycling projects.

Table 5.1: SSWA Existing and Projected Water Supplies (afy)

Water Supply Source	2010	2015	2020	2025	2030	2035
Solano Project	1,600	1,600	1,600	1,600	1,600	1,600
State Water Project	-	1,300	1,300	1,300	1,300	1,300
Contract for State Water Project supplies	2,514	1,577	1,939	2,735	2,737	3,100
Total Supply	**6,124**	**6,492**	**6,859**	**7,660**	**7,667**	**8,035**

Source: 2035 General Plan Environmental Impact Report (2015)

Facilities

Currently there are four (4) storage tanks in the water system which are the following: Cement Hill Tank (2 million gallons), Gregory Hill Tank (2 million gallons), Sports Complex Tank (1.5 million gallons), and Suisun City Corporation Yard Tank (1 million gallons). The Cement Hill Tank is supplied by the Cement Hill Water Treatment Plants No. 1 and 2, which delivers water to Suisun City, the unincorporated area of Tolenas and the Suisun Valley. The Gregory Hill Tank receives its water from the Suisun City Distribution system which is pumped from the Benton Court Pumping Plant located in Old Town Suisun City with a pumping capacity of 1,000 gpm. The Gregory Hill Tank supplies water to the Suisun Valley through the Suisun Valley Pumping Plant at a rate of 400 gpm and/or gravity feeds back into the Suisun City distribution system. The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm. The Suisun City Corporation Yard tank is also a supplemental ground level storage tank with a pump to boost into the distribution system at 1,200 gpm. These facilities would provide a peaking storage of 20% and an emergency storage of approximately one full anticipated maximum day demand, and will also provide fire storage of 420,000 gallons. The table below lists the facilities in the SSWA water system.

Table 5.2: Water Supply Facilities

Cement Hill Water Treatment Plant	
Plant No. 1 (constructed in 1978-79)	Conventional plant, 4.6 MGD design capacity
Plant No. 2 (constructed in 1992-93)	Conventional plant, 5.4 MGD design capacity
Gregory Hill Water Treatment Plant (constructed in 1962-63)	Diatomaceous earth plant, 0.56 MGD design capacity removed from service
Cement Hill Tank	2,000,000 gallons, welded steel
Gregory Hill Tank	2,000,000 gallons, welded steel
Sports Complex Tank	1,500,000 gallons, welded steel
Suisun City Corp Yard Tank	1,000,000 gallons, welded steel
Benton Court Pumping Plant	1,000 gpm
Sports Complex Pumping Plant	2,000 gpm
Suisun City Corp Yard Pumping Plant	1,200 gpm
Suisun Valley Pumping Plant	400 gpm
Pipelines	96 miles
Mainline Valves	1,700
Metered Services	8,100

As a result of a condition assessment conducted by the SSWA in 2012, it has been determined that an additional Cement Hill Tank, Cement Hill Tank 2 is needed to meet demands.

Service Demand

In December 2012 the SSWA completed its Water System Review, a report which projected updated information on the anticipated growth and development within its service area, as well as a revised estimate for water demand. Based on a review of historic water use records over the last 15 years, the Annual Average Day (AAD) demand of each year was used to calculate respective factors for the Maximum Month and Maximum Day demands for each year. Table 5-3 identifies the estimated peak build-out demand, which was calculated using the highest demand factors occurring over the last 15 years (SSWA 2012: 4).

Table 5.3: Water Usage Demand Factors

Annual Average Day (AAD) (gpm)	
Maximum Month (gpm)	1.58 x AAD
Maximum Day (gpm)	1.92 x AAD
Maximum Hour (gpm)	3.4 x AAD (Estimated ratio)

Source: SSWA Water System Review (December 12, 2012).

The ultimate maximum day demand is estimated at 6,470 gpm (9.3 MGD) for the service area. This represents a significant decrease from the previous figure of 11.08 MGD that was estimated in the 2007 Water Supply Options report (SSWA 2012: 6).

The SSWA water demand is anticipated to be less than available water supplies through 2035 in normal water years. As shown in Table 5-1, water supply is projected to be sufficient in normal water years over the UWMP's 20-year planning period (i.e., 2015 to 2035). Although Table 5-4 shows that water supply in single- dry and multiple-dry water years is insufficient to meet demand within the SSWA service area over the 20-year planning period, a joint powers agreement between SID and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands (SSWA 2011:66). A footnote in the UWMP indicates that:

"The apparent negative supply totals are a result of the methodology used for calculating supply reliability. In fact, per the joint powers agreement between SID and City of Suisun City the commitment has been made that water will be provided for the service area from the SID supply and therefore there will not in fact be a water shortage" (SSWA 2011:67).

Section 3.0 of the 1990 SSWA Implementation and Lease Agreement states that the "City and District may agree to add additional lands to the Joint Service Area covered by this Agreement. Such action shall be accomplished only by amendment to this Agreement or by a separate written agreement..." According to SID, this process would require future negotiations to an amendment of the JPA.

Water demand is anticipated to be less than available water supplies through 2035 in normal water years. A joint powers agreement between SID and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands.

Table 5.4:
SSWA Comparison of Water Supply and Demand, 2015-2035

Total Water Supplies and Demand	Projected Demands (afy)				
	2015	2020	2025	2030	2035
	Normal Year				
Total Supply	4,477	4,839	5,275	5,637	6,000
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	15	641	1,040	1,405	1,749
Single-Dry Year					
Total Supply	4,432	4,791	5,222	5,581	5,940
Total Demand	4,462	4,462	4,462	4,462	4,462
Differences (Supply minus Demand)	(30)	593	987	1,349	1,689
Multiple-Dry Year					
Total Supply	4,253	4,597	5,011	5,355	5,700
Total Demand	4,462	4,462	4,462	4,462	4,462
Differences (Supply minus Demand)	(209)	399	776	1,123	1,499
Multiple-Dry Year 2					
Total Supply	4,164	4,500	4,906	5,242	5,580
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	(298)	302	671	1,010	1,329
Mulitple-Dry Year 3					
Total Supply	3,492	3,774	4,115	4,397	4,680
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	(970)	(424)	(120)	165	429

Source: 2035 General Plan Environmental Impact Report, 2015.

Conservation & Legislation

The 2035 General Plan includes measures to ensure that sufficient water sources are made available to serve new development. The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a). The City will also require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements; encourage use of recycled water for outdoor irrigation, fire hydrants, and commercial and industrial processes; and require new development to incorporate climate-appropriate landscaping to reduce water demand. In addition, the City will comprehensively assess water supply and demand and identify a range of local conservation measures to be implemented through the UWMP.

In addition, the 2035 General Plan includes policies committing the City to ongoing water supply planning with Solano County Water Agency, Solano Irrigation District, and other local jurisdictions and initiating a study with the SSWA and the Solano County Water Agency to determine the feasibility of extending a connection from the SSWA water treatment facility to Suisun City so that the City may directly utilize its Solano Project water entitlement. The City will also support FSSD efforts to explore the feasibility of using treated wastewater for irrigation in parks, landscaped areas, and other appropriate locations.

5.2.2 Wastewater

The City of Suisun City and the Fairfield-Suisun Sewer District (FSSD) jointly operate and maintain the wastewater collection system that serves the City. FSSD owns and operates the trunk sewer system, which includes all 12-inch and larger sewers and the major pump stations and force mains that convey wastewater to the District's wastewater treatment plant. FSSD also owns, operates and maintains all of the pump stations in the City's wastewater collection system. The City, along with the City of Fairfield and Travis Air Force Base, is a "satellite collection system" to FSSD and owns and operates only those 10-inch and smaller gravity sewers within its service area. The City's portion of the system consists of approximately 74 miles of gravity sewer. The City does not own or operate any sanitary sewer pump stations or force mains.

Wastewater flows travel by gravity and are pumped by smaller stations to four major pump stations which pump wastewater to the treatment plant. The wastewater treatment process includes screening, primary treatment, intermediate treatment by oxidation towers and intermediate clarifiers, secondary treatment with aeration basins, and secondary clarifiers and tertiary treatment via filtration and disinfection. Waste solids are thickened and treated in anaerobic digesters. Then, solids are further concentrated before being disposed at the Potrero Hills Landfill. Flow is

continuously measured at the pump stations. On occasion, flow monitoring may be deployed into the district's gravity lines to evaluate system capacity and surcharging during storms. Suisun City is served by the Suisun Pump station and three smaller stations: Lawler I Pump Station, Lawler II Pump Station, and Crystal Street Pump Station.

Table 5.5: Wastewater Pump Station Flows

Pump Station	Flows			
	Pump Station Rated Capacity (MGD/gpm)	Maximum Rated Flow (gpm)	Typical Dry (gpm)	Typical Wet (gpm)
Crystal Street	0.5/347	350	6	1015
Lawler Ranch 2	1.1/764	800	113	213
Lawler Ranch 1	0.35/250	250	26	40
Suisun	38.3 MGD		8.1 MGD	27 MGD

Source: Provided by Kevin Cullen, Fairfield- Suisun Sewer District (October 2015).

Within the last decade, numerous improvements have been made to the treatment facilities to increase peak capacity and improve upon the treatment process. A treatment plant project to replace chlorine disinfection with ultra-violet disinfection was completed in 2011. The Central-Suisun Forcemain Equalization Project, completed in 2013, increased the reliable peak capacity of the Suisun Pump Station from 31.7 to 38.3 mgd, allowing for more water to be processed. The Suisun Forcemain improvement project has enabled the pump station to meet current and near-term capacity needs until growth and revenue projections become more certain. New projects identified in the master plan will still be needed to meet long-term capacity requirements.

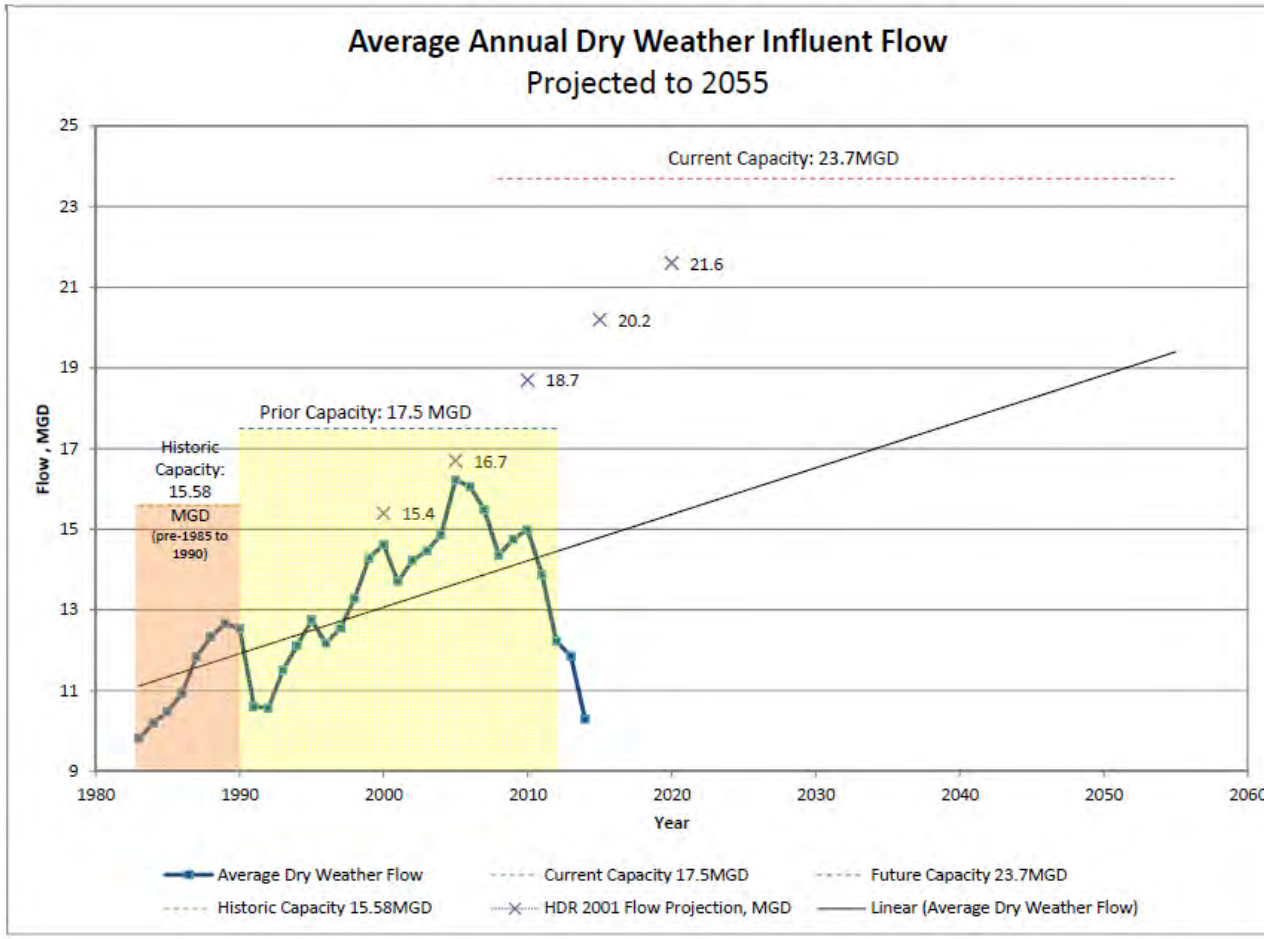
To date, system evaluation and capacity assurance of the City's collection system has consisted of observation of sewer system performance during dry and wet weather and enforcement of the City's design standards for new sewers. Capacity assessment has been handled historically by the Fairfield Suisun Sewer District for the geographic area including Fairfield, Suisun City, and portions of Solano County served by the District. In 2013, the District completed a Sewer System Master Plan (an update of its previous Master Plan completed in 2007). The Master Plan identified all parcels within the service area of Suisun City, land use type for each parcel, and the status of developed versus undeveloped. Wastewater flows generated by each parcel were calculated and imported into a hydraulic model of the sewer system.

The Master Plan utilized a hydraulic model to assess the current and future flows and capacity needs of all gravity sewers, 12-inches in diameter and larger; these larger trunk sewers have a greater potential for capacity deficiency due to extended tributary areas. The future evaluation and capacity assurance of City sewers will include continued

observation of system performance during wet weather; expansion of the hydraulic model as needed, and enforcement of design standards to ensure that new sewers are sized with adequate capacity to serve new development. In the future, the City plans to prepare a Master Plan for its sanitary sewer system, which will be coordinated with the District's Master Plan and hydraulic model, in order to develop a capital improvement program to address any identified capacity issues.

The FSSD recently completed a treatment plant expansion that increased the average dry weather capacity from 17.5 mgd to 23.7 mgd and reliable peak-flow capacity from 34.8 mgd to 52.3 mgd. Currently there are no scheduled projects in Suisun City for collection system improvements.

Figure 5-2: Average Annual Dry Weather Influent Flow Projection



Source: Suisun City, 2016

5.2.3 Stormwater

The City of Suisun City Public Works and Building Department maintains an inventory of facilities and coordinates necessary improvements to ensure capacity required to serve new development. The City's Stormwater Management and Discharge Control ordinance was enacted, with the intent to regulate non-stormwater discharges to the public storm drain system, protect the public storm drain system from spills dumping or disposal of materials other than stormwater, and reduce pollutants in stormwater discharges, to the maximum extent possible.

The City's storm drainage system, which includes creek flows along McCoy Creek, Laurel Creek, and Union Avenue Creek, would likely be contained within the existing creek bank during a 100-year storm, except for localized flooding and standing water that may occur during brief, intense storms when runoff exceeds storm drain system capacity.

As a participant in the National Flood Insurance Program (NFIP), Suisun City is required to adhere to floodplain management policies that include sound land use practices. The Federal Emergency Management Agency (FEMA) administers the NFIP through the Federal Insurance Administration. FEMA produces flood Insurance Rate Maps (FIRMS) which identify flood hazard areas and restrict development in these areas for the communities participating in the NFIP.

FSSD and City Activities

The City's Municipal Review Permit (MRP) was adopted by the Water Board on November 18, 2015. The MRP delineates requirements to ensure that storm water quality is protected. The breakdown of shared activities between the City and District are delineated through a Drainage Maintenance Agreement and are specified as follows.

- **District Activities.** District activities include maintenance of storm water pump stations, industrial and commercial site controls, public information and participation, water quality monitoring, mercury controls, PCBs control, copper controls, PBDE, and legacy pesticides control. The Sewer District has assumed responsibility for operation and maintenance of pump stations located in Suisun City as defined under the "Regional Facilities" in the Drainage Maintenance Agreement.
- **City Activities.** Municipal maintenance, new development compliance, illicit discharge detection and elimination, construction site controls, pesticide toxicity control, trash control, exempt and conditionally exempt discharges. As detailed in the Drainage Maintenance Agreement, the City is also responsible for the maintenance of "Local Facilities," which includes storm drain pipelines, box culverts, concrete lined channels, improved earth channels, natural creeks, detention basins, street sweeping, data management, and fencing. The City also maintains a number of open channel storm drains of varying sizes. The larger channels are

blanketed with natural vegetation and require periodic cleaning. There are approximately 14,500 feet of large open channels and 20,000 feet of smaller ditches.

Upgrades to storm drainage pipes over the past 10- years include improvements required and funded by new developments. All new commercial and residential subdivisions are required to conform to the City storm drainage standards, protect water quality, and meet Regional Water Quality Control Board requirements. Among these requirements, in 2009, the San Francisco Bay Region Water Quality Control Board adopted the Municipal Regional Stormwater NPDES permit (NPDES permit)[1] for the San Francisco Bay Region. The intent of the permit is mitigate the potentially detrimental effects of urban runoff through site design and source controls early in the development review process and provide guidance in the selection of appropriate best management practices (BMPs).

Suisun City is the lead agency responsible for review of projects for stormwater conformance with applicable, laws, policies, and guidelines, including implementing the C.3 provision of the NPDES permit, which requires the City implement measures to reduce stormwater pollution and increased stormwater runoff, volume, and duration from new development or redevelopment projects. Under the C.3 provision, new development or redevelopment in the City that creates and/or replaces 10,000 square feet or more of impervious surface (collectively over the entire project site), including commercial, industrial, residential housing subdivisions, mixed-use and public projects; and redevelopment projects resulting in the alteration of more than 50 percent of the impervious surface of a previously existing development, shall be required to implement LID source control, site design, and stormwater treatment measures, designed to treat 100% of run-off for a project's drainage area on-site or at a joint stormwater treatment facility.

The C.3 provision of the NPDES permit also allows projects alternatives to complying with the above standards under provision C.3.e through: 1) on-site treatment or treatment of a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and treatment of the remaining run-off with LID treatment measures at an off-site project in the same watershed or 2) treatment on-site or treating a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and paying an equivalent in-lieu fee to treat the remaining runoff through LID treatment measures at a regional project or a regional or municipal stormwater treatment facility that discharges into

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[1] The California Regional Water Quality Control Board San Francisco Regional Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008), Final Order Number R2-2009-0074 is available online at: http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/mrp.shtml.

the same watershed as the project. The regional project must achieve a net environment benefit and must be constructed by the end of construction of a regulated project. If more time is needed, regional projects must be completed within three years after the end of construction of the regulated project and may be extended to a maximum of five years with prior Executive Officer approval.

The C.3 provision of the NPDES Permit also identifies incentive LID treatment reduction credits that apply to certain types of smart growth, high-density, and transit-oriented development projects or "special projects" (as defined in Section C.3.eii of the NPDES permit) that, at the scale of the watershed, can reduce existing impervious surfaces or create less accessory impervious areas and auto-related pollutant impacts. Projects within the WDSP area could potentially fall into one or more of these three categories of special projects that may qualify for LID treatment reduction credits:

- Category A special projects creating or replacing less than ½ acre impervious surface area and located in a downtown core area or downtown core zoning district, pedestrian-oriented commercial district, or historic preservation site and/or district;
- Category B special projects that create or replace between ½ and 2 acres of impervious surface area and achieve minimum project densities of 50 dwell units per acre or minimum commercial or mixed-use intensities of 2:1; and/or
- Category C special projects that are transit-oriented development projects, located within a one-quarter to one-half mile of an existing or planned transit hub, such as the Amtrak track depot or located within a designated Priority Development Area and providing minimum residential densities of 25 dwelling units per acre or at least an FAR of 2:1. Projects within the WDSP area are within a city designated Priority Development Area and automatically qualify for a 25% location credit. Up to a 50% location credit is applicable to projects located within one-quarter mile of the Amtrak train depot.

Special projects may qualify for up to 100% LID treatment reduction credit, based on the requirements and criteria for special projects specified in Section C.3.e.ii of the NPDES permit.

In addition to the C3 permit provision, all construction projects in Suisun City are regulated by the NPDES General Permit for Stormwater Discharges Associated with Construction Activity, which requires the preparation of a Storm Water Pollution Prevention Plan and filing of a Notice of Intent with the State Water Resources Control Board for all project that disturb an area of one acre or greater.

Storm Drainage Pumps

The City has four stations that drain the areas within and discharge at locations described below:

1) **Downtown.** This station is located underneath the area where Sacramento Street enters the public parking lot, adjacent to the marina. This drains the area from Solano Street, north to Hwy 12. School Street, west from Sacramento to the south, drains to another outlet.

2) **The Wildlife Pump Station.** This station is located at the south end of Kellogg Street. It drains from Solano Street south, including the area above that drains down School Street. There is one main outlet into the Wildlife Channel, which is the School Street storm drain.

3) **The Whispering Bay Pump Station.** This is located at the south end of the Whispering Bay Drainage Channel. It drains the area from Lotz Way and Main Street to Marina Boulevard, including all the residential streets within the area. There are multiple discharge outlets into the Whispering Bay Channel.

4) **Heritage Park Subdivision.** There is a pump station along Highway 12, about midway on Chipman Lane. This drains a large portion of the Heritage Park Subdivision.

5.2.4 Solid Waste

The City of Suisun City contracts with Republic Services Solano Garbage to provide weekly collection of solid waste, yard waste, and recyclable material to the residents and businesses of Suisun City. As part of the statewide waste management and reduction policy, the California Integrated Waste Management Board (CIWMB) allocated the City of Suisun City with a disposal target of 4.9 pounds per person per day. In 2014, the City of Suisun City's disposal rate was 2.6 pounds per person per day, considerably below the CIWMB target.

Suisun City has one recycling drop-off center located within the city boundaries. Recyclable material that is collected by Republic Services is sent to The Recyclery at Newby Island facility, located in Milpitas.

Solid waste collected from Suisun City is deposited at the Potrero Hills Landfill. In 2014, the landfill received 588,917 tons of solid waste, of which 2.3 percent was from Suisun City residents and businesses. The total capacity of the landfill is 55.865 million cubic yards. The landfill currently has a remaining capacity of approximately 33.815 million cubic yards. It is projected that the landfill will reach capacity in December 2045.

5.2.5 Gas and Electric

The Pacific Gas and Electric (PG&E) Company provides electricity and natural gas to the City. Public electrical energy for Solano County is generated outside the County and supplied via transmission lines. Major transmission line corridors traverse Solano County, serving the greater Bay Area. PG&E provides natural gas service to the area through both underground and aboveground transmission and distribution facilities. New distribution facilities are typically constructed within easements on private property. However, in some instances, new facilities are constructed within existing streets to increase capacity. Locations of distribution facilities generally depend on how and when an area develops. Specific Plan Area projects applicants and the City are required to involve PG&E in the development process to ensure that electricity and natural gas provision needs are incorporated into the development process.

5.2.6 Telecommunications

AT&T (formerly SBC), provides local telephone communication service for all of Solano County, including Suisun City and the Specific Plan Area. Major telephone transmission lines traverse the region. These lines normally follow rights-of-way that parallel roadways and rail lines. AT&T also provides internet service in the area. Cable television service is provided through Comcast, Inc.

5.3 COMMUNITY SERVICES

5.3.1 Public Safety

Police protection is provided by the City of Suisun City Police Department, which is located in the planning area adjacent to City Hall. The Suisun City police department currently has no plans to upgrade or reconstruct the police station or the Burdick Center substation outside the planning area.

Fire protection is provided by the City of Suisun City Fire Department, which provide fire protection services in the incorporated area of the City. The department has one fire station at 621 Pintail Drive. The Suisun City Fire Department has considered alternative location/s to better serve residents and address citywide goals to respond to 90 percent of all call within five minutes.

The Fire Department also has a memorandum of understanding as a member of the County Hazardous Materials Response team and participates with the State Office of Emergency Services for mutual aid response agreements.

5.3.2 Educational Facilities

The Fairfield-Suisun Unified School District (school district) provides service to elementary, middle school, and high school students. The DWSP Area is served by Crescent Elementary School, a K-5 school east of the DWSP Area and south of Highway 12. Crystal Middle School serves students from grades 6-8 and is located within the planning area, at the southeast corner of Driftwood Drive and Whispering Bay Lane. The planning area is within the school boundaries of Rodriquez High School, serving grades 9-12. However, both Armijo High School and Fairfield High School north of the planning area are closer. The school district is not experiencing capacity issues, with the potential exception of Rodriquez High School, which is at capacity. The school district has witnessed and projects a decline in enrollment.

Solano County College is a community college in Fairfield that offers a variety of degree programs and serves the Suisun City area.

5.3.3 Library Facilities

There is one library serving Suisun City, the Fairfield-Suisun Public Library, a branch of the Solano County Library system. This facility, which opened in 2008, is 10,000 square feet and is built adjacent to the Suisun Elementary school and doubles as a public and school library. The library includes a study room, community meeting room, and computer center. It hosts library programs during the day and community meetings at night.

CHAPTER 6 | DEVELOPMENT STANDARDS + DESIGN GUIDELINES

6.1 Introduction

This chapter establishes the development standards and design guidelines governing proposed development within the Waterfront District Specific Plan (WDSP) Area (Planning Area). When reviewing project plans, the reviewing body (Planning Commission or City Council, as the case may be) shall refer to the WDSP development standards and design guidelines. Where the WDSP is silent on an issue, the City will consult the General Plan and Zoning Code. If there is a conflict between the General Plan and the Zoning Code, the General Plan prevails.

A. Standards

Standards are identified by terms such as "shall," "must," "required," or "prohibited." Standards are specific and measurable regulations that are applied in the review of projects. Compliance with standards is required through the entitlement review process.

B. Guidelines

Guidelines are design principles which are generally expected to be followed unless the applicant can demonstrate that a deviation would still accomplish the intent of the guidelines to the same degree or better.

Refer to Chapter 7 of the Specific Plan for the administration of the Specific Plan, including the process for Site Plan and Architectural Review, Major and Minor Specific Plan Amendments, Variances, and Exceptions and the regulation of nonconforming uses and structures.

6.1.1 Community Design Approach

The development standards and design guidelines in this chapter ensure compatibility of new construction, alterations, and other exterior improvements with the desired character of the WDSP Area.

Development standards provide clear direction on the scale and location of new buildings constructed within the Specific Plan Area. Design guidelines emphasize creation of a sense of identity and orientation for pedestrians,

residents, and visitors. This is accomplished by a variety of means, including through the scale, orientation, and design of the built environment; orientation and design of public spaces and landscaping; a grid street pattern; a visible hierarchy of streets; development of a comprehensive open space system; and other techniques.

Design guidelines for residential development apply to each of the residential Land Use Zones: Residential Low Density (RLD); Residential Medium Density (RMD); Residential High Density (RHD); and Residential Historic (RH). Please refer to Chapter 3 for a more detailed discussion of the Land Use Zones.

Design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project and also the Planning District within which the subject project site is located. Please see Chapter 2 for a discussion of the Planning Districts (and Figure 2-1).

Most of the Plan Area is built-out. However, there are key opportunity sites, the development of which will be important to achieving the Specific Plan's intent with respect to design. Figure 6-1, "Illustrative Site Concept Plan" shows how opportunity sites within the Specific Plan could be developed, consistent with the intent of this Plan. Figure 6-1 provides illustrative concepts, but neither represents specific requirements or a formal endorsement by the City of the illustrative concepts.

Figure 6-1: Illustrative Site Concept Plan

6.2 Residential Development Standards + Design Guidelines

6.2.1 Intent

Old Town Suisun City has a traditional Downtown character, with small blocks and lots and a gridded street pattern.

Residential development standards and design guidelines focus on developing a traditional downtown setting that fosters community activities, social interaction, and a strong cohesive image for the Downtown Waterfront District. Design guidelines are intended to support a pedestrian-oriented design environment, where the fundamental intent is to reduce the impact of the automobile by encouraging narrower streets, smaller lots accessed by alleys and with opportunities for on-street parking and less off-street parking than allowed under conventional zoning standards. Old Town Suisun is an inspiration for new residential development in the WDSP, with its smaller blocks and lots, grid pattern of streets, diverse architectural styles, and variety of housing types and sizes.

6.2.2 Residential Development Standards

Building heights above the first two stories are encouraged to be stepped back to respect the heights of existing adjacent development.

Development standards for residential uses within the Planning Area are summarized in Table 6.1. Existing uses and structures in established residential neighborhoods that are not in compliance with some of the development standards and design guidelines in this chapter shall be allowed to continue, but subject to the standards for nonconforming uses and structures described in Chapter 7.5.

- New residential lots shall be the minimum lot sizes and setbacks indicated in Table 6.1, except porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

ENCROACHMENTS INTO SETBACKS (i.e., porches, stoops, bay windows, balconies, and overhangs)	
1. Front Setback	6' max, where applicable
2. Side Setback	3' max
3. Rear Setback	3' max, where applicable

Secondary dwelling unit attached to the garage of a single-family home.

- Building heights above the first two stories are encouraged to step back to respect the heights of existing adjacent development, particularly along Lotz Way.
- The height of a new development shall be limited to building heights, as measured from grade to the peak of the roof.
- Guesthouses and secondary dwelling units shall be subject to the land use and development standards in Table 6-1 and regulations in Chapter 18.44.150 of the City's Zoning Code.

Table 6.1: Residential Development Standards

Land Use District	Residential Low Density (RLD)	Residential Medium Density (RMD)	Residential High Density (RHD)	Residential Historic (RH)
A. LOT / SITE DESIGN				
1. Lot Coverage[1]	70% max	80% max	80% max	70% max
2. Density[2]	4-10 du/gross ac (5-12 du/net ac)	10.1-20 du/gross ac (12.1-24 du/net ac)	20.1-45 du/gross ac (24.1-54 du/net ac)	5-15 du/gross ac (6-18 du/net ac)
3. Floor Area Ratio	N/A	N/A	N/A	N/A
4. Lot Area	3,000 sf min	1,500 sf min	N/A	2,500 sf min
5. Lot Width	40' min	25' min	none	40' min
6. Lot Depth	65' min	55' min	none	60' min
B. BUILDING PLACEMENT AND HEIGHT				
Primary Building Setback[3]				
1. Front Setback	7.5' min-20' max[4]	5' min-15' max[4]	0' min-15' max[4]	10' min-15' max[4]
2. Side Setback (street)	7.5' min-20' max	5' min-15' max	70% min[5]	5' min-15' max
3. Side Setback (interior)	5' min (1-2 stories) 15' min (3 stories)	5' min (1-2 stories) for 1 side, 3.5' min for other side in addition to any encroachment; 15' min (3 stories)	0' min-15' max	5' min (1-2 stories) 15' min (3 stories)
4. Rear Setback[5]	5' min	5' min	5' min (1-2 stories) 15' min (3+ stories)	5' min
5. Height Limit	35' max	35' max	55' max	35' max
Secondary Dwelling Setback				
1. Front Setback	15' min or equal to primary building setback			
2. Side Setback (street)	10' min	10' min	10' min	10' min
3. Side Setback (interior)	0' min	0' min	0' min	0' min
4. Rear Setback	5' min	5' min	5' min	5' min
5. Height Limit[6]	20' max	20' max	20' max	20' max

Notes:

du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = gross square feet

[1] Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

[2] Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

[3] Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and in the State Model Water Efficient Landscape Ordinance (MWELO), as applicable.

[4] Front setbacks shall be consistent with the setbacks of adjacent buildings on the street. Garage shall be no closer than 18 feet from the back of the sidewalk.

[5] Rear garage setback shall be a minimum of 3 feet from the rear property line.

[6] A secondary dwelling shall not exceed 20 feet in height, except when attached to the primary unit, the maximum height shall be that established for the primary dwelling.

New residential areas or development should reflect elements of historic residential styles in a modern context.

Parks or play areas should be dispersed within the planning area.

Impervious paving surfaces in landscaping should be minimized to the extent feasible.

Deciduous plantings are encouraged to provide maximum winter sun and summer shade.

6.2.3 Residential Site Standards and Design Guidelines

A. Neighborhoods

1. The architectural character of new residential neighborhood areas or development should reflect elements of historic residential styles in a modern context. Each neighborhood should include a variety of styles.
2. New buildings should be designed to respect the privacy of adjacent buildings by restricting views directly into adjoining buildings and private yards.
3. New development should maintain compatibility in building layout, height, scale, and massing with existing residential development.

B. Parks and Open Space

1. A variety of parks and open space are encouraged within the Planning Area. Refer to Chapter 5 for park, open space, and public facility concepts.
2. Parks or play areas should be dispersed and located to be easily accessible to each neighborhood area. New multi-family residential development shall be designed with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.
3. Pocket parks (of one-half acre or less) are encouraged as landscape amenities and as a means to give a distinct identity to residential areas.

C. Landscaping

1. Deciduous plant materials are encouraged to allow maximum winter sun and summer shade.
2. Climate-appropriate landscaping is encouraged.
3. The use of impervious paving surfaces (concrete, asphalt) should be minimized, to the extent feasible. Use of permeable surfaces and paving materials is encouraged.
4. Outdoor lighting on private lots should be designed so that it does not intrude on neighboring uses or shine directly into the street.
5. Shade trees and landscape trees should be of appropriate species, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature.
6. Landscape design must consider water conservation strategies, consistent with the State of California MWELO.

6.2.4 Residential Building Design Guidelines

A. Architectural Details

A "cookie-cutter" appearance shall be avoided by incorporating significant changes in massing and rooflines between elevations of the same floor plan.

1. Architectural elements, such as front and side porches, bay windows, rooflines, front door entrances, massing, and facade detailing are important distinguishing residential design elements and should be incorporated in new development. These features and exterior colors should be varied between units and from house to house along a street.
2. Flat roofs should be avoided on single-family homes and garages.
3. Compatibility of color with the soft browns, blues, and greens that dominate the waterfront should be emphasized.
4. Buildings should be sited so that the first floor rests directly on grade. A minimum lift of ten inches off the pad is encouraged in order to provide the home with a more substantial presence on the street.

Architectural elements, façade details, and exterior colors should be varied between units and house to house.

Basic building colors should use neutral colors, compatible with the waterfront.

B. Residential Garages

1. Garages should be tucked back into the house with limited exposure on the street or placed at the rear of the lot when motor courts or alleys are provided.
2. Garage doors should be recessed for greater articulation and trash and storage areas incorporated within the garage or parking areas, where appropriate.
3. Alley-loaded garages shall be set back a minimum of three (3) feet from each side of the alleyway and provide wall hung light fixtures facing onto the alley.

Garages are encouraged at the rear of the lot and accessed by an alley or motorcourt.

C. Fences

1. Backyard fences are encouraged along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences should be terminated three feet behind the front façade. Side yard fence setbacks on corner lots shall be a minimum of five (5) feet from the back of the sidewalk.
2. The setback area in front of fences shall be landscaped.
3. Fence setbacks along major streets (Lotz Way, Civic Center Boulevard, and Marina Boulevard) shall be at least fifteen (15) feet from the back of the sidewalk.
4. Front yard fences, where provided, are encouraged to be a maximum height of three (3) feet and may consist of wood or steel posts with wood pickets, rails, or decorative wrought iron that allows for eyes on the street. Front yard fences shall not exceed

Front yard fences are encouraged to be set back, landscaped, and designed to be visually open above the first 3 feet.

six (6) feet in height and where provided, above three (3) feet, fences shall be designed to be visually open and placed at the back of the sidewalk or set back and landscaped.

6.3 Commercial Development Standards + Design Guidelines

The following development standards and guidelines apply to the commercial and mixed-use zones within the Planning Area. The guidelines and standards set forth basic design principles, including building height, form and composition, storefront design, landscaping, and signage.

Downtown Suisun City has a historic character and small town charm that should be preserved and enhanced.

As noted previously, design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the Land *Use Zone* of the proposed project and also the *Planning District* within which the subject project site is located.

6.3.1 Intent

The City's intent is to preserve the historic character and small-town flavor of the Specific Plan Area, while encouraging new development and greater vibrancy, consistent with the goals, objectives, and standards of this Plan.

6.3.2 Commercial and Mixed-Use Development Standards

Development standards for commercial and mixed-use zones are summarized in Table 6.2.

Table 6.2: Commercial and Mixed-Use Development Standards[1]

Land Use District	Downtown Commercial (DC)	Downtown Mixed-Use (DMU)	Main Street Mixed-Use (MSMU)	Historic Limited Commercial (HLC)	Waterfront Commercial (WC)
C. LOT / SITE DESIGN					
1. Lot Coverage[1]	80% max	80% max	100% max	70% max	50% max
2. Density	N/A	N/A	N/A	N/A	N/A
3. Floor Area Ratio	0.25-2.0	0.30-3.0	0.30-2.0	0.25-1.0	0.25-1.0
4. Lot Area	4,000 sf min	3,000 sf min	2,500 sf min	2,500 sf min	2,500 sf min
5. Lot Width	50' min	50' min	40' min	40' min	40' min
6. Lot Depth	70' min	60' min	60' min	60' min	60' min
D. BUILDING PLACEMENT AND HEIGHT					
Primary Building Setback[3]					
1. Front Setback	0' min-20' max	0' min-15' max	0' min-15' max[4]	5' min-15' max[4]	5' min-15' max
2. Side Setback (street)	0' min-15' max	0' min-15' max	0' min-15' max	5' min-15' max	10' min-20' max
3. Side Setback (interior)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	5' min (1-2 stories); 15' min (3+ stories)	0' min (nonresid.) 15' min (resid.)
4. Rear Setback[5]	15' min	15' min	0' min (nonresid.) 15' min (resid.)	5' min	0' min (nonresid.) 15' min (resid.)
5. Height Limit	60' max	60' max[6]	16' min; 50' max[6]	35' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet; nonresid. = nonresidential; resid. = residential

[1] Residential development within a commercial or mixed-use zone shall be subject to the development standards for the Residential High Density zone, identified in Table 6.1.

[2] Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

[3] Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

[4] Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and the State MWELO.

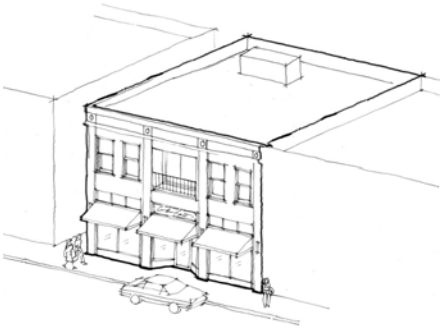
[5] Front setbacks shall be consistent with the setbacks of adjacent buildings on the street.

[6] Rear garage setback for a detached garage shall be a minimum of 3 feet from the rear property line. Rear setbacks for an attached garage shall be the same as that required for the primary structure.

[7] Building heights in the Downtown Core planning district shall not exceed a maximum height of 50 feet. Building heights shall be stepped to respect the heights of existing adjacent development.

Downtown commercial structures are typically rectilinear and built to the edge of the sidewalk.

Where building heights differ between adjacent properties, the height of adjacent major façade elements shall be related.



The scale of new infill construction shall be harmonious with that of adjacent buildings of historic interest.

6.3.3 Main Street Mixed Use and Downtown Mixed Use Zones in the Downtown Core

The following design guidelines apply to the Main Street Mixed Use and Downtown Mixed Use Zones, particularly within the Downtown Core Planning District. This District consists primarily of commercial buildings typically built up to the sidewalk edge, rectilinear in form, with large storefronts on the ground floor facade. Where residential structures exist on the west side of Main Street, the residential standards and guidelines in Section 6.1 shall govern. Refer to Chapter 4 for street and streetscape design guidelines for Main Street and other Downtown commercial and residential areas.

A. Building Height, Placement, and Setbacks

1. The height of new street-facing facades should be greater than sixteen (16) feet but no more than fifty (50) feet, as measured from the sidewalk to the top of the cornice.
2. Along Main Street, building facades shall be a minimum of 16 feet in height and appear as a two (2) story building, if not two (2) stories or greater in height.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines and strong horizontal features, such as belt courses and cornices shall be related.
4. Buildings and facades shall be constructed to the back of the sidewalk of the adjacent street(s). Only entries and flanking display windows may be recessed from the property line. Doorways should be designed to focus on the street to create more activity along the sidewalk.

B. Building Form and Style

1. Like the historic buildings on Main Street, building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings. Oblique, polygonal, and circular-shaped buildings are prohibited.
2. Unique architectural features of buildings shall be maintained and respected in any renovation or remodeling work.
3. The scale of new construction should be harmonious with that of adjacent buildings. The scale of various design and construction elements should be consistent with adjacent buildings of historic interest.
4. When a new building is proposed to replace a historic structure, key architectural elements of the original building should be used in the construction of the new building.
5. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of historic

Suisun City by containing design elements that produce a similar visual image. Highly contemporary and articulated building forms are not permitted. "Wild West" themes typified by false front architecture, embellished with gingerbread-style detail, board-and- batten siding, and bright colors are not an appropriate or acceptable building motif.

Exterior walls should be designed with brick, wood, and painted or anodized finish metal.

C. *Exterior Walls*

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted).
2. Except in limited amounts and in locations other than along Main Street, exterior wall materials not normally permitted include concrete, concrete block, stone veneer, stucco, granite, modern metal applications, large expanses of glass, tile, or plastic.
3. New storefronts along Main Street should approximate the rectangular shape, proportions, and character of adjacent buildings of historic character. Storefronts with recessed entries are encouraged and should be divided into three bands with a base, middle, and top, including a transom band, a band of display windows, and a small spandrel or paneled band under the display windows. One-story buildings should have a solid wall space above the storefront and a cornice, with or without a parapet. Two story buildings should usually have a horizontal band and a second floor with windows and cornice. All of the above bands should align with those of adjacent buildings to the extent possible.

New strorefronts along Main Street should approximate the rectangular form, proportions, and character of adjacent buildings of historic interest.

Strorefronts along Main Street should be designed as three bands that include a base, middle, and top.

Canvas awnings attached above street level storefronts and windows are encouraged.

4. If provided, awnings should be regularly cleaned and maintained. Metal and glass awnings are discouraged. Mansard, free form, and

Traditional design features, such as wooden balconies, canopies, and porches are encouraged.

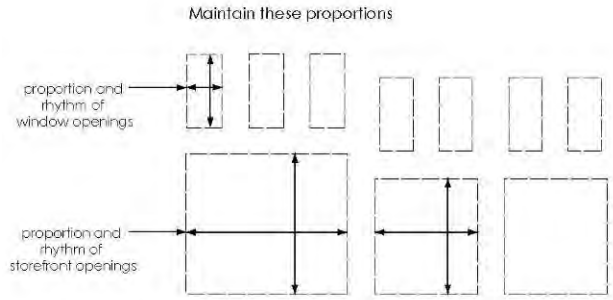
Buildings at key intersections, such as Main Street and Driftwood Drive should be designed to mark the corner.

geometric form awnings or other sidewalk covers are discouraged. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of adjacent structures. Awnings or canopies that obscure transom windows or that are used primarily for signage rather than cover are not permitted.

5. Wooden balconies, canopies, and porches are traditional to some types of buildings and are encouraged, where appropriate. The creation of such elements should be carefully considered to ensure compatibility with the style of historic structures along Main Street. Other important architectural features should not be obscured or destroyed in the building of these features.
6. Retail continuity along Main Street's west side is essential. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.
7. Buildings at key intersections (such as Main Street and Driftwood Drive) should be designed to "mark the corner" with such architectural features as a tower or a cupola. Such features may be erected to a greater height than fifty (50) feet, provided the design is in keeping with the overall character of the structure and surroundings.
8. The backs and sides of buildings that are visible from public streets should incorporate window and door openings, where possible. For new construction, backs and sides should be as carefully designed as front facades. On existing buildings, original openings should be restored or compatible new ones provided where feasible. Interesting details, awnings, painting, and landscaping should also be used to add visual interest to these areas.

D. *Windows and Doors*

1. Except on narrow building fronts, windows should be organized in multiple bays, in coordination with ground-level storefronts. The directional expression of windows and doors should be vertical, although several vertical elements may be combined to form a horizontal opening.
2. Fenestration should be heavy wood rectilinear assemblies. Metal window assemblies or metal window frames are discouraged. Fenestration should be well proportioned and compatible with the dimensions of a given wall.
3. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.



Windows should be organized vertically, in multiple bays, although several vertical elements may be combined to form a horizontal opening.

4. Upper floor facades should be composed as solid surfaces with punched openings for individual windows or discrete sets of windows. The openings may be highlighted with special treatment at the head, sill, and/or sides, such as special brick coursing, arched heads, or other accents.
5. Large areas of blank wall with few openings or enriching details should be avoided on street facades. New and substantially rehabilitated buildings should have wall to window area ratios and proportions that are similar to the traditional Downtown buildings. For minor rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
6. Original or existing storefront areas and window openings should not be filled in or covered up from either the interior or exterior of the building. Where buildings with retail storefront display areas have been converted to non-retail uses, such as offices, the storefront glazing should not be covered over or permanently obscured. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.

Upper floor facades should be composed of solid surfaces with punched openings for individual or sets of windows.

E. Roofs

1. Building roofs should reflect the historic styles in the Downtown Core and should be either gable, gambrel, hip, or shed. False fronts or parapet walls should conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings should be unobtrusive.
2. Pitched roofs should usually be dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.

False fronts or parapet walls should conceal pitched or flat roofs.

F. Color

1. Choice for building exteriors may express individual taste, but should always contribute to the historical character of the area. Exterior colors should harmonize with other colors on the same building and on the streetscape.
2. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
3. Where brick has been painted, repainting is appropriate. Where brick was unpainted and remains unpainted, use of paint on the exterior is prohibited.
4. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.

Exterior colors should complement the color of neighboring buildings or storefronts and the overall Downtown landscape character.

Complementary colors should be selected for signs and awnings of individual shops within the same building.

5. The use of different colors to mark individual shops within a building can be visually disruptive and obscure the overall composition of the facade. Where existing buildings have been painted in this manner, they should be repainted complementing colors when rehabilitation or change in tenancy occurs.
6. A range of complimentary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated wherever possible. Patterned or multi-colored awnings should be used with care and in consideration of the color(s) of adjacent awnings.

6.3.4 Historic Limited Commercial Zone

The Historic Limited Commercial Land Use Zone occurs in both the Downtown Core Planning District and Historic Suisun Planning District.

The buildings that front on Main Street between Morgan Street and Cordelia Road and the areas within the HLC zone are predominantly residential in design and character. These structures are expected to convert to retail or limited commercial uses over time. The following sections address these "transitional" buildings and provide standards and guidelines for their renovation for commercial use. These guidelines also apply to the design of new commercial structures so that residential elements are incorporated and are compatible with the existing structures in which they adjoin.

Additions to existing structures shall be a height and scale that does not overwhelm the original building.

A. Building Height, Placement, and Setbacks

1. The maximum height of any new building or addition to an existing building shall be thirty-five (35) feet. The maximum height limitation matches that specified for the adjacent residential district. It will allow for an appropriate transition in scale between commercial and residential zones.
2. Additions to existing structures shall be of a height and scale which does not overwhelm that of the original building.
3. Building setbacks should be provided from all property lines. The front yard and side setback from the street should approximate that of adjacent residential buildings on the block. Rear and side setbacks should be similar to those provided for existing residential buildings, with greater setbacks provided for new structures or additions of significantly greater height or scale.

   Building setbacks from the street will help to maintain a consistent street wall and signal the transition from the commercial area to the adjacent residential area. Side and rear setbacks can provide buffer zones to protect the privacy of adjacent residential areas.

Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.

4. Setback areas shall be adequately landscaped to provide a residential character to the street and to form green buffers

between buildings. The presence of trees and planting around buildings is typical of residential areas and will provide an appropriate transition between them and the commercial area.

B. Building Form and Composition

1. Unique architectural features and the overall residential quality and appearance of a structure should be maintained and respected. Major form-giving elements to be retained include pitched rooflines, projecting or recessed entry porches, dormers and bay windows. Important features and details may include multi-paned windows set in wood frames, overhanging eaves, decorative brackets and balustrades and substantially designed porch bases and steps.

   The conversion of a residential structure to commercial use should not destroy the residential character of the building. Where modifications are necessary to improve access, they should be done in a manner that is least disruptive of the original building fabric. Closing or filling porches or window openings destroys the building's character and is inappropriate.

2. New construction and additions to existing buildings should utilize the major residential form-giving elements described above.

3. Roof forms should be expressed rather than concealed behind parapets or false fronts. Appropriate forms are those typically used for residential development in and adjacent to the area. These include hip, gable and shed forms with projecting eaves. Roof forms for building additions should be consistent with those of the original structures.

4. Building massing should relate to the scale of surrounding residential structures. Where a new building will be significantly larger than surrounding structures, it should be composed of smaller elements that approximate the scale or form of the existing residential structures.

   In order to avoid changes in scale that would overwhelm adjoining residential structures, new buildings should use smaller-scaled elements as building blocks. Devices, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.

Unique architectural features and the residential quality and appearance of structures should be maintained.

Conversion of a residential structure to a commercial use should not destroy the character of the building.

New larger buildings should use smaller-scaled elements that approximate the scale or form of adjacent residential development.

C. Material Finishes and Colors

Exterior wall materials should use traditional residential building materials, such as wood siding, stone, and brick.

1. Exterior wall materials should be limited to those commonly used for residential buildings, including wood siding, and brick.
2. Additions to existing buildings should be finished in the same material as the original structure. Complementary materials, such as wood shakes with wood siding or brick with stucco may be used for architectural accents or special details.
3. Existing window openings and multi-paned windows should be retained. Large expenses of glass should be avoided in building additions and new construction in favor of individual window openings with multi-paned windows or multiple window units.
4. Window frames shall be of painted wood, metal, dark anodized aluminum, or in the case of a renovation, a material and finish which matches the existing original window frames.
5. Metal window grilles or other exterior devices, which imply security problems, are discouraged.

   Visible security devices detract from the area's image. Security problems should be addressed in less visible ways, such as internal alarm systems, which will not detract from the visual image of the area.

Use of fabric awnings is encouraged, where appropriate to the building design.

6. Appropriate paint colors for building wall surfaces include white or light, neutral pastels similar to those called for in other commercial zones, medium toned natural finishes for brick. Where wood siding or shakes are used, darker stains or painted finishes may also be appropriate. Trim elements and details may be painted to match the building wall or in a contrasting color.
7. The use of fabric awnings is encouraged where appropriate to the design of the building. Awnings should be placed to avoid obscuring architectural features or overwhelming the scale of the building. Awnings may be placed over windows or entries but must be attached directly to the building and be self-supporting. Extended sidewalk canopies are inappropriate.

6.3.5 Commercial/Office/Residential and Waterfront Commercial Land Zones

The Commercial/Office/Residential and Waterfront Commercial Land Use Zones occur within both the Downtown Core and the Southern Waterfront Planning Districts. These areas adjacent to the waterfront are related to the historic Downtown, yet have very different characteristics. Proposed uses within these parcels are intended to build upon and enhance the character and function begun on these sites. The following design guidelines address the unique character of these two distinct opportunity areas.

A. C/O/R Zone Design Guidelines

1. Perimeter frontage sites along Main Street, Driftwood Drive, Lotz Way, and Civic Center Boulevard should generally be developed in conformance with the guidelines for the Main Street Mixed-Use zone. Additional flexibility in the application of these design guidelines can be attained through the PUD process.
2. All commercial buildings should have facades built to the back of the sidewalk, in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
3. Residential setbacks, where applicable, should be consistent with residential development on the east side of Civic Center Boulevard.
4. In keeping with the historic character, the linear frontage of new buildings along Main Street south of Driftwood Drive should not exceed fifty (50) feet. Commercial or mixed-use development north of Driftwood Drive may be larger. The design of the building should still emphasize the vertical appearance of smaller increments of building frontage that preserves the pedestrian quality present along Main Street.
5. New development and buildings should be designed to maximize waterfront views and access from common area spaces, as well as front onto the major surrounding streets, including Main Street, Lotz Way, and Civic Center Boulevard.

Existing office and hotel uses in the Commercial/Office/Residential zone north of the former Sheldon Oil site.

B. Waterfront Commercial Zone Design Guidelines

New development in this area shall be guided by the design guidelines in Section 6.3.4, addressing the Historic Limited Commercial zone, and the following additional guidelines.

The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine-related industries. Design of these buildings shall be reflective of traditional maritime architecture; that is, buildings with high ceilings, and large floor areas, but which reflect the character of the Waterfront and do not obscure it from view. This area is the subject of a recent planning study, "the South Waterfront Design Report." The South Waterfront Design Report should be referenced for the development of the area, referenced in Figure 6-1 as Opportunity Area I.

The following design guidelines should be observed within the Waterfront Commercial zone.

1. Roofs should be pitched, without parapet facades. Flat roofs are inappropriate.
2. Extensive areas of glazing or storefronts shall be utilized where the building faces a public street, common area, or the waterfront.
3. Maximum building height is thirty-five (35) feet.

New waterfront development should be consistent with the scale and character of existing waterfront commercial development.

6.3.6 Downtown Mixed-Use Zone in the Suisun-Fairfield Train Depot Planning District

Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.

Building massing should be broken to smaller massing, approximating the scale or form of existing adjacent structures.

Contemporary design and reuse of industrial structures are encouraged.

A. Building Height, Placement, and Setbacks

1. The height of new buildings should be multi-story, but no more than fifty (50) feet, as measured from the sidewalk to the top of the roof line.
2. Where building heights differ with adjacent properties in the Downtown Commercial Core, building heights shall be stepped to respect the scale of existing, adjacent development.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines, and horizontal features, such as belt courses and cornices shall be related.
4. Building facades and openings should be designed to front onto Main Street or Downtown side streets rather than facing the railroad tracks.
5. Setback areas shall be adequately landscaped to provide an appropriate transition between the commercial development on Main Street, the residential development south of the district, and streets and parking areas.
6. Public open space should be internally located and buffered from rail or freight traffic.

B. Building Form and Style

1. Building massing should relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it should be broken down into smaller elements and massing which approximate the scale or form of the existing adjacent structures.

   Design strategies, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.
2. New construction and renovation of existing buildings shall respect the waterfront design themes and historic character in the Planning Area and should maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures are encouraged in this district, while respecting the traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

C. Exterior Walls

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted), consistent with materials encouraged for commercial development along Main Street.
2. Balconies, canopies, and porches are encouraged and should be designed to be compatible with the appearance of adjacent structures.
3. The back and side of buildings, visible from public streets, should incorporate window and door openings, where possible. In new construction, backs and sides should be carefully designed as front facades. On existing buildings or building renovations, original openings should be restored or compatible new ones provided, where feasible. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.

Exterior walls should be designed with brick, wood, and painted or architectural metal.

D. Windows and Doors

1. Except on narrow building fronts, windows should be organized in multiple bays.
2. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.
3. For rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
4. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.

Windows should be organized into multiple bays.

E. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but should contribute to the character of the Waterfront District.
2. Exterior colors should harmonize with landscape themes in the district and Downtown waterfront themes.
3. The use of different colors to mark individual shops or residential units within a mixed-use building should be avoided. However, accent colors applied to highlight architectural features and trim elements and details painted in a contrasting color, compatible with the building wall are encouraged.
4. Window frames shall be of painted wood, metal, dark anodized aluminum.
5. A range of complementary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated, wherever possible.

Exterior colors should be chosen to complement the architectural and landscape themes in the district.

6.3.7 Downtown Commercial and Downtown Mixed-Use within the Western Marina and Highway 12 Planning District

Public spaces should be provided to enhance commercial vitality and activity in the district.

Street furnishings and landscaping can help support a pleasant, urban retail experience.

Commercial building facades should front onto the sidewalk to maintain an active edge for shoppers and pedestrians.

Buildings are encouraged to be clustered to support a pedestrian-friendly shopping experience.

A. Public Space and Pedestrian Amenities

1. Public spaces, such as plazas, courtyards, and outdoor dining spaces should be designed to enhance the vitality of the district and support commercial patronage.
2. Public spaces, plazas, and courtyards should be designed as outdoor living rooms, enhanced with seating and other pedestrian furniture, street lights, shade, and landscaping.
3. Street furnishings and landscaping, including planters or tree grates and potted plants, should be provided along walkways, to support a pleasant urban retail experience.
4. Public art should be considered for focal points or gateway entrances into the commercial district.
5. Textured or colored pavement should be used to clearly define pedestrian access ways or intersection crossings, articulate different sidewalks activity zones, and highlight special areas within the district.

B. Building Height, Placement, and Setbacks

1. The height of new buildings are encouraged to be multi-story to establish a pedestrian-friendly character, consistent with the Downtown Waterfront District, but should be no more than sixty (60) feet, as measured from the sidewalk to the top of the building roof line.
2. Commercial buildings should have facades built to the edge of the sidewalk in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
3. To nurture a pedestrian-focused community, buildings should be designed to front onto the commercial main street or internal common space. Setbacks should be landscaped and buildings should be oriented to activate common spaces and public rights-of-way, with courtyards, plazas, seating, and other public amenities.

C. Building Form and Style

1. Building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings.
2. Commercial buildings are encouraged to be clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections should be designed to "mark the corner" with architectural features, such as towers.

D. Exterior Walls

1. Large areas of blank wall with few openings or enriching details should be avoided on street facades. The backs and sides of buildings, which are visible from public streets, should incorporate window and door openings, where possible. Building backs and sides should be as carefully designed as front facades. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.
2. Exterior walls are encouraged to be designed with traditional building materials, such as brick, wood, painted or architectural metal (such as cast iron and pressed metal, with anodized finish or painted).
3. Doors, windows, cornice lines, floor lines, signage, and overhangs should be incorporated into the building design to support interesting building façades.
4. Individual tenants in a multi-tenant structure should be easily distinguished, using architectural features, including:
   a. columns, piers, or pilasters placed between building bays;
   b. building setback variations for recessed entrances, niches for landscaping, outdoor seating or dining, or other pedestrian amenities;
   c. arcades and roof overhangs; and
   d. changes in building or roof heights between adjacent tenants.
5. Canvas awnings, attached above street-level storefronts and over individual windows, are encouraged. If provided, awnings should be regularly cleaned and maintained. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of the district.

Architectural details, such as doors, windows, building lines, signage, and overhangs should be used to articulate the building façade.

Color and different architectural treatments should be used to distinguish individual tenants in multitenant buildings.

E. Windows and Doors

1. Commercial storefronts and ground floor common areas should provide a transparent façade along the street, consisting of storefronts, entries, and windows.
2. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.
3. Doorways should be designed to focus on the street to create more activity along the sidewalk.

Commercial storefronts and ground floor common areas should provide a transparent façade along the street.

Color should be selected to coordinate with the streetscape and landscape themes of the district.

F. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but should contribute to the waterfront themes of the Downtown Waterfront District. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
2. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.
3. The sign and awning color of individual businesses should be coordinated, wherever possible.

6.4 Public Facilities and Open Space Standards + Design Guidelines

6.4.1 Public Facility and Open Space Standards

Table 6.3: Public Facility and Open Space Development Standards

Land Use District	Public Facilities (PF)	Park or Open Space (P/OS)
A. LOT / SITE DESIGN		
1. Lot Coverage[1]	80% of the lot	20% of the lot
2. Density	N/A	N/A
3. Floor Area Ratio	N/A	N/A
4. Lot Area	N/A	N/A
5. Lot Width	N/A	N/A
6. Lot Depth	N/A	N/A
B. BUILDING PLACEMENT AND HEIGHT		
Primary Building Setback[3]		
1. Front Setback	0' min	20' min
2. Side Setback (street)	0' min	20' min
3. Side Setback (interior)	0' min	10' min
4. Rear Setback[4]	0' min	15' min
5. Height Limit[5]	50' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet; nonresid. = nonresidential; resid. = residential

[1] Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

[2] Setback areas shall be landscaped as addressed by the Suisun City Zoning Code.

[3] Front setback shall be consistent with setbacks of adjacent buildings on the street. Garage shall be no closer than 15 feet from the front property line.

[4] Rear garage setback shall be a minimum of 3 feet from the rear property line.

[5] Building heights shall be stepped to respect the heights of existing adjacent development.

6.5 General Development Standards

6.5.1 General Requirements

A. Buildings

Where originally constructed building facades remain, their appearance should not be altered. Such facades should be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.

Existing windows and door openings that have been boarded up or painted over shall be restored and reglazed. Replacement windows and doors shall meet all of the requirements of Section 6.3.3.D. Awnings, where provided, shall be regularly cleaned and maintained.

B. Landscaping

Landscaped front yards, especially lawns, are an important transitional feature, which should be maintained and improved.

- Landscaping around the perimeter of buildings and parking areas provides a visual extension of the front landscaping and a green buffer between building and land uses. Landscaping shall be provided in front yard areas and in setback areas around the perimeter of buildings and parking areas.

- Landscaping shall be provided within parking areas where needed to break up large expanses of parking and/or to provide additional shade, as required by the City's Zoning Code.

C. Mechanical Equipment and Service Areas

All mechanical equipment, whether on rooftops or at ground level and service areas shall be adequately screened from view?

- Mechanical equipment, conduit, utility equipment, HVAC units and trash disposal areas, visible from a public right-of-way or common area, shall be screened from view.
- Where conduit or equipment cannot be screened without disrupting or covering other important features of the building, these shall be painted to match the adjacent surface to reduce their visibility as much as possible.

- Trash areas, storage, and service areas shall be screened from public view with a wall or fence and landscaping. Trash enclosure shall be designed and located, so as not to be visible from adjacent streets or properties.

D. Use of Public Right-of-Way

Merchandise, whether for sale or rent, shall not be placed on display upon the public right-of-way except by special permit and approval of the City Council.

6.5.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Planning Area, except within the C/O/R zone. Within the C/O/R zone, the PUD process may establish a specific signage program unique to the area. Additional signage standards, included in Chapter 18.54 of the Suisun City Zoning Code also apply, except where in conflict with the more restrictive standards of this Specific Plan. Where this section is silent, the standards of the Zoning Code shall apply.

A. Type and Placement

1. Signing should be designed to directly relate to the exterior design of the building. Signing should not cover important features or cross transitions between features. Signing should be at the first floor level, should not project above the cornice or facia line, and should be primarily oriented to the pedestrian. However, painted lettering on second story windows, to identify separate uses located there, is appropriate.
2. Signs should generally be flush with the facade and not protrude more than eight (8) inches from the wall. Projecting signs may be considered when the sign does not conflict with the building's exterior design.
3. Under canopy signs and signing painted on canvas awnings are permitted. Symbolic three-dimensional signs, such as barber poles, are encouraged. Moving and rotating signs are permitted.
4. Freestanding signs are not allowed, except to identify a specific development, district, or multiple-business complex. One permanent directory or freestanding master identification sign, not to exceed twenty-five (25) square feet per sign face, is allowed at each main entrance to a public street.
5. A projecting sign or shingle sign may be permitted to be placed on a building frontage only if all of the following Standards are met:
    a. The sign is historically accurate or appropriate for the building.
    b. The sign does not impair the visibility of adjacent signs.
    c. The size, location, and materials of the sign are compatible with the building and conform to the requirements of this section.

6. The height of the sign does not extend above the cornice line of a one story building or the sill of a second floor window.
7. A permanent sign is limited to the name and graphic logo of the business, the type of service rendered, the principal brand names or classification of merchandise for sale, and street address. Brand names may occupy not more than twenty-five percent (25%) of the allowable sign area, except for storefront window signs.
8. Neon signs are permitted only when all of the following Standards are met.
    a. The sign does not impair the visibility of adjacent signs.
    b. The sign, location, and materials of the sign are compatible with the building and conform to the other requirements of this Chapter.
    c. The sign is more appropriate than an otherwise illuminated sign.

B. Sign Area

1. A maximum area of one (1) square foot of signing may be permitted for each linear foot of a business on a primary frontage (facing a public street, public parking lot, or public space) not to exceed forty (40) square feet on any one frontage. A maximum of one-half (1/2) square foot of signing may be permitted for each linear foot of a business on a secondary frontage (facing an alley, private driveway, an adjacent building, private parking or service area) not to exceed twenty (20) square feet on any one frontage.
2. The maximum area of signing noted above shall apply to all wall, window, and projecting signs and signs painted on awnings. Further, projecting signs shall not exceed twenty (20) square feet per sign face and shall not project more than four (4) feet from the wall.
3. Each business with first floor frontage or direct sidewalk access may have a pedestrian-oriented sign attached below a canopy not exceeding three (3) square feet per sign face and with a minimum clearance of eight (8) feet above the sidewalk. Such a sign will not count as part of the maximum business sign allowance.
4. Multiple business directories may be permitted when not exceeding two (2) square feet per tenant and twenty (20) square feet total per sign face. Such a sign will not count as part of the maximum business sign allowance.

C. Materials

1. Signs should be painted and/or carved wood, wrought iron, cut out, non-reflective metal lettering such as brass, or glass (including stained glass). Signs painted directly on plain surfaces,

windows and canvas awnings are generally appropriate. Metal "can" signs are not permitted. Decorative neon identification signs may be used as an accent or design feature, but shall not dominate the general appearance of the facade.

D. Graphics

1. Graphics should be simple and bold. Lettering styles should be in keeping with the area's historic character.

E. Illumination

1. Illumination should generally be indirect such as that provided by "goose necked" light fixtures. In some instances, signs may be floodlighted or may utilize exposed incandescent light bulbs.
2. No interior - illuminated signs are permitted. Fluorescent, flashing, and intermittent illumination is not permitted.

F. Temporary Signs

1. Temporary signs pertaining to special store events or sales lasting no more than thirty (30) days may be painted or affixed to display windows provided that their total area shall not exceed twenty-five percent (25%) of the window area.
2. Banners or other promotional signs may be displayed for up to thirty (30) days; provided that the total area of all temporary signage displayed (including window signage) shall not exceed the allowed area of the permanent signage.
3. All such temporary signage shall be displayed for no more than thirty (30) days. The same or similar signage shall not be replaced within thirty (30) days after removal.

G. Illegal Construction

If the Administrator finds that any sign has been constructed or erected in violation of the provisions in effect at the time of such construction, he/she shall give written notice of such conditions to the to the owner of the property upon which the sign is located to remove or alter the sign so as to comply with this Chapter. Thirty (30) days after such notice, such signs may be removed or altered to comply with legal standards by the Administrator at the expense of the permittee or the owner of the property upon which the sign is located.

6.5.3 Parking Standards

Parking regulations are established to ensure adequate parking facilities are provided in order to meet the parking demand anticipated for development.

A. Minimum Parking Requirements

The minimum number of off-street parking space shall be provided for each land use, as summarized in Table 6-4. For uses not listed in the table, refer to the City Zoning Code. The parking standards in Table 6-4 apply to any new building or use, except as follows:

- For existing structures, only those off-street parking spaces required at the time of construction, addition, or substantial modification of the structure, or are present on the site at the time of adoption of this Specific Plan, are required to be maintained as off-street parking spaces. Any additional floor area to an existing structure or construction of new structures made subsequent to the effective date of this Plan shall require the provision of off-street parking as provided in Table 6.4.
- At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.

Table 6.4: Off-Street Parking Requirements

Land Use*	Minimum Number of Parking Spaces Required*
RESIDENTIAL LAND USES	
Single-Family Residential	1 covered space and 1 uncovered space per unit
Multi-family Residential**	
Studio	1 space per unit
One-Bedroom	1 space per unit
Two+ Bedrooms	1.5 space per unit (1 space should be covered)
Guest spaces	1 space per 5 units, except that on-street parking may be substituted for visitor parking where sufficient on-street parking space is provided on the street adjacent to the development.
NON-RESIDENTIAL LAND USES	
Hotel/Motel	1 space per room
Commercial or Public Use	Refer to parking requirement in the City Zoning Code, except that the minimum off-street parking spaces shall not be greater than1 space per 300 gross square feet.

Notes:
* At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.
** For developments containing five or more units, up to thirty-five percent (35%) of the required uncovered spaces may be compact car spaces.
*** On-street parking spaces adjacent to the property street frontage may be used to satisfy required off-street parking requirements.

B. Parking in Commercial and Mixed-Use Zones

Generally, parking required for existing and proposed new uses within most of the commercial and mixed-use zones will be met by a combination of public and private on- and off-street public parking facilities, associated with specific uses and properties. Public parking is provided on Main Street, in and around the marina and Harbor Plaza. Because of the variety of uses envisioned in the Planning Area, peak demand periods will vary, allowing opportunities for shared facilities by more than one use or property.

- Required parking for all uses in existence at the date of adoption of this Specific Plan can be satisfied by existing private on site facilities and public parking on Main Street and Harbor Plaza.
- New uses established after the adoption of this Specific Plan shall be required to meet parking standards by first providing as much of the requirement on-site as possible, while still keeping with the desired character of development. Off-site parking spaces may also address this requirement, where it is demonstrated that such spaces are available during the peak demand periods for the particular use in question (see requirements for shared parking below).

C. Fees In-Lieu of Required Parking

Where a use cannot satisfy its parking requirement through either on-site or available shared parking, when available, the remaining requirement may be satisfied by payment of a fee in lieu of actual development of the required parking. Said fee is to be set by resolution of the City Council and shall be equal to the estimated cost of land acquisition and development of one off-street surface parking space. This fee will be charged for each of the required parking spaces, which cannot otherwise be provided for the proposed use.

D. Reduced Parking Requirement

An exception reducing the required parking spaces to less than the above standards may be approved by the Administrator or the Planning Commission, as the case may be, provided the following findings are made:

1. The actual parking demand for the use in question will be less than the above standards.
2. The proposed use will not generate additional long term parking - demand without expansion of the building area occupied.
3. If a new building or structure, the probable long-term occupancy, based on its design will not generate additional parking demand.

The applicant will be responsible for the collection and submittal of survey or other data sufficient for the above findings to be made. Refer to Section 7.6.5 of the Specific Plan for the procedures for exceptions.

E. Shared Parking Requirements

Parking spaces may be shared by more than one use when operations are not normally conducted during the same hours or when hours of peak use vary. Requests for the use of shared parking may be considered within the project review process as a strategy to meet required off-street parking requirements and must meet the following conditions:

1. The applicant must satisfactorily demonstrate that substantial conflict shall not exist in the principal hours or periods of peak demand for the uses for which shared spaces are proposed.
2. Parking spaces designated for shared use shall not be located further than eight hundred (800) feet from any structure or use served, unless otherwise approved.
3. A written Agreement shall be drawn to the satisfaction of the City attorney and executed by all parties concerned ensuring the continued availability of the number of stalls designated for shared use.
4. The number of existing parking stalls which may be credited against the requirements for proposed structures or uses shall not exceed the number of stalls reasonably anticipated to be available during differing hours of peak demand.
5. In determining the availability of parking spaces for shared use; peak and off-peak demand shall be calculated using the standards and methods described in the City's Zoning Code, Section 18.52.040 or other approach approved by the City.
6. Total required on-site parking spaces for mixed-use developments shall be determined by computing the parking requirements for each of the above time periods. The largest total demand for the four periods shall be the required number of spaces to be provided.

F. Parking in Residential Front Yards

No portion of any front yard other than a paved driveway shall be utilized for parking or storing of any motor vehicle, recreational vehicle, boat, trailer, or camper.

G. Parking Design

Dimensions, geometrics, and landscaping of parking areas shall be as specified by the City's Zoning Code, unless otherwise specified in this section.

1. Where on-site parking is utilized it shall be provided in a location, which is least visually disruptive. The preferred location of parking lots is at the rear of the property or screened from view by the building. An alternative location would be at the side of

the building. Parking shall not be sited in the setback area between the street and the building line, where such setback exists. Parking located in front of buildings, adjacent to the public right-of-way, should be screened with vegetation and/or fencing. Access drives should be located besides the building or at the rear of the building on corner lots.

2. Parking lots should be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas, which abut residential uses or zones, should be screened with a dense hedge and/or a fence. Lighting should be directed away from residences.

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CHAPTER 7 | SPECIFIC PLAN ADMINISTRATION

7.1 ADMINISTRATION

7.1.1 Administrator – Designation

The Administrator of the Specific Plan shall be the Development Services Director or other qualified member of the Planning Division staff designated by the Development Services Director and who shall normally be available to the general public during regular office hours.

7.1.2 Administration

The Planning Division shall administer this Specific Plan in accordance with the provisions of this Plan and the instructions of the Planning Commission. Refer to the Suisun City Zoning Code (Zoning Code), Section 18.76 for the process for appeals.

7.2 SPECIFIC PLAN ADOPTION

A Specific Plan is similar to a Zoning Code in that it implements the General Plan through land use designation on a map, listing or referencing permitted specific uses, standards for development, and appropriate special conditions. Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457 of the California Government Code provides the requirements for the contents and adoption process of a Specific Plan.

7.3 SPECIFIC PLAN AMENDMENT

Amendments to the Specific Plan may be initiated by a resident or property owner, as well as by the City, in accordance with the procedures outlined for initial adoption. In addition to these requirements, major amendments shall require a public hearing and notification, similar in nature to the process for amendments, addressed in the City Zoning Code, Chapter 18.74, "Amendments."

7.3.1 Application

Application for a Specific Plan Amendment shall be filed with the Planning Division upon such forms and accompanied by such data as may be prescribed by the Planning Division, so as to ensure the fullest practicable presentation of the facts for the permanent record. A fee set by resolution of the City Council shall accompany each application.

7.3.2 Scope of Amendment

The Administrator will be responsible for determining "major" amendments as opposed to "minor" amendments to the Plan and its Standards. "Major" amendments shall be processed as outlined above through the Planning Commission and City Council. Among the items which would be considered major are:

- Introduction of a new type of land use not discussed in the Specific Plan or City Zoning Code that would affect one or more property owners.
- Major changes to the layout of land uses (affecting one acre of land or more) or other changes, which may significantly affect a planning concept spelled out in this Specific Plan.
- Major changes to the proposed street system that would significantly alter land use or circulation concepts described in this Specific Plan.
- Changes or additions to design standards, which could significantly change the stated intent of this Specific Plan.
- Any change to the Specific Plan, such as an increase in the total maximum number of units proposed, which could create new environmental impacts or substantially increase environmental impacts.

Minor amendments shall be decided by the Administrator, subject to appeal to the Planning Commission. Minor amendments include:

- A proposed land land use not identified in the Specific Plan or City Zoning Code that is substantially similar to a permitted use with respect to characteristics, intensity, and compatibility, according to the requirements of section 7.4.3 of this chapter. Minor changes to the land use diagram and/or alignment of streets that maintain the general pattern of permitted land uses and circulation and that are consistent with the vision, goals, policies of the Specific Plan.
- A change to the development standards or design guidelines that does not significantly change the physical characteristics or purpose and intent of the Specific Plan and is determined by the Administrator as minor or requests for an adjustment that is10% or less of quantifiable or measureable standards contained in the WDSP.
- Changes not expected to significantly increase environmental impacts beyond the levels identified in the Downtown Waterfront District Specific Plan Consistency Analysis..
- Minor text revisions required to clarify the intent of the Specific Plan, remove ambiguities, or maintain consistency with other adopted City planning and policy documents.
- Other modifications of a similar nature to those listed above, which are deemed minor by the Administrator and in keeping with the purpose and intent of the Specific Plan.

7.3.3 Findings

In considering any amendment to the Specific Plan the appropriate decision-making body shall make the following findings:

- The proposed amendment would benefit the Specific Plan Area.
- The proposed amendment would conform to the General Plan or would be considered in conjunction with an amendment of the General Plan.
- The proposed amendment would not adversely affect adjacent properties.

- If use specific, the subject property could be properly served by public facilities and services.

7.3.4 Amendment Procedures

The process for Major Amendments to the WDSP shall be the same as the process to amend the Zoning Code as described in Chapter 18.74 of the Zoning Code. Minor Amendments to the WDSP, unlike Major Amendments, may be approved by the Administrator in accordance with the following procedures and does not require public hearings.

1. **Application Requirement**

   Applications shall be made in writing on a form prescribed by the Development Services Department for the purposes of site plan and architectural review and shall be accompanied by site plans, elevations, and/or relevant data required to grant the application.

2. **Application Processing**

   The Administrator or his/her designee shall review all applicable information and within thirty (30) days of receiving all relevant information, make a determination as to the appropriate level of review, based on applicable regulations and the characteristics of the project.

   For Minor Specific Plan Amendments, the Administrator shall make one of the following determinations:

   a. Approve the application upon determination that the project substantially complies with all applicable standards of the Specific Plan and relevant City standards and meets the criteria for Minor Amendments in Section 7.3.2.

   b. Require or recommend the project be reviewed as a Major Amendment, including going through the appropriate public hearing process. However prior to making this determination, when possible, the Administrator shall provide the applicant an opportunity to modify or correct the application to bring the project into conformance with the Specific Plan, relevant City standards, and the criteria for Minor Amendments, addressed in Section 7.3.2.

   c. Request further information, as may be needed to make a determination to approve the application.

   In granting a Minor Amendment, the Administrator may impose conditions to safeguard the public health and safety and ensure that development is consistent with the objectives and intent of the Specific Plan.

7.4 CONFLICTS AND INTERPRETATION

The provisions of this Specific Plan are not intended to interfere with or void any easements, covenants, or other existing agreements, which are more restrictive than the provisions of this Specific Plan.

7.4.1 Conflict with Other Regulations

Whenever the provisions of this Specific Plan impose more restrictive regulations upon buildings or structures or use of lands; or require larger open spaces, yard, or setbacks; or otherwise establish more restrictive regulations than are imposed or required by any other law, title, ordinance, code, or regulation, the provisions of this Plan shall govern. Where this Plan is silent, other applicable development standards or regulations shall govern.

7.4.2 Clarification of Ambiguity

If ambiguity arises concerning the appropriate classification of a particular use within the meaning and intent of this Specific Plan, or if ambiguity exists with respect to matters of height, yard requirements, area requirements, or District boundaries as set forth herein, it shall be the duty of the Administrator, subject to appeal to the Planning Commission, to ascertain all pertinent facts and interpret the applicability of the provisions of this Plan.

7.4.3 Use Determination

Upon request regarding whether a use is allowed within a particular zone of the WDSP, the Administrator, subject to appeal to the Planning Commission, shall provide a written determination as to whether the use in question is substantially similar in characteristics, intensity, and compatibility to a use or uses permitted within the zoning district for the property.

7.4.4 General Interpretation

A. The word "shall" is mandatory and not discretionary. The words “should” and “may" are permissive and discretionary.

B. In case of any difference of meaning or implication between the text of any provision and any caption or illustration, the text shall control.

C. The word "used" shall include arranged, designed, constructed, altered, converted, rented, leased, occupied, or intended to be utilized.

7.5 NONCONFORMING USES AND STRUCTURES

7.5.1 Purpose

This section is intended to limit the number and extent of nonconforming uses by regulating their enlargement, their reestablishment after abandonment, and the alteration or restoration after destruction of the structures they occupy. This section is also intended to limit the number and extent of nonconforming structures by prohibiting their being moved, altered, or enlarged in a manner that would increase the discrepancy between existing conditions and the standards prescribed in this Plan.

7.5.2 Regulation

Nonconforming uses shall be regulated consistent with Chapter 18.60 of the Zoning Code and the standards addressed in this section.

7.5.3 Continuation and Maintenance

A. A use lawfully occupying a structure or a site that does not conform with the use regulations or the development standards for the zone in which the use is located shall be deemed to be a nonconforming use and may be continued, except as otherwise limited by Chapter 18.60 of the Zoning Code and this section.

B. A structure, lawfully occupying a site, that does not conform with the standards for front yard, side yards, rear yard, height, coverage, distances between structures, parking facilities, and other applicable development standards for the zone in which the structure is located, shall be deemed to be a nonconforming structure and may be used and maintained, except as otherwise limited by Chapter 18.68 of the Zoning Code and this section.

C. Buildings under construction shall not be required to modify the plans, construction, or designated use of any building upon which construction was lawfully begun prior to the effective date of this ordinance, as addressed in Section 18.60.070 of the Zoning Code.

7.5.4 Alteration and Additions to Nonconforming Uses and Structures

No nonconforming structure shall be altered or reconstructed so as to increase the discrepancy between existing conditions and the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable development standards as prescribed for the zone in which the structure is located, as addressed in Section 18.60.010 of the Zoning Code.

7.5.5 Discontinuation of Nonconforming Use

Whenever a nonconforming use has been discontinued for a continuous period of 180 days or more, all applicable regulations of the WDSP and the Zoning Code apply.

7.5.6 Restoration of a Damaged Structure

A. Whenever a structure which does not comply with the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable standards as prescribed in the regulations for the zone in which the structure is located, or the use of which does not conform with the regulations for the zone in which it is located, is destroyed by fire or other calamity, or by act of God, to the extent of fifty percent (50%) or less, the structure may be restored and the nonconforming use may be resumed, provided that the restoration is started within one year and diligently pursued to completion. When the destruction exceeds fifty percent (50%) or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full conformity with the regulations for the zone in which it is located and the nonconforming use shall not be resumed.

B. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior to the damage. Estimates for this purpose shall be made by or shall be reviewed and approved by the Chief Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.

7.6 PERMITS

7.6.1 Site Plan and Architectural Review

A. Purpose

Site Plan and Architectural Review is required to ensure that the function, character, and appearance of the physical environment are consistent with the goals, objectives, policies, and standards of this Specific Plan. More specific purposes and intent of the Site Plan and Architectural Review process are discussed in Chapter 6.

B. Applicability

Site Plan and Architectural Review approval shall be required prior to issuance of a building permit, certificate of occupancy, business license, grading permit, or utility service connection for the following:

1. **In all commercial and mixed use zones (DC, HLC, WC, DMU, MSMU) and the HR, Historic Residential Zone.** For projects or purposes that include demolition, new construction, or construction changes substantially affecting the exterior appearance of the building as viewed from a public right-of-way or circulation to the site, signs, and changes or intensification in use, occupancy, or tenancy of an existing building or portion of a building. Demolition requests shall follow the procedures in Appendix A of this Specific Plan.

2. **In all other zones.** For all projects, except individual single-family residences not a part of a proposed subdivision or development project, that involves new construction or exterior alterations, additions, and signs.

C. Procedure

Site Plan and Architectural Review shall consist of the procedures described in Chapter 18.68 of the Zoning Code.

1. **Renewal.** The Administrator may renew Site Plan andArchitectural Review approval for a period of one year upon determining that the original findings made remain valid. Request for renewal shall be made in writing at least thirty (30) days prior to expiration.

2. **Changed Plans.** The Administrator or the Administrator's designee, or the Planning Commission, as the case may be, may approve changes to approved plans or Conditions of Approval upon determining that the changes in conditions are minor and are consistent with the intent of the original approval. Revisions involving substantial changes in project design or Conditions of Approval shall be treated as new applications.

3. **Alternative Development Standards or Guidelines.** Alternative approaches to the development standards and design guidelines (Chapter 6) shall be identified by the applicant and shall be reviewed during the site plan and architectural review process. Approval of deviations to development standards or design guidelines may be permitted, if the applicant can demonstrate that the deviation(s) would still accomplish the intent of the Specific Plan standards and guidelines to the same degree or better. The applicant must request a Minor Specific Plan Amendment, accompanied by adequate justification for the proposed changes in accordance with the procedures for Minor Specific Plan Amendments described in Section 7.3.4.

D. Appeals

1. **Rights of Appeal and Review.** Site Plan andArchitectural Review decisions of the Administrator may be appealed by any interested party to the Planning Commission. Planning Commission decisions may be appealed to the City Council, in accordance with the standards for appeals, addressed in Chapter 18.84 of the Zoning Code.

7.6.2 Planned Unit Development (PUD) Permit

A. Purpose

1. To provide for development of larger parcels, designated for a mix of residential and/or commercial uses. The specific location, layout, design, and phasing of these zones may be determined through this process.

2. To allow a flexible approach to the application of development standards, where a higher quality of design, amenity, and community environment would result. The PUD Permit procedure is not intended as a means to circumvent the application of normal and appropriate development standards.

3. To encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity.

B. Application and Procedure for Approvals and Amendments

Application for and the process for approving and amending PUD Permits shall be as described in Chapter 18.63 of the Zoning Code.

7.6.3 Administrative Review and Conditional Use Permits

A. Purpose

1. **Administrative Review.** Administrative review is required to verify that an intended use or structure complies with the allowed list of activities, all applicable development standards, and does not negatively impact adjoining properties and/or the surrounding area. Thus, administrative review applications may be reviewed and approved by the Administrator or his/her designee, without requiring a public hearing or noticing within the area for which the use will be located.

2. **Conditional Use Permits.** Conditional Use Permits are required for uses typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area. Such uses may be consistent with the purpose of a particular land use zone but the characteristics stated above might preclude their compatibility in every location within a zone. Use Permits provide the flexibility to allow such uses where appropriate, while disallowing those uses where conflict with surrounding uses or the purposes of the zone would occur.

B. Applicability

When required by the zoning district in which the use or structure is located, administrative review clearance or a conditional use permit, as the case may be, is required prior to commencement of construction or use.

C. Regulation

Upon request regarding whether a use is allowed within a particular zone of the WDSP, the Administrator, subject to appeal to the Planning Commission, shall provide a written determination as to whether the use in question is substantially similar in characteristics, intensity, and compatibility to a use or uses permitted within the zoning district for the property; that the use for the property is a permitted use, use requiring administrative review, a conditionally permitted use, or disallowed within that zone.

Application for and the process for administrative review and conditional use permits shall be as follows.

1. Administrative Review

Application for administrative review shall be made in writing on a form prescribed by the Development Services Department and shall be accompanied by plans and elevations, site plans, and/or relevant data required to grant the application. The Administrator or his/her designee shall review all applicable information and within thirty (30) days of receiving all relevant information, make a determination whether the proposed structure or use meets all applicable standards of the Specific Plan and other relevant City standards.

The Administrator shall make one of the following determinations:

a. Approve the application upon determination that the project complies with all applicable standards of the Specific Plan and relevant City standards. Public hearings are not required for administrative review applications, unless the decision of the Administrator or his/her designee is appealed.

b. Deny the application if it is determined that the project will not comply with all applicable standards of the Specific Plan and relevant city standards. However, prior to denying the application, the Administrator shall provide the applicant an opportunity to modify or correct the application to bring the project into conformance with applicable City standards.

c. Request further information, as may be needed to make the determination to approve or deny the application.

2. Conditional use Permits

Application for and the process for conditional use permits shall refer to the standards in Chapter 18.66 of the Zoning Code and standards in this section. In approving a Conditional Use Permit, the Planning Commission may impose reasonable conditions necessary to satisfy the findings, identified in subsection D, below.

D. Findings Required to Grant

1. Administrative Review

Administrative review applications shall be subject to the following findings:

a. That the proposed location of the use is consistent with the goals, objectives, and policies of this Plan, the General Plan, and the purposes of the zone in which the site is located.

b. That the proposed use is similar in character, intensity, and compatible with other uses permitted within the zoning district for the property.

2. Conditional Use Permits

Conditional use permits shall be subject to the findings in Section 18.66.060 of the Zoning Code and the standards that follow:

a. That the proposed location of the use is consistent with the goals, objectives, and policies of this Plan and the purposes of the zone in which the site is located.

b. That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan.

c. That the proposed use will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or to the general welfare of the City.

7.6.4 Temporary Use Permit

A Temporary Use Permit, authorizing certain temporary use classifications, shall be subject to the provisions in Section 18.66.075 of the Zoning Code.

7.6.5 Variances and Exceptions

A. Purpose

1. Variances

Variances are intended to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or the location of existing structures thereon; from geographic, topographic, or other physical conditions on the site or the immediate vicinity or from street locations or traffic conditions in the immediate vicinity of the site. Cost or inconvenience to the applicant of strict compliance with a regulation shall not, in and of itself, constitute sufficient reason for granting a variance.

Variances may be granted with respect to fences, walls, landscaping, screening, site area, site dimensions, yards, height of structures, courts, distances between structures, open space, signs, off-street parking, and off-street loading standards.

2. Exceptions

Due to the unique conditions of design and construction in the HR and HLC district, where structures were sometimes built close to lot lines, densities are mixed, and parcel configurations have changed over the years, it is sometimes in the public interest to provide for a higher quality of design and/or enhance the historic character of the neighborhood by making an exception to normal setback, parking, landscaping, fencing, and screening requirements, where such an exception does not interfere with the public health or safety. Exceptions may be made within the HR and HLC districts for the same purposes as a variance, but where the strict findings of a variance cannot be made.

Exceptions may also be permitted for parking requirements.

B. Application and Authority to Grant

Application for and the process for variances and exceptions, shall refer to Chapter 18.72 of the Zoning Code and the standards in this section.

The Administrator shall have the authority to grant Variances and Exceptions, subject to appeal to the Planning Commission by any person or persons affected by the variance or exception, except that Planning Commission approval is required for all major construction, enlargement, additions, improvements, alterations, and removal in the HR or HLC districts that exceed 500 square feet. Refer to Appendix A of the Specific Plan for demolition and review procedures in the HR and HLC zones. In no case, shall a Variance or Exception be granted, which allows a use of land or buildings not permitted in the district in which the subject property is located.

C. Public Noticing and Hearings

The process for public noticing and hearings for Variances and Exceptions shall be as addressed in Section 18.72 of the Zoning Code. Additionally, notices shall be provided to all property owners within 300 feet of the property, which is the subject of the application.

D. Findings Required to Grant

1. Variances

Variances shall be subject to the findings in Section 18.72.020 of the City Zoning Code and the findings that follow:

a. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the Goals, Objectives, and Policies of this Plan.

b. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zone.

c. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zone.

d. That the granting of the Variance or Exception will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

2. Exceptions

a. Exceptions to development standards in the HR and HLC zone shall be subject to the criteria provided in Appendix A of the Specific Plan.

b. Exceptions to parking standards may be permitted, as specified in Section 6.5.4 of the Specific Plan.

E. Conditions of Approval

In approving a Variance or Exception, the Administrator or Planning Commission, as the case may be, may impose reasonable conditions necessary to:

1. Achieve the general purpose of the Specific Plan or the specific purposes of the zoning district in which the site is located.

2. Protect the public health, safety, and general welfare.

3. Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties in the surrounding area.

7.7 APPROVAL TO EXTEND WITH THE LAND

7.7.1 Approvals

Except where otherwise specified by the approving authority, approvals of all discretionary permits governed by this Plan shall extend with land.

7.7.2 Lapse of Approvals

Approvals for Site Plan/Architectural Review, Conditional Use Permit, Variances, and minor deviations shall lapse and become void twelve (12) months from the approval date, unless a different expiration date is specifically established as a Condition of Approval. Such approvals shall not lapse if any of the following actions occur prior to twelve (12) months from project approval or as extended, subject to Section 7.7.3:

A. A building permit is issued in accordance with the approved entitlement and construction is commenced and diligently pursued toward completion; or,

B. The use addressed under the approved Use Permit has commenced; or,

C. A certificate of occupancy for the use or improvement addressed under the entitlement is issued.

7.7.3 Extensions

An extension may be issued for project approvals described in the previous sections. The Administrator may only extend approvals originally granted by the Administrator. The Planning Commission may only extend approvals originally granted by the Planning Commission. An extension may be granted for twelve (12) months and shall not exceed a total of two (2) years from the original date of approval. All requests for extensions should be filed with the Planning Division sixty (60) days prior to the expiration date. The Administrator or Planning Commission may extend the approval of a project if they find that there have been no significant changes in the goals, objectives, policies and regulations of this Specific Plan, or character of the area within which the project is located, that would cause the approved project to become inconsistent or nonconforming. Also, the granting of an extension should not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

7.8 HEARINGS

Public hearings shall be held for the purpose of considering public testimony regarding the granting of various permits and actions as specified by this Chapter and as required by State law. The Planning Commission and/or City Council may, from time to time, determine that a public hearing is necessary or desirable even when not specifically required and may set the time and place for such hearing to occur.

7.8.1 Notice of Hearing

The Planning Division shall cause notice of the time and place of the public hearing on the project to be given at least ten (10) days in advance of the public hearing, as follows:

A. Notice of public hearing shall be mailed to the applicant and owner(s) of the property in question, or their authorized representative.

B. Notice of public hearing shall be mailed to all property owners within 300 feet of the subject property.

C. Notice of public hearing shall be published in at least one newspaper of general circulation.

D. Notice of public hearing shall be posted in at least three (3) public places designated by the City Council for such notification.

7.8.2 Other Notice Requirements

Notices required by this section shall be in addition to any other or different notice required by other provisions of this Code or by State law, provided, however, that nothing therein shall require separate notices to be given if the same notice will satisfy the requirements of this Section and any other application section of this Code or State law.

7.8.3 Continuance of Hearings

Any public hearing may be continued from time to time by the body or official conducting the hearing, subject to limitations provided by law, and in such case no further notice need be given.

7.9 ENFORCEMENT

Enforcement of this Plan shall be subject to the enforcement standards for the Zoning Code, addressed in Chapter 18.78, "Administration and Enforcement" of the Zoning Code.

7.10 APPEALS

Appeals shall be subject to the standards in the City Zoning Code, Chapter 18.76, "Appeals."

7.11 SEVERABILITY

If any section, subsection, sentence, clause or phrase of this Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Plan. The Council hereby declares that it would have passed this Plan and each section, subsection, sentence, clauses, or phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clauses, or phrases has been declared invalid or unconstitutional, and if for any reason this Plan should be declared invalid or unconstitutional, then the remaining provisions shall be in full force and effect.

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APPENDIX A | ARCHITECTURAL REVIEW, DEMOLITION + REVIEW PROCEDURES IN THE HISTORIC RESIDENTIAL AND HISTORIC LIMITED COMMERCIAL ZONES

A.1 In General

Any proposed alteration, enlargement, construction, removal or demolition of any structure in the Historic Residential (HR) and Historic Limited Commercial (HLC) zone shall be subject to Architectural Review, prior to issuance of building permits. Architectural Review shall be conducted as prescribed by this Section. Architectural Review and approval shall be the responsibility of the Development Services Department.

A.2 Applicability

Architectural Review shall not apply to the following types of building permit applications:

- Re-roofing and re-siding with like materials.
- Masonry repairs with like materials.
- Chimney repair with like materials.

NOTE: "Like Materials" shall mean same or similar quality materials to those being replaced. Any deviation from the original shall be reviewed by and may be referred to the Planning Commission.

A.3 Criteria

The Development Services Department staff or the Planning Commission, as the case may be, shall consider the proposed demolition, new construction, or addition in the context of the architectural or historical value and significance of the site and structure.

1. For Demolitions and Removals

The demolition permit may be approved immediately if the Chief Building

Official finds that the structure presents an immediate hazard to the public health and safety. Absent of a finding of immediate threat to the public health or safety, no demolition or moving permit shall be issued for any structure within the HR or HLC district without prior review and approval by the Planning Commission. To assist in this evaluation, the Development Services staff shall submit a report and recommendation to the Planning Commission. If after review of the request for a demolition permit, the Planning Commission determines that the structure itself has historical, architectural, or cultural interest or value, the Commission may withhold approval for demotion or removal for 180 days (from the date of the Planning Commission action) or environmental review is completed, whichever occurs later.

During the 180 days, the Planning Commission may direct the Development Services staff to consult with recognized historic preservation organizations and other civic groups, public agencies, and interested citizens, to make recommendations for acquisition of property by public or private bodies or agencies, explore the possibility of moving one or more structures or other features, and take any other measures it deems necessary.

At the end of the 180-day period, the demolition permit may be issued if environmental review determines there will not be significant impact on the environment, including cultural, architectural, and historical impacts, consistent with the requirements in this chapter. The permit may not be issued if there are found to be substantial environment impacts and specific health, safety, or welfare considerations found to make infeasible the mitigation measures or alternatives identified during environmental review.

If after review of the request for a demolition or moving permit, the Planning Commission determines that the building or structure has no substantial historical, architectural, or cultural interest or value, a building permit for demolition or removal may be issued.

2. For New Improvements

The Development Services staff or the Planning Commission shall not grant architectural review approval for any new improvements, unless it finds that the proposed new improvements will be compatible with and help achieve the purposes and intent of the HR or HLC District. In reviewing an application, the following general design principles shall be considered:

- **Height and Scale.** New buildings should be constructed to a height that is compatible with the average height of existing adjacent buildings on the block and shall deviate no more than 20% from the average height of buildings on the block.
- **Spacing of Buildings on Street.** The existing rhythm of the repeated building masses to separations should be retained.
- **Relationship of Materials and Textures.** Choice of building materials and textures (smooth and rough) should enhance desired neighborhood qualities such as compatibility, similarity, and continuity.

- **Relationship of Architectural Details and Roof Shapes.** Choice of architectural details and roof shapes should ensure compatible appearance with surrounding structures.
- **Walls of Continuity.** Physical ingredients such as low brick walls, wrought iron and picket fences, and evergreen landscape masses should be used to form continuous cohesive walls of enclosure along the street in keeping with the historic character of the district.
- **Landscaping.** Landscaping should reflect the historic quality and quantity of landscaping within the surrounding area. The concern here is primarily with mass and continuity.
- **Directional Expression of Front Elevations.** Structural shape, placement of openings, and architectural details should be used to give a compatible appearance with adjacent structures, which may be horizontal, vertical or non-directional in nature. Location and emphasis of major entries should also be compatible with the adjacent structures.

3. For Alterations, Additions, or Enlargements of Existing Structures

This section contains criteria for reviewing all applications for Building Permits for exterior rehabilitation, renovation, alteration, reconstruction, or enlargement of any existing structure more than (30) years old within the HR District and for any interior modification that requires the issuance of a building permits for a publicly owned and publicly accessible structure. In reviewing an application, the Development Services Department staff or Planning Commission shall consider the following general standards and principles:

- Every reasonable effort shall be made to provide a compatible use for property that requires minimal alteration of the building structure or site and its environment or use a property for its originally intended purpose.
- The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided.
- All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historic basis and/or seek to create an earlier or later appearance shall be discouraged.
- Changes that may have taken place over the course of time, are evidence of the history and development of a building, structure, or site and its environment. If the Development Services Department staff or Planning Commission finds that these changes have acquired significance in their own right, this significance shall be recognized and respected.
- Deteriorated architectural features shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features,

substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site, shall be treated with sensitivity.

- The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage older building materials shall not be undertaken, without prior approval of the Development Services Department.
- Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any acquisition, protection, stabilization, preservation, rehabilitation, restoration, or reconstruction project.

4. Maintenance of Structures and Premises

All property owners in the HR or HLC district shall have the obligation to maintain structures and premises in good repair. Structures and premises in good repair shall present no material deviation in apparent condition from surrounding structures in compliance with the provisions of this Plan. Good repair includes and is defined as the level of maintenance that ensures the continued availability of the structure and premises for a lawfully permitted use and prevents deterioration, dilapidation, and decay of the exterior portions of the structure and premises, such as lack of paint, peeling, chipping, crumbling, breakage, accumulation of dirt and/or similar evidence. This is not intended to preclude normal construction activities in conjunction with a valid building permit, provided that the completion of such activities is diligently pursued in accordance with the standards of the Building Code.

A.4 Effective Date

Decisions of the Development Services Department staff or the Planning Commission shall be final on the 10th day after the date of the decision, unless appealed, as prescribed by Chapter 7.

A.5 Economic Hardship of Waiver

If an applicant for design approval presents evidence of inability to meet the cost of complying with a condition of approval, the Planning Commission may grant the approval with the requirement that all conditions be met within a period of up to two years. The exact waiver period granted is at the discretion of the Development Services Director or by appeal to the Planning Commission. If such conditions are not met within the stated time, the property owner shall be subject to the enforcement provisions of Chapter 7.

APPENDIX B | PREVIOUS DOWNTOWN SUISUN DEVELOPMENT PLAN FIGURES

B.1 Previous Development Plan Figures

The first Waterfront District Specific Plan was adopted in 1983 and last comprehensively updated in 1999 (it was previously called the Downtown Waterfront Specific Plan). The following is a collection of the figures from earlier redevelopment plan that reflect the previous land use and redevelopment concepts for the Specific Plan Area.

Figure B-1: 1983 Specific Plan Land Use Map

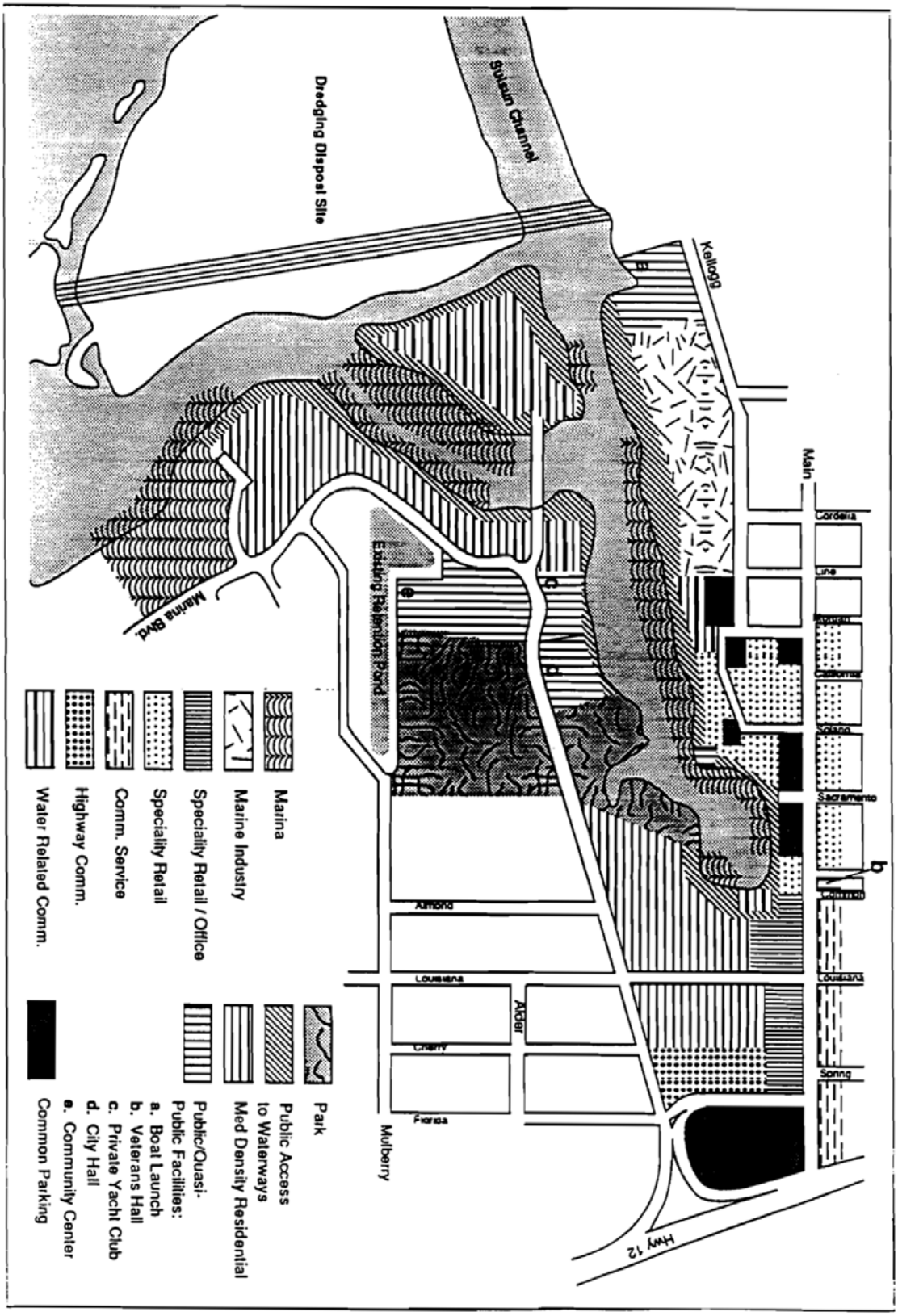
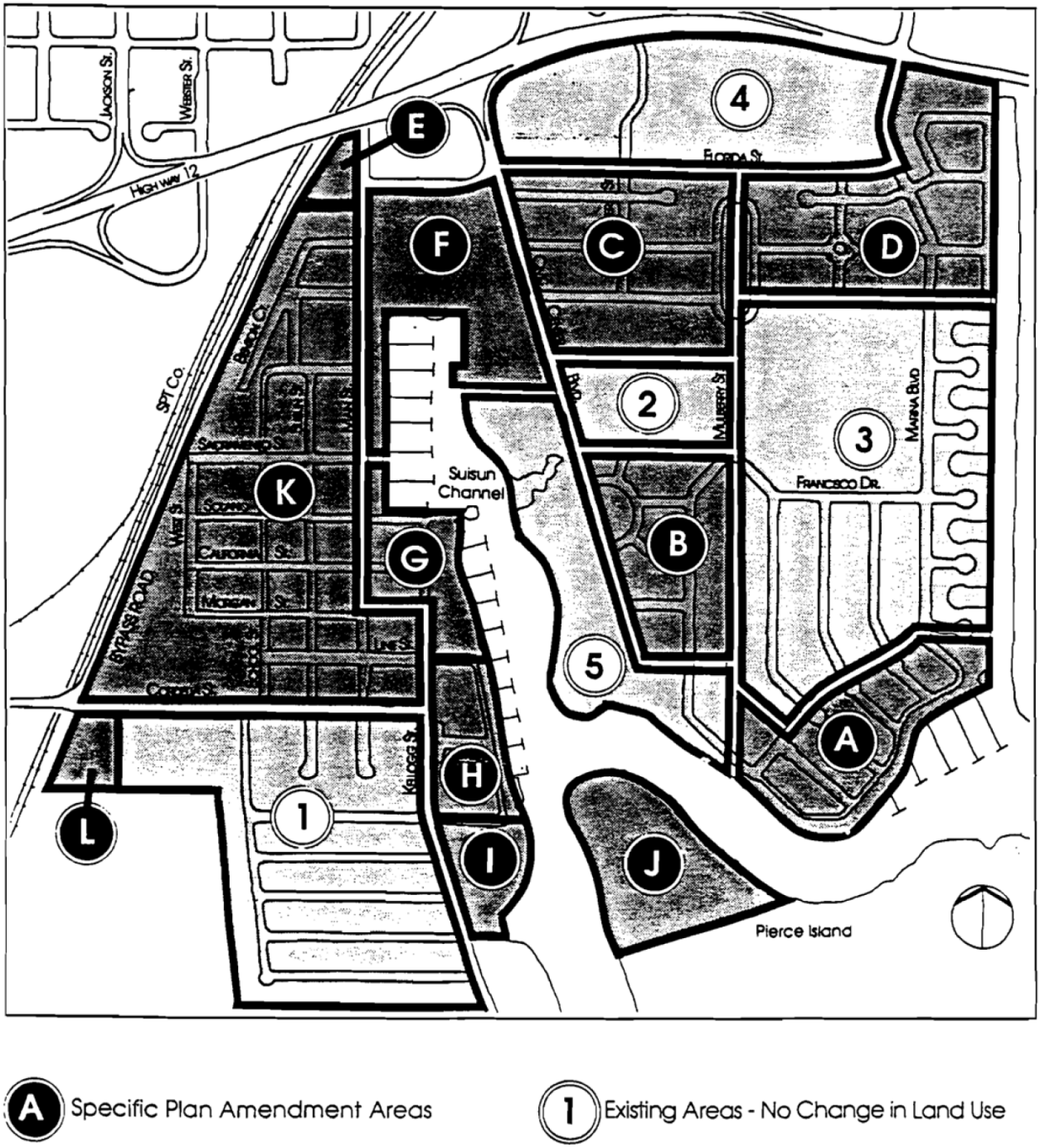


Figure B-2: 1999 Specific Plan Amendment Areas

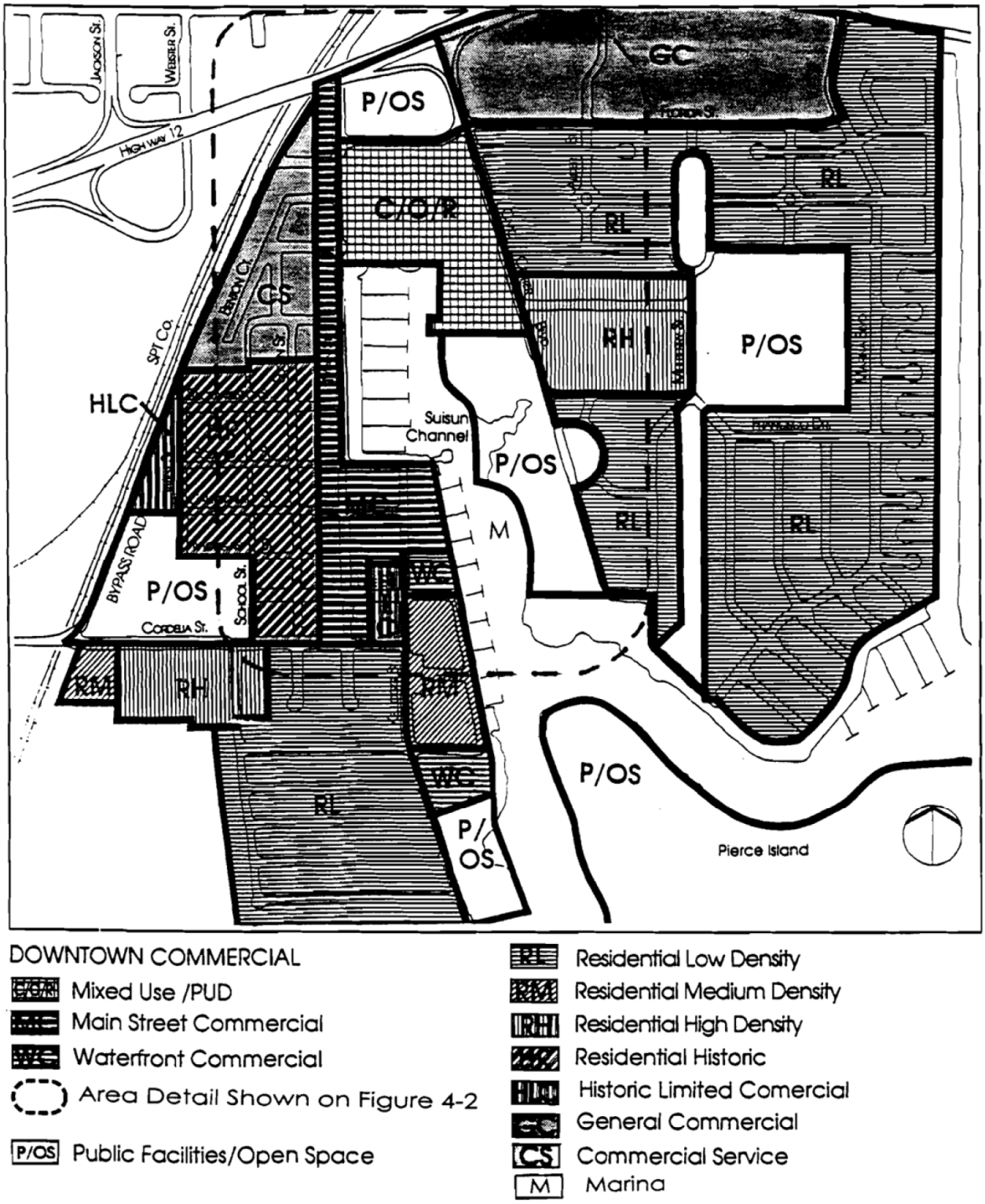


A Specific Plan Amendment Areas

1 Existing Areas - No Change in Land Use

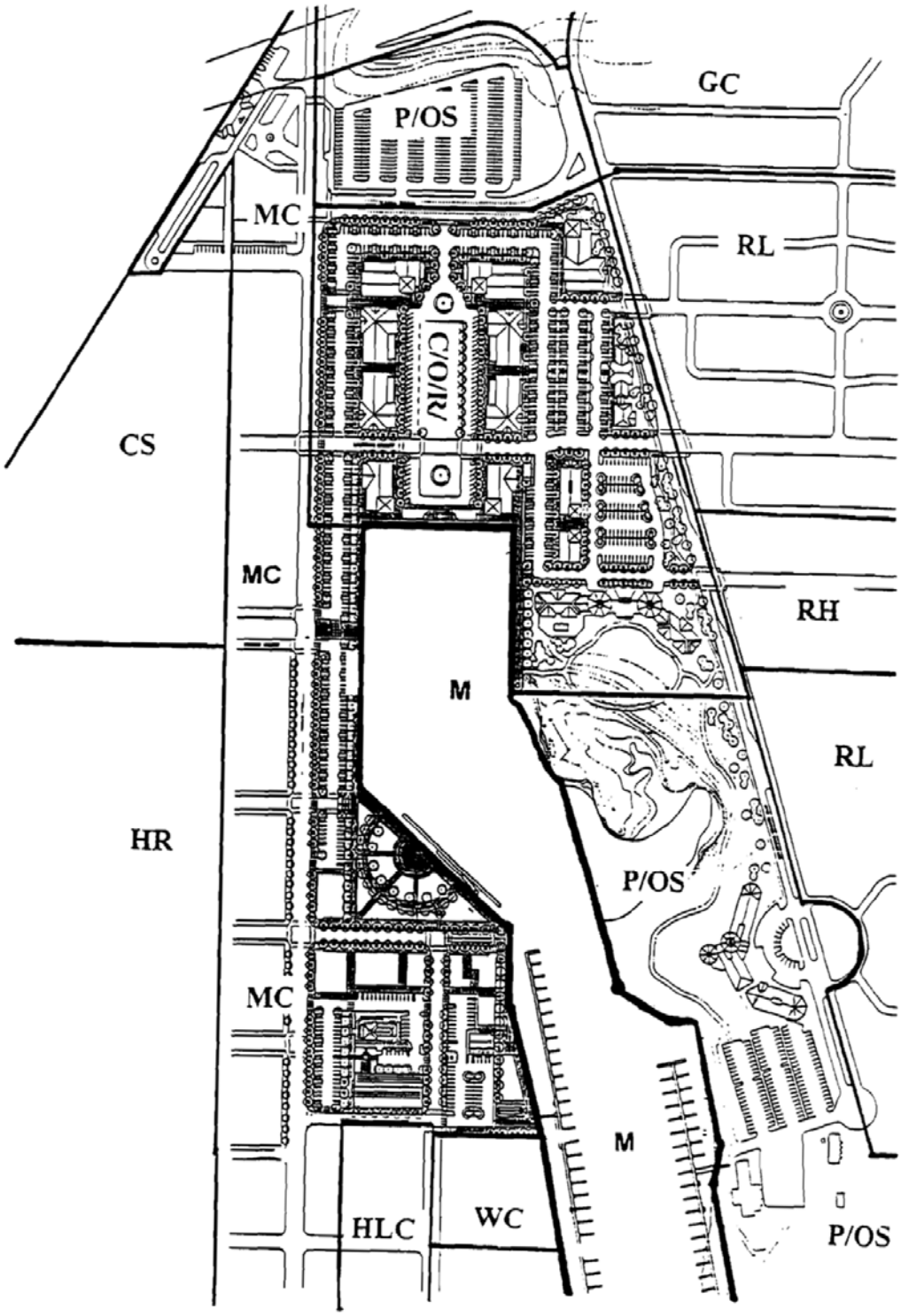
Source: Roma Design Group 1999

Figure B-3: 1999 Specific Plan Land Use Map



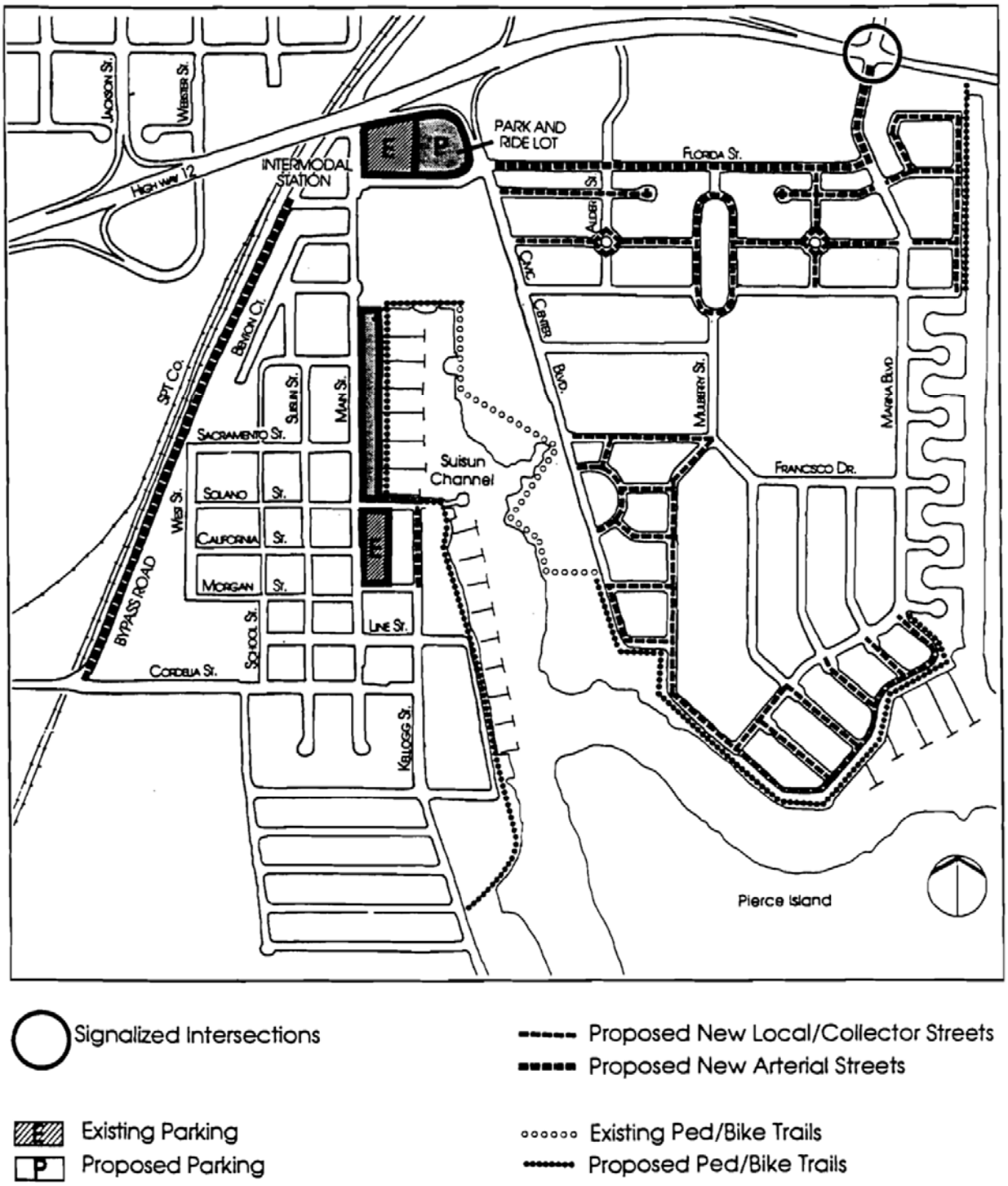
Source: Roma Design Group 1999

Figure B-4: 1999 Specific Plan Land Use Detail



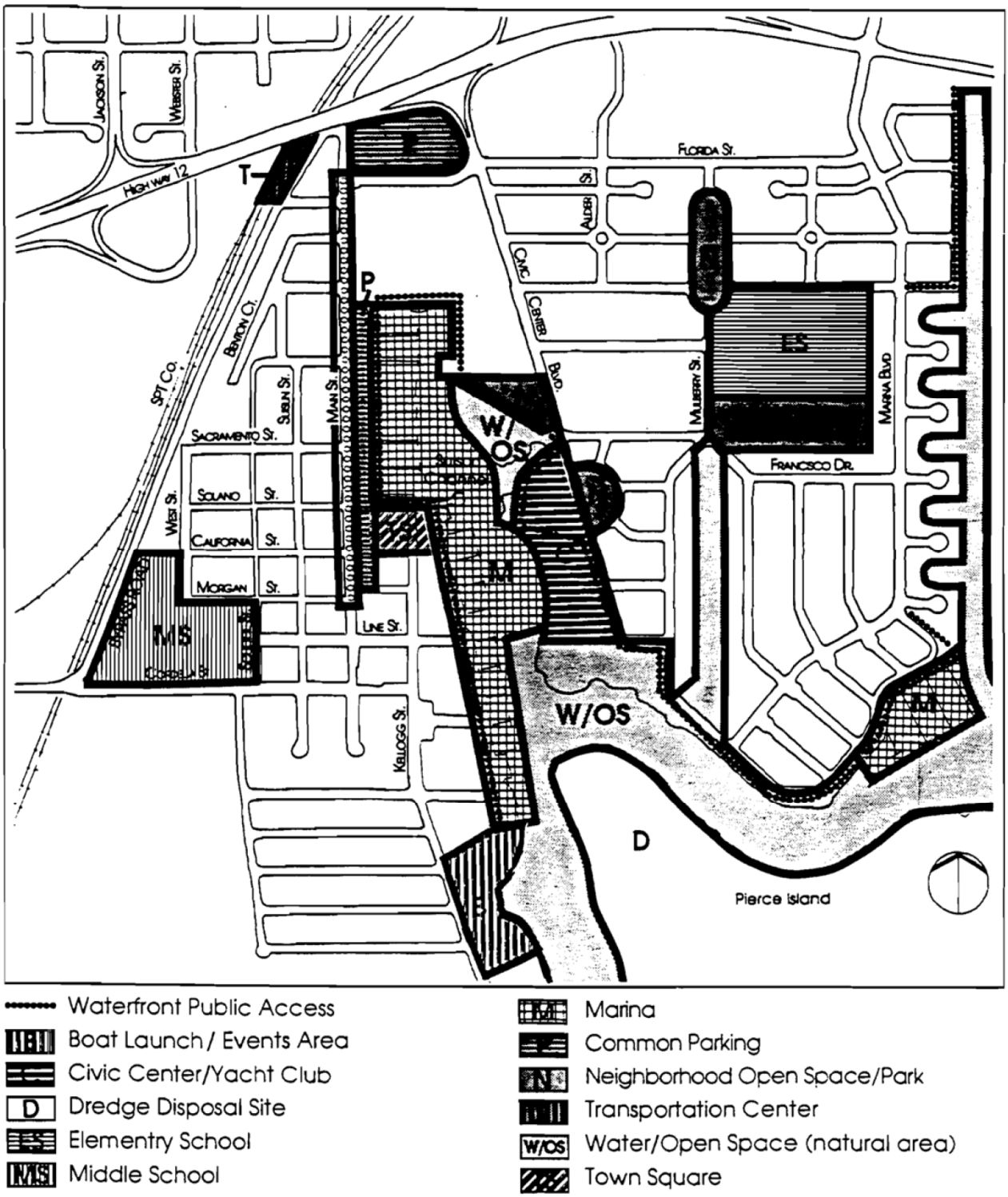
Source: Roma Design Group 1999

Figure B-5: 1999 Specific Plan Proposed Circulation System



Source: Roma Design Group 1999

Figure B-6: 1999 Specific Plan Public Facilities and Open Space Concept



Source: Roma Design Group 1999

Figure B-7: 1999 Suisun City Redevelopment Concept Plan

Source: Roma Design Group 1999

APPENDIX C | FINANCING PLAN

C.1 Background/Content

Implementation of the Waterfront District Specific Plan will require construction of a number of public improvements and facilities. The major infrastructure projects are listed in Table C.1 and include water system improvements, wastewater facilities, road improvements, parking, bicycle and sidewalk facilities, dredging, and a new fire station. Some of these projects have been in the planning stages for some time and are wholly or partially funded from grants, development impact fees, utility service charges, and other sources. Some of the projects would support specific development opportunities and would be required to be funded as conditions of approval for future development projects. Other projects provide a more general benefit that would need other kinds of financing programs.

The major water and sewer improvement projects have been programmed for funding by the Suisun-Solano Water Authority and the Fairfield-Suisun Sewer District, respectively. These projects will be funded largely by connections fees from utility users. Certain other circulation improvements, such as Driftwood Drive, have received outside grant funds and are scheduled to be completed in the near term. The City has established maintenance assessment districts (MADs) to generate funding for the dredging projects, supplemented by contributions from the sewer district. To date, the City has accumulated about half the funds needed to complete the dredging and related Pierce Island improvement project. The remaining projects in Table C.1 are currently unfunded, although the City has accumulated some funds in its Municipal Facilities Impact Fee account that could be used to help fund the new Fire Station. The following is a summary of unfunded improvements by category.

- Roads/sidewalks—$4.2 million
- Bikeways—$1.6 million
- Dredging (unfunded portion)—$1.35 million
- Fire station—$4–5 million
- Parking—$10.9– $13.6 million

Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	Description	Cost	Funding Source
Railroad Avenue Water Storage Tank (On property at the NW corner of Marina Blvd. and Hwy 12)	The project consists of the design and construction of a new 2-million gallon storage tank with a booster station to provide additional storage, and to allow the removal of the existing corporation yard tank and pumping plant from service. The existing storage tank will be demolished and a new tank constructed to the northeastern portion of the site. The project also includes several pipelines to connect the new facility to the distribution system in both new and existing development.	$3.2 million.	Suisun-Solano Water Authority (SSWA) CIP: 50% from capacity charges and 50% from replacement fund.
Suisun Pump Station	This project would install a new parallel force main (48" diameter) between the Suisun Pump Station and the WWTP Headworks. Total length of the force main will be between 13,000 and 16,000 feet. Two routing alternatives are described in the District Master Plan, but more study is needed to determine the feasibility.	$10.7 million.	Funded by Fairfield-Suisun Sewer District. Estimated construction 2018–2020.
Railroad Avenue Extension (Marina Boulevard to Main Street)	Project would extend Railroad Avenue from Marina Boulevard to Main Street. The extension would consist of about 1,500 feet. Roadway will consist of four vehicle lanes, a center-median/left-turn pocket, curbs, gutters, parkway landscaping, sidewalks, storm drainage, and a bridge or large box culvert. The roadway is proposed to be 62-feet curb to curb in a 110-foot right-of-way and will have a signalized intersection at Main Street.	$3 million	Not funded but may be required as condition of approval for several projects. Or funded through off-site street improvement program (OSSIP).
Driftwood Drive	The Driftwood Drive Path project is a Safe Route to School project. The project will close the gap between the terminus of the Grizzly Island Trail at the Driftwood Court/Marina Boulevard intersection and the main entrance to Crystal Middle School on Whispering Bay Lane. In general, the project will construct a 10'wide concrete Class I bikeway approximately 1,000 feet in length. The project will also include, but not limited to, removing existing sidewalk; upgrading curb ramps to ADA-compliant curb ramps; relocating chain link fencing; replacing; unsuitable trees; and installing landscaping/irrigation, roadway signs and street lighting. Phasing of the project will be as follows: Phase 1: Along the south side of Driftwood Drive from Marina Boulevard to Josiah Circle. Phase 2: Along the east side of Josiah Circle/Whispering Bay Lane from Driftwood Drive to a point approximately 160 feet south of Driftwood Drive. Between Marina Boulevard and Josiah Circle, Driftwood Drive currently consists of one vehicular travel lane in each direction as well as a bike lane on each side of the roadway. Moreover, there are a number of parking bays on the north side of this roadway segment. However, parking is prohibited on the south side of this roadway segment. Phase 1 will allow for the removal of the redundant bikeway facilities (bike lanes) which will free up needed space to enable the introduction of parallel parking spaces along the south side of Driftwood Drive.	$700,000	Grant Funded. Work to begin 2016.

Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	Description	Cost	Funding Source
Lotz Way Bikeway Gap Closure	Construct a Class I bikeway along the west side of Marina Boulevard and State Route 12 to Lotz Way and then along Lotz Way from Marina Boulevard to Main Street. This will close the gap in the paved path system.	$1 million	Not funded but may be required as a partial condition of approval, in combination with development impact fees and grant funds.
Suisun Slough Bikeway	Construct a Class I bikeway along the Suisun Slough from Marina Circle to Civic Center Boulevard along the south side of the Harbor Park Subdivision.	$600,000	Not funded but may be required as a condition of approval, in combination with development impact fees and grant funds
Downtown Sidewalk Improvements	This project will upgrade sidewalks, driveways and curb ramps to meet ADA standards and to remove pedestrian obstructions. Other improvements include replacing trees with trees suitable for planting within sidewalks and replacing street lighting with pedestrian-level street lighting much like the existing acorn type street lighting in certain areas of Downtown Suisun. Included in this project, but not limited to, are the following street segments: Main Street from Morgan Street to the train depot; Solano Street from Main Street to Kellogg Street; and Kellogg Street from Solano Street to Line Street.	$700,000	Not funded, but may use development impact fees.
Pierce Island Rehabilitation	The project will address capacity issues in the ponds in which dredged materials are disposed. The Rehabilitation Project will include excavating within the ponds and stabilizing/raising the dikes, as well as replacing the weirs which are currently in a state of disrepair.	$700,000	Partially funded through existing property assessments.
Dredging	Maintenance activity that takes place every 5-7 years. Includes: Dredging - Design, permits and construction will be approximately $1.8 million. The project consists of dredging the Suisun Slough Channel, the Suisun City Marina, the Marina Village Residential District channel/ fingers, and the Whispering Bay Channel. The construction contract also includes performing pre-dredge and post dredge surveys for verification of dredged depths and quantities; disposing the dredged material in the upland disposal pond on Pierce Island; and complying with permit conditions.	$2 million	Partially funded through existing property assessments.
West Street Extension	This is an approximate 400' extension of West Street from Morgan Street to Cordelia Street.	$500,000	Not funded but may be required as a condition of approval, in combination with development impact fees including OSSIP.

Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	Description	Cost	Funding Source
Downtown Bypass Road	A proposed roadway parallel to railroad tracks and western boundary of specific plan area, which would serve as an alternative circulation route in the Planning Area, taking pressure off of Main Street.	NA	Not funded but maybe partially required as a condition of approval, with possible additional funding through the STIP related to I-80/680/12 project improvements.
West Side Fire Station	A new fire station on property at the northwest corner of Marina Boulevard to assist in serving the City's ultimate build-out. Estimates are that as much as two acres of land would be needed.	$4–5 Million.	Some funds have been collected in Municipal Facilities Fee. New development impact fees to include Public Safety Fee which could go toward new station.
Parking Structure	The AECOM parking study indicates that structured parking may needed to accommodate 520-648 spaces.	$10.9–$13.6 million at $21,000 per space	Not funded – may require establishment of a Parking District.

The City has a number of existing public financing mechanisms in place that may contribute to funding for Downtown improvements, although some adjustments to the programs may be necessary. The following sections discuss the major funding sources available to the City to complete funding for these and other public improvements.

C.2 DEVELOPMENT IMPACT FEES

The City currently levies development impact fees on new development for several major categories of public improvements, including parks, off-site street improvements, and other major facilities, such as City buildings, vehicles, and equipment. [1] Development impact fees are levied on new development to fund increases in capacity for City facilities needed to serve the new development. The fees may only be used to fund construction of facilities and may not be used for ongoing operations and maintenance. The City is currently undertaking an update of the development impact fee program, but the new fees have not yet been adopted.

Table C.2 indicates the new development that may occur with implementation of the Specific Plan and which would be subject to the development impact fees, which includes 1.9 million sq. ft. of non-residential building space and 1,220 new dwelling units. As shown in Table 3, under the current fee program, this level of development would generate $2.5 million for municipal facilities, which may include the fire station, $10.9 million for road and sidewalk improvements, and $3.8 million for parks, which may include the bikeways. As noted in the footnotes to the tables, certain land use categories are projected to develop in combinations of multi-family, single family, office and retail uses and the fees amounts have been averaged to reflect this mix of development types.

Table C.2: Specific Plan New Development Potential

Land Use	Non-Residential Sq. Ft.	Dwelling Units	Population	Employment
Commercial and Higher-Density Residential	368,828	467	885	454
Commercial	12,000	-	-	15
Historic Limited Commercial	20,264	-	-	25
Main Street Commercial	354,632	127	254	644
Medium-Density Residential and Commercial	56,213	65	176	69
Mixed Use	360,498	144	288	654
Residential High Density	-	47	94	-
Residential Low Density	(25,294)	154	419	(25)
Residential Medium Density	-	117	292	-
Retail	565,576	-	-	696
Waterfront Commercial	207,446	100	199	376
Total	1,920,163	1,220	2,607	2,907

Source: AECOM

1 Recht Hausrath & Associates, 1993 Update to Park Improvements Program and New Construction Fees and Offsite Street Improvement Program. December 30, 1993.

Table C.3: Potential Impact Fee Revenues from Existing City Fees

Land Use	Municipal Facilities and Equipment			Off-Site Street Improvements			Park Improvement Program		
	Residential Fee	Non-Residential Fee	Revenue	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	$1,658	$212	$852,714	$3,584	$3,414	$2,933,417	$2,596	$142	$1,265,075
Commercial		$212	$2,544		$3,414	$40,968		$142	$1,704
Historic Limited Commercial		$212	$4,296		$3,414	$69,182		$142	$2,878
Main Street Commercial	$1,658	$281	$309,851	$3,584	$2,974	$1,508,874	$2,596	$188	$395,789
Medium-Density Residential and Commercial	$1,954	$212	$137,996	$4,193	$3,414	$462,457	$3,060	$142	$205,392
Mixed Use	$1,954	$281	$383,065	$4,193	$2,974	$1,676,567	$3,060	$188	$508,951
Residential High Density	$1,658		$78,048	$3,584		$168,712	$2,596		$122,203
Residential Low Density	$2,250		$347,473	$4,802	$3,414	$655,231	$3,523		$544,066
Residential Medium Density	$1,954		$228,040	$4,193		$489,340	$3,060		$357,056
Retail		$212	$119,902		$3,414	$1,930,875		$142	$80,312
Waterfront Commercial		$281	$58,292	$3,584	$2,974	$973,492	$2,596	$188	$297,333
Grand Total			$2,522,221			$10,909,116			$3,780,757

Source: ADE, Inc.

Notes: For residential fees, Commercial and HDR, Main Street Commercial, and Residential High Density are assumed to develop as multi-family units. Residential Low Density would develop as single family units. All other categories would develop 50% multi-family and 50% single family. The fees per unit in these categories have been averaged to reflect this mix.

For non-residential fees, all categories are based on retail land uses, except Main Street commercial, Mixed Use PUD and Waterfront Commercial, which are assumed to develop as 50% retail and 50% office. The fees in these categories have been averaged to reflect this mix. Non-residential fees are per 1,000 sq.ft.

As mentioned above, the City is undertaking a study to revise its current fee structure. In the new proposed fee system, certain types of improvements similar to those needed in the Downtown are specified in the fee program, including bikeways and the fire station. The bike improvements are part of a broad list of parks and recreation improvements, which under the new fee program would only be charged to residential uses, while the current parks improvement fees are levied on both residential and non-residential development. In addition, the public safety improvements needed for both police and fire services are calculated separately in the new fee structure.

Table 4 indicates the estimated impact fee revenues that would be generated by the new development within the specific plan under the proposed fee structure. The fire facilities fee is proposed to range from $650 per unit of multi-family to $785 per unit for single family development. For non-residential, the preliminary fees range from $1,055 for retail to $1,752 for office (with other fee amounts for industrial and hotel uses). These fees would generate about $3.2 million from the new development projected for the Planning Area. The new fee program also includes updated fees for offsite street improvements, which are estimated to generate about $7 million by new growth in the Planning Area.

Based on these estimates, it appears that the road improvements can be funded through a combination of developer exactions and development impact fees. The bikeway improvements could be funded if a portion of the broader park improvement fees were programmed for this use. The proposed new fees for fire facilities would fund about 70 percent of the cost of the new fire station.

C.3 MAINTENANCE ASSESSMENT DISTRICTS

The City has eight maintenance assessment districts that fund a variety of maintenance operations for street, parks, and other facilities. Two of these districts are within Planning Area and include assessments for maintenance of the waterways, including dredging. The City estimates that as of July 1, 2016, $1.35 million will have been accumulated to fund dredging activities, including a tentative amount from the Sewer District based on its past contributions. The current scope of work for the dredging operation includes $700,000 in improvements to levees on Pierce Island, adjacent to Downtown, where dredging spoils are deposited. The dredging of the channels themselves, and related studies and permitting, is estimated to cost $2.0 million. With the total cost at $2.7 million, there remains about $1.35 million currently unfunded. The total annual dredging assessments for the Marina MAD and the Victorian Harbor MAD combined are about $145,700. Another nine years of assessments would be needed to close the funding gap, unless the City wishes to issue bonds serviced by the future assessments. In the meantime, work could begin on the Pierce Island improvements with the funds currently accumulated.

Table C.4: Potential Impact Fee Revenues from Proposed New City Fees

Land Use	Fire			Municipal Equipment		
	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	$650	$1,055	692,756	$65	$85	$61,715
Commercial		$1,055	12,660		$85	$1,020
Historic Limited Commercial		$1,055	21,379		$85	$1,722
Main Street Commercial	$650	$1,404	580,132	$65	$113	$75,711
Medium-Density Residential and Commercial	$718	$1,404	125,190	$72	$113	$10,937
Mixed Use	$718	$1,055	483,788	$72	$85	$40,953
Residential High Density	$650		30,598	$65		$3,060
Residential Low Density	$785	$1,055	94,544	$78	$85	$9,896
Residential Medium Density	$718		83,735	$72		$8,344
Retail		$1,404	793,785		$113	$63,627
Waterfront Commercial	$650	$1,055	283,539	$65	$85	$24,101
Grand Total			$3,202,107			$301,086
	Off-site Streets			Police Facilities		
	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	$1,927	$2,898	$1,969,047	$560	$1,586	$846,561
Commercial		$2,898	$34,776		$1,586	$19,032
Historic Limited Commercial		$2,898	$58,726		$1,586	$32,139
Main Street Commercial	$1,927	$2,058	$729,833	$560	$1,095	$388,145
Medium-Density Residential and Commercial	$2,224	$2,058	$259,186	$618	$1,095	$101,400
Mixed Use	$2,224	$2,898	$1,365,421	$618	$1,586	$660,864
Residential High Density	$1,927		$90,711	$560		$26,361
Residential Low Density	$2,521	$2,898	$316,022	$676	$1,586	$64,280
Residential Medium Density	$2,224		$259,550	$618		$72,123
Retail		$2,058	$1,163,955		$1,095	$619,022
Waterfront Commercial	$1,927	$2,898	$792,939	$560	$1,586	$384,737
Grand Total			$7,040,166			$3,214,665
	Park Improvements					
	Fee	Revenue				
Commercial and Higher-Density Residential	$5,702	$2,663,646				
Commercial						
Historic Limited Commercial						
Main Street Commercial	$5,702	$722,893				
Medium-Density Residential and Commercial	$6,293	$406,078				
Mixed Use	$6,293	$907,517				
Residential High Density	$5,702	$268,414				
Residential Low Density	$6,885	$1,063,268				
Residential Medium Density	$6,293	$734,477				
Retail						
Waterfront Commercial	$5,702	$567,417				
Grand Total		$7,333,710				

Source: ADE Inc., based on: Tischler Bise, Draft Development Impact Fee Study, Suisun City. June 20, 2016.

C.4 PARKING MANAGEMENT DISTRICTS

The City may consider implementing a comprehensive parking program through establishment of a parking management district. This approach would allow the City to manage and coordinate on-street metered parking with the eventual need to finance structured parking, using meter revenue as one of several funding sources. Other funding sources may include development impact fees and assessments through a Special Assessment District, a Community Facilities District (CFD) or an Infrastructure Financing District (IFD). Chapter 6 of the Specific Plan, which addresses Development Standards and Design Guidelines, includes the following policy:

Fees In-Lieu of Required Parking

Where a use cannot satisfy its parking requirement through either on site or available public/shared parking, the remaining requirement may be satisfied by payment of a fee in lieu of actual development of the required parking. Said fee is to be set by resolution of the City Council and shall be equal to the estimated cost of land acquisition and development of one off-street surface parking space. This fee will be charged for each of the required parking spaces, which cannot otherwise be provided for the proposed use.

As noted above, the City has used a type of Special Assessment District (the MADs) to fund maintenance activities in a number of areas of the City. Similarly, the City also has Community Facilities Districts (CFDs) which are used to fund annual operating costs for additional services. As currently used by Suisun City, neither of these financing programs are designed to fund construction of new facilities, although both could be established for that purpose under the law.

The Downtown Waterfront Specific Plan Parking Study identifies three parking districts in the Downtown, two of which would benefit from the eventual construction of parking structures. These districts could define the boundaries of special assessment districts for purposes of allocating benefit and cost to properties within each district to fund construction of covered parking. As noted above, the total financing package for structured parking facilities may also include revenue from on street metered parking in each district, additional development impact fees (See in-lieu parking fee requirement above), and developer exactions or joint development agreements with major property developers who would benefit from the structured parking.

In addition to the funding sources and financing mechanisms described above, the City may consider the establishment of an Infrastructure Financing District (IFD). These districts are designed to fund a wide range of public improvements, including roads, parking, recreation facilities, storm drainage, affordable housing and a host of other facilities. A brief description of the

procedures for establishing an IFD and the potential uses of the District is provided below. [2]

C.5 INFRASTRUCTURE FINANCING DISTRICTS

An Infrastructure Financing District (IFD) is a separate legal entity that is formed by a city to allocate property tax revenues for public improvements of "community wide significance" (Government Code section 53395 et seq.). [3] A city must make a specific finding that the public facilities will provide significant benefits to an area larger than the area of the district. Fortunately, the public improvements need not be physically located within boundaries of the IFD and an IFD may include areas that are not contiguous.

IFDs may finance only "public capital facilities" with an estimated useful life of at least 15 years. Permissible facilities include, but are not limited to, housing, highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks and solid waste facilities. IFD's cannot pay for routine maintenance, repair work, operating costs or services. An IFD may not replace facilities or services already available within the territory of the district when the IFD was created, but it may supplement those facilities and services as needed to serve new developments. Any IFD that constructs dwelling units must set aside not less than 20 percent of those units to increase and improve the community's supply of low- and moderate-income housing.

Formation of an IFD

A city first adopts a resolution of intention to form the district and notice is provided to property owners. The city must then prepare a detailed infrastructure financing plan. The plan must describe, among other things:

- The proposed public and private improvements in the district, including the location, timing, and costs of the public improvements to be financed by the IFD;
- The maximum portion of tax revenue of the city and each other affected taxing entity proposed to be committed to the district for each year;
- The projected tax revenues expected to be received each year;
- A plan for financing the public facilities, including a detailed description of any debt;
- A limit on the total number of dollars of taxes that may be allocated to the district;
- An analysis of the costs to the city of the providing facilities and services to the area, including a discussion of the tax, fee, charge or other revenue

[2] California has also adopted a new type of financing district called an Enhanced Infrastructure Financing District (EIFD); however, Suisun City does not meet all the provisions to qualify for this type of District.

[3] Portions of this discussion adapted from: http://realestatecounsel.net.

expected to be received by the city as a result of the expected development in the district; and

- The projected fiscal impact of the district and associated development on each affected taxing entity.

Once complete, a copy of the infrastructure financing plan must be sent to every landowner and local agencies that will be affected by the IFD. The infrastructure financing plan must be consistent with the general plan of the city within which the IFD is located.

Every local agency that will contribute property tax revenue to the IFD must approve the plan. School districts cannot contribute to an IFD. Once the other local entities approve the infrastructure financing plan, the city forming the IFD must get the voters' approval to:

- Form the IFD and adopt the infrastructure financing plan (requires 2/3 voter approval)
- Issue bonds (requires 2/3 voter approval and can be sought at the time of IFD formation)
- Set the IFD's appropriation limit (majority voter approval).

Upon receipt of the various approvals from public entities and the electorate, the district may proceed.

IDF Revenue Stream

IFDs do not levy a separate tax or increase the rate of tax within the district. Instead, IFDs passively receive revenues from taxes levied by other agencies. Specifically, IFDs divert a share of property taxes paid by every landowner within the boundaries of the district. The county collects ordinary property taxes based upon the then-current assessed value. From those receipts, all of the affected taxing entities other than the IFD are paid first (e.g., state, county, city, and other entities that existed before the IFD was formed). Then, the IFD is allocated its portion in accordance with the infrastructure financing plan. It is important to note that an IFD is only entitled to receive the increase in property taxes that occurs after the IFD is formed. If the total assessed valuation of taxable property within the district at the time the IFD was formed does not exceed the total assessed value of taxable property within the district at the time property taxes are assessed in future years, the IFD does not receive revenue. IFDs may only exist for 30 years, which may limit an IFD's bonding capacity if the improvements that will generate additional tax revenues are not completed until years after the IFD is formed.

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CITY COUNCIL

Pedro "Pete" M. Sanchez, Mayor
Lori Wilson, Mayor Pro-Tem
Jane Day
Mike Hudson
Michael A. Segala

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585
Incorporated October 9, 1868

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

July 22, 2016

Jim Leland
Solano County Resource Management Department
Planning Division
675 Texas Street, Suite 5500
Fairfield, CA 94533

Re: Waterfront District Specific Plan Update

Dear Mr. Leland:

Attached please find the application for ALUC review and supplemental materials related to Waterfront District Specific Plan Update. The draft plan encompasses approximately 417 acres which is an increase of approximately 50 acres from the prior plan.

Please accept the attached application materials and if there are any questions please call the Suisun City Development Services Department at (707) 421-7335.

Sincerely,

John Kearns
Associate Planner

Cc: File

Solano County Airport Land Use Commission

675 Texas Street Suite 5500
Fairfield, CA 94533
Tel 707.784.6765
Fax 707.784.4805

LAND USE COMPATIBILITY DETERMINATION: APPLICATION FORM

TO BE COMPLETED BY STAFF	
APPLICATION NUMBER:	FILING FEE:
DATE FILED:	RECEIPT NUMBER:
JURISDICTION:	RECEIVED BY:
PROJECT APN(S):	

TO BE COMPLETED BY THE APPLICANT		
I. GENERAL INFORMATION		
NAME OF AGENCY: City of Suisun City		DATE: July 28, 2016
ADDRESS: 701 Civic Center Boulevard Suisun City, CA 94585		
E-MAIL ADDRESS: jkearns@suisun.com	DAYTIME PHONE: (707) 421-7335	FAX: (707) 429-3758
NAME OF PROPERTY OWNER:		DATE:
ADDRESS:		DAYTIME PHONE:
NAME OF DOCUMENT PREPARER: John Kearns		DATE: July 22, 2016
ADDRESS: 701 Civic Center Boulevard Suisun City, CA 94585	DAYTIME PHONE: (707) 421-7335	FAX: (707) 429-3758
NAME OF PROJECT: Waterfront District Specific Plan Update		
PROJECT LOCATION: Downtown Suisun City		
STREET ADDRESS:		

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

TO BE COMPLETED BY THE APPLICANT

II. DESCRIPTION OF PROJECT

(See attached)

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

TO BE COMPLETED BY THE APPLICANT

II. DESCRIPTION OF PROJECT (CONT'D)

POTENTIAL PROJECT EMISSIONS: (i.e. smoke, steam, glare, radio, signals):

PROJECT AIRPORT LAND USE COMPATIBILITY PLAN: Travis	COMPATIBILITY ZONE: Zone D
PERCENTAGE OF LAND COVERAGE:	MAXIMUM PERSONS PER ACRE:

THE FOLLOWING INFORMATION MUST BE SUBMITTED AS A MINIMUM REQUIREMENT:

- ☐ JURISDICTION REFERRAL LETTER:
- ☐ ENVIRONMENTAL DOCUMENTATION:
- ☐ LOCATION MAP:
- ☐ ASSESSOR'S PARCEL MAP, with subject property marked in red:
- ☐ SITE PLAN, drawn to scale and fully dimensioned including topographical information, and 8 1/2 x 11 inch reduction(s):
- ☐ ELEVATIONS, if located in APZ, clear zones and A,B,C compatibility zones or over 200' in height, plus 8 1/2 x 11 inch reduction(s) :
- ☐ WIND TURBINE STUDY, including cumulative impact studies. Such studies shall include an analysis of (1) the individual effects of the proposed project, and (2) as required by law, an analysis of the cumulative effects of the proposed project considered in connection with the effects of past projects, the effects of other current projects and proposed projects, and the effects of probable future projects, including (i) the probable build out for wind energy development of the remaining vacant parcels within the wind resource areas described in the Solano County General Plan and (ii) any probable replacement of existing turbines or meteorological towers with structures having different dimensions.
- ☐ SUPPLEMENTAL INFORMATION:
- ☐ FEES:
- ☐ ELECTRONIC COPIES OF ALL APPLICATION MATERIALS ONA CD:

APPLICANT SIGNATURE: X John Kearn DATE: July 22-2016

DOES THE PROJECT PROPOSE THE DEMOLITION OR ALTERATION OF ANY EXISTING STRUCTURES ON THE PROJECT SITE? ☐ YES ☐ NO If yes, describe below:

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811
www.aecom.com

916.414.5800 tel
916.414.5850 fax

Memorandum

To: John Kearns

From: Matthew Gerken and Allison Ferrini

Date: July 21, 2016

Subject: Travis Air Force Base Land Use Compatibility Plan Consistency

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The Waterfront District Specific Plan (Specific Plan) describes the City's long-term vision to increase housing, retail, and employment opportunities, and maximize the City's proximity to the Capital Corridor train depot, providing commuter access to employment centers in the Bay Area and Sacramento regions.

The City's Planning Area is near the Travis Air Force Base (AFB) and therefore, as relevant and needed, some projects need to demonstrate consistency with the consistency with the Travis AFB Land Use Compatibility Plan (LUCP) (Solano County Airport Land Use Commission 2015). This Memo summarizes this consistency analysis. In summary, the Specific Plan Area is within Zone D of the LUCP, and does not introduce conflicts with the LUCP.

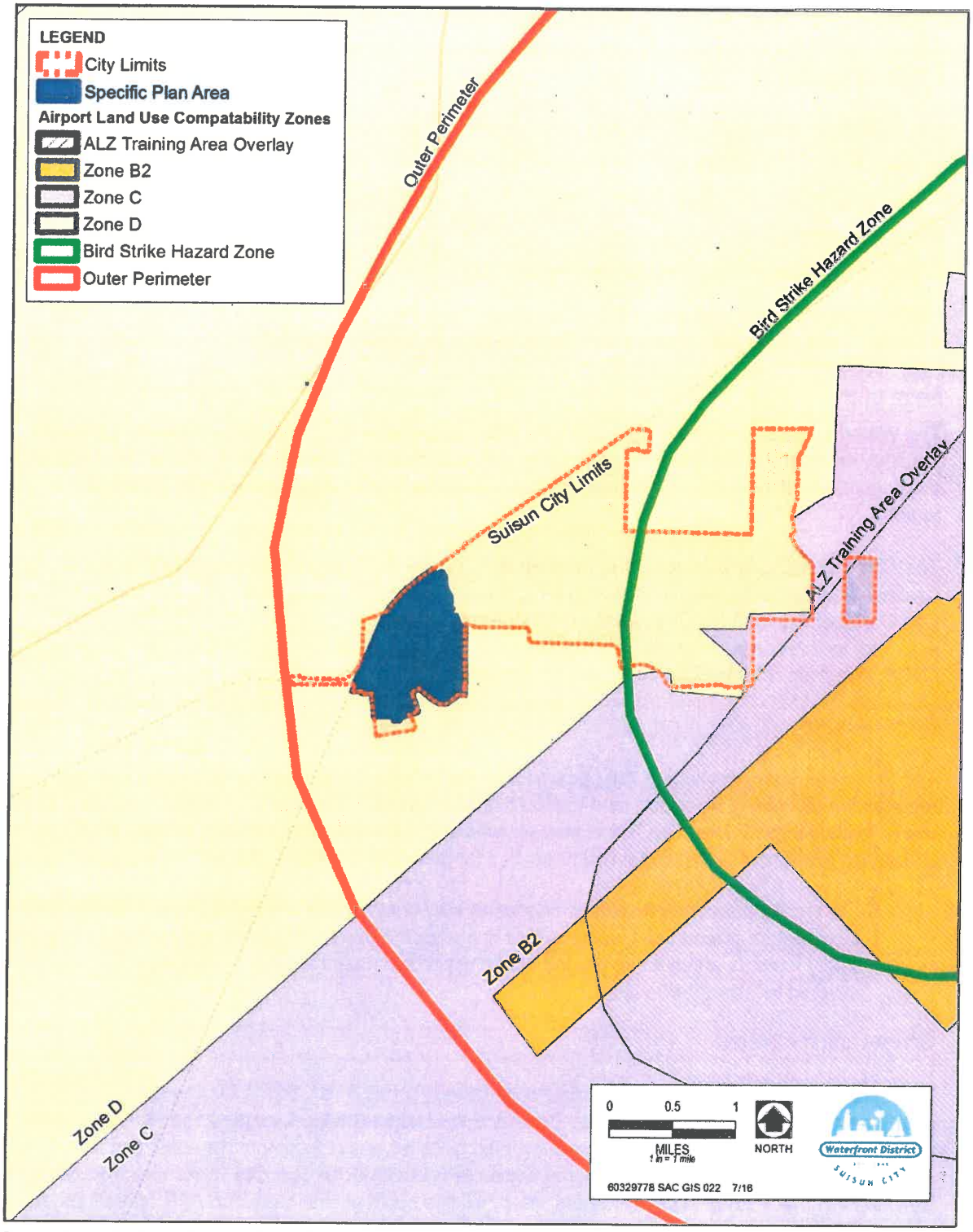
BACKGROUND

The California State Aeronautics Act (Aeronautics Act/Public Utilities Code Section 21670 *et seq.*) requires the creation of an airport land use commission (ALUCs) in every County that includes a public-use or military airport. The ALUC must prepare an LUCP for each public-use and military airport in the county. As expressed in the present statutes, this fundamental purpose of the LUCP is:

> ...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

COMPATIBILITY ZONES

The Travis AFB LUCP presents six compatibility zones, Zones A, B1, B2, C, D, and E, as well as two overlay zones, the ALZ Training Overlay Zone and the Height Review Overlay Zone. These zones restrict maximum densities and intensities, prohibit certain types of incompatible uses, and contain other development requirements. In addition, the Travis AFB LUCP includes a Bird Strike Hazard Zone and an Outer Perimeter Zone to identify areas where wildlife could pose a hazard to AFB operations. As shown in Figure 1, the Specific Plan is within Zone D, outside the Bird Strike Hazard Zone, and within the Outer Perimeter.



Source: Travis Air Force Base Land Use Compatibility Plan, Adapted by AECOM 2016.

Figure 1 – Travis Air Force Base Land Use Compatibility Plan

According to the Travis Air AFB LUCP, neither Zone D nor the Outer Perimeter includes limits for densities or intensities. However, the following conditions would apply:

- **Zone D:** Hazards to flights (physical, visual, and electronic forms of interference with the safety of aircraft operations) are prohibited. ALUC review is required for all objects over 200 feet above ground level (AGL). In addition, a notice regarding aircraft operational impacts must be attached to property deeds.

- **Outer Perimeter:** Any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes must have a Wildlife Hazard Analysis (WHA). The WHA must consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards and demonstrate that wildlife movement that may pose hazards to aircraft in flight will be minimized.

CONSISTENCY FINDINGS

The Specific Plan limits heights in residential districts to under 35 or 55 feet, depending on the zone, and in commercial and mixed-use districts to under 35, 50, or 60 feet, depending on the zone. Public facilities and parks have height limits of 50 and 35 feet, respectively. Development that conforms to these standards and does not pose any other hazard to flight operations would not need to undergo ALUC review. Per the Specific Plan, buildings at key intersections in the Main Street Mixed Use and Downtown Mixed Use Zones (such as Main Street and Driftwood Drive) should be designed to "mark the corner" with architectural features, such as a tower or cupola that may exceed the height limits. However, these architectural features would not be constructed at a height that would approach the compatibility limits for Travis AFB.

The Specific Plan does not propose or plan for development that would cause a hazard to flights (such as wind turbines, solar panels, or meteorological towers) or substantially attract hazardous wildlife (such as waste disposal operations, water management facilities, water features, or agricultural activities) (Federal Aviation Administration 2007). The Specific Plan is consistent with the Travis AFB LUCP.

REFERENCES

Federal Aviation Administration. 2007. Advisory Circular. Hazardous Wildlife Attractants On or Near Airports. Published 8/28/2007. AC No: 150/5200-33B.

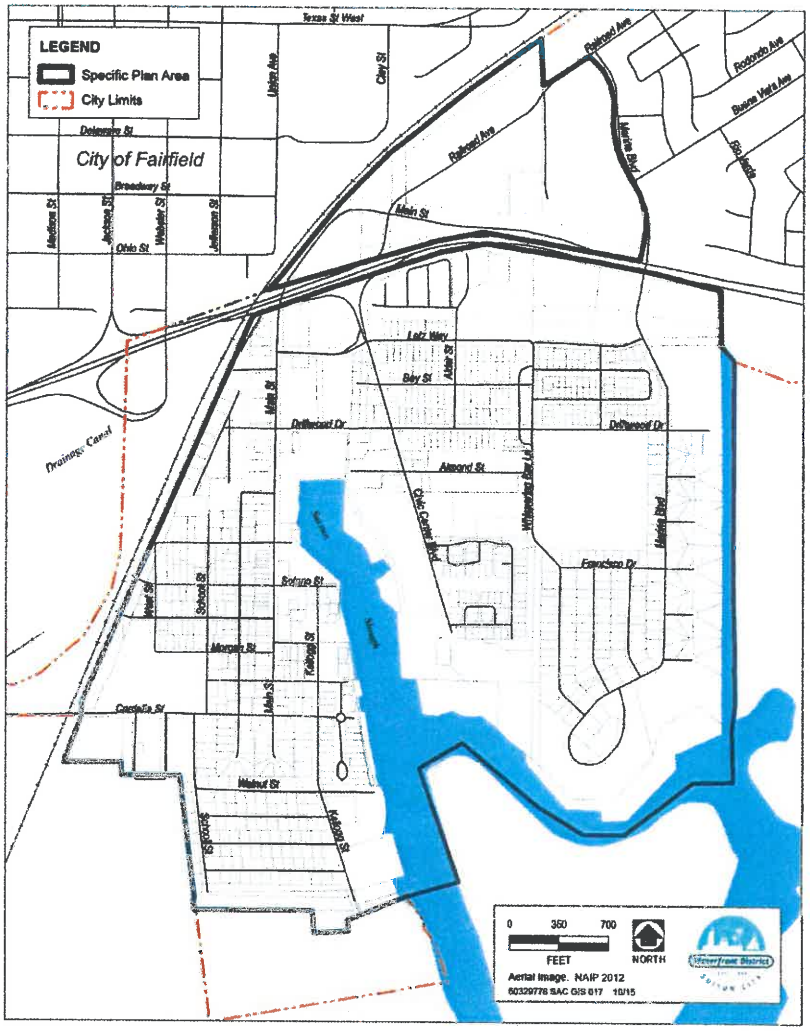
Solano County Airport Land Use Commission. 2015. *Travis Air Force Base Land Use Compatibility Plan*. Prepared for County of Solano, Department of Resource Management. Prepared by ESA. Adopted October 8, 2015.

City of Suisun City
Draft Waterfront District Specific Plan

The City of Suisun City is pleased to announce the public release of the Draft Waterfront District Specific Plan. Comments will be accepted from Monday July 18, 2016 through August 17, 2016.

The City of Suisun City (City) is proposing to adopt updates to the Waterfront District Specific Plan (WDSP) (previously known as the "Downtown Waterfront Specific Plan"). The WDSP Area is centered on the City's historic Downtown waterfront and Old Town areas, located at the head of the Suisun Channel. The WDSP Area is a mixed-use community, comprised of a mix of retail and services along Main Street; the City's civic center; marina and water-oriented recreation along the Suisun Channel; industrial uses and the Suisun-Fairfield Train Depot along the Union Pacific railroad tracks; a historic residential core west of Main Street and newer traditionally designed residential neighborhoods along the waterfront and east of the channel. The Suisun Slough and marsh area borders the WDSP Area to the south. The WDSP Area also includes a neighborhood shopping center, a mobile home park, and the vacant, commercially zoned properties north of State Highway 12 (see map below).

The WDSP is designed to implement the City's 2035 General Plan, which provides policy direction regarding land use, transportation, urban design, natural resources conservation, and other topics that are detailed in the WDSP. The WDSP proposes updates to the previous plan's Land Use Zones, which dictate allowable land use within the Specific Plan Area, along with revisions to development standards, which guide the placement, design, bulk, and other characteristics of buildings and other improvements in the Specific Plan Area.



The City previously prepared and certified an Environmental Impact Report (EIR) for the 2035 General Plan, which was adopted in 2015, and which analyzed the impacts of development anticipated under the WDSP. The impacts associated with the types of development accommodated under the WDSP, proposed zoning, development density, and the locations where WDSP development would occur, were previously analyzed in the 2035 General Plan EIR. Therefore, pursuant to CEQA and the CEQA Guidelines, the City, as the lead agency, intends to use the 2035 General Plan EIR as the CEQA document for the environmental impacts associated with the updated WDSP.

The Draft WDSP and the 2035 General Plan and EIR are available for review from the City's website: http://www.suisun.com/departments/development-services/planning/general-plan/. These documents may also reviewed in person at the City Planning Department offices, located at 701 Civic Center Boulevard, Suisun City, CA.

The City will hold two workshops to solicit input on the draft specific plan on Thursday July 28, 2016 and Tuesday August 16, 2016 (each beginning at 7:00 P.M.). Below is the meeting schedule:

Thursday July 28, 2016
Special Planning Commission Meeting
Suisun City Hall
701 Civic Center Boulevard
Suisun City, CA 94585

Tuesday August 16, 2016
City Council Meeting
Suisun City Hall
701 Civic Center Boulevard
Suisun City, CA 94585

Please see the City's web site (www.suisun.com) for links to the Specific Plan Update, as well as the General Plan and General Plan EIR. The documents are also available for review at City Hall and at the Suisun City Branch of the Solano County Library:

Suisun City Hall
701 Civic Center Boulevard
Suisun City, CA 94585
(707) 421-7335

Suisun City Library
601 Pintail Drive
Suisun City, CA 94585
1 (866) 572-7587

Please forward comments or questions to:

City of Suisun City Development Services Department
Attn: John Kearns
701 Civic Center Boulevard
Suisun City, CA 94585
jkearns@suisun.com

City of Suisun City

Waterfront District Specific Plan Consistency Analysis

July 2016

City of Suisun City

Waterfront District Specific Plan Consistency Analysis

July 2016

City of Suisun City
Development Services Department

Suzanne Bragdon, City Manager
Jason Garben, Development Services Director
John Kearns, Associate Planner

Specific Plan and Environmental Consultation

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Contact:
J. Matthew Gerken, AICP
916/414-5892
matthew.gerken@aecom.com

Cover Photo by Paul Hames, California Department of Water Resources

CHAPTERS

Section		Page
1	INTRODUCTION	1-1
1.1	CEQA Guidelines Section 15183	1-1
1.2	Public Resources Code Section 21083.3	1-1
1.3	General Plan EIR Streamlining Strategies	1-2
2	PROJECT DESCRIPTION	2-1
2.1	2035 General Plan	2-1
2.2	Expansion of Specific Plan Area	2-1
2.3	Allowable Land Use	2-2
2.4	Opportunity Areas	2-4
3	CONSISTENCY ANALYSIS	3-1
3.1	Aesthetics	3-2
3.2	Agriculture & Forestry Resources	3-8
3.3	Air Quality	3-11
3.4	Biological Resources	3-17
3.5	Cultural Resources	3-29
3.6	Geology and Soils	3-34
3.7	Greenhouse Gas Emissions	3-37
3.8	Hazards and Hazardous Materials	3-42
3.9	Hydrology and Water Quality	3-54
3.10	Land Use and Planning	3-63
3.11	Mineral Resources	3-65
3.12	Noise	3-66
3.13	Population and Housing	3-74
3.14	Public Services	3-77
3.15	Recreation	3-79
3.16	Transportation/Traffic	3-82
3.17	Utilities and Service Systems	3-91
4	APPLICABLE GENERAL PLAN POLICIES AND PROGRAMS	4-1
4.1	Aesthetics	4-1
4.2	Agriculture and Forestry Resources	4-1
4.3	Air Quality	4-2
4.4	Biological Resources	4-3
4.5	Cultural Resources	4-8
4.6	Geology and Soils	4-9
4.7	Greenhouse Gases	4-10

4.8 Hazards and Hazardous Materials 4-12
4.9 Hydrology and Water Quality 4-13
4.10 Land Use and Planning 4-14
4.11 Mineral Resources 4-14
4.12 Noise 4-15
4.13 Population and Housing 4-18
4.14 Public Services 4-18
4.15 Recreation 4-18
4.16 Transportation/Traffic 4-18
4.17 Utilities 4-19
5 REFERENCES 5-1

EXHIBITS

Exhibit 2-1: Land Use Map 2-3
Exhibit 2-2: Opportunity Area Development Concepts 2-5
Exhibit 2-3: Districts 2-7
Exhibit 3-1: Habitat Types 3-23

TABLES

Table 3.11-6* Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses 3-67
Table 3.11-6* Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses 3-69
Table 3.11-4* Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources 3-70
Table 3.11-5* Noise Level Performance Standards for Non-Transportation Noise Sources 3-71
Table 3.11-6* Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses 4-15
Table 3.11-4* Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources 4-16
Table 3.11-5* Noise Level Performance Standards for Non-Transportation Noise Sources 4-17

ACRONYMS AND ABBREVIATIONS

µg/l	micrograms per liter
AB	Assembly Bill
ACMs	asbestos-containing materials
ACMs	asbestos-containing materials
AFB	Air Force Base
ASTs	aboveground storage tanks
BAAQMD	Bay Area Air Quality Management District
bhp	brake horsepower
BMPs	best management practices
BTEX	benzene, toluene, ethylbenzene and xylenes
C/O/R	Commercial/Office/Residential
CAC	Certified Asbestos Consultant
Cal-OSHA	California Occupational Safety and Health Administration
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Suisun City
CWA	Clean Water Act
DC	Downtown Commercial
DFG	California Department of Fish and Game
DMU	Downtown Mixed-Use
DSOD	Division of Safety of Dams
DWR	California Department of Water Resources
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
ENGEO	ENGEO Environmental
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
FSURMP	Fairfield-Suisun Urban Runoff Management Program
GHG	greenhouse gas
HLC	Historic Limited Commercial
HMBP	Hazardous Materials Business Plans
HMBP	Hazardous Materials Business Plans
HR	Historic Residential

LHMP	Local Hazard Mitigation Plan
LID	low impact development
LOS	level of service
LUCP	land use compatibility plan
LUST	Leaking Underground Storage Tank
MCL	maximum contaminant level
mg/kg	milligrams per kilogram
mgd	million gallons per day
MSMU	Main Street Mixed-Use
MtBE	methyl tert-butyl ether
MTC	Metropolitan Transportation Commission
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
Order 2009-0009-DWQ	SWRCB General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
OS	Open Space
PF	Public Facilities
RAW	removal action workplan
RECs	Recognized Environmental Conditions
RH	Historic Residential Zone
RHD	Residential High Density
RLD	Residential Low Density
RMD	Residential Medium Density
RWQCB	Regional Water Quality Control Board
SCEMD	Solano County Environmental Management Department
SID	Solano Irrigation District
SMP	Suisun Marsh Habitat Management, Preservation, and Restoration Plan
SR 12	State Route 12
SSWA	Suisun-Solano Water Authority
STA	Solano Transportation Authority
SVOCs	semi-volatile organic compounds
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCE	trichloroethylene
TPH	total petroleum hydrocarbons
TPHd	total petroleum hydrocarbons as diesel

TPHg	total petroleum hydrocarbons as gasoline
TTLC	total threshold limit concentration
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish & Wildlife Service
USTs	underground storage tanks
VOCs	volatile organic compounds
WC	Waterfront Commercial
WDSP	Waterfront District Specific Plan
WET	waste extraction testing
WWTP	Wastewater Treatment Plant

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1 INTRODUCTION

The City of Suisun City (City) is proposing to adopt updates to the Waterfront District Specific Plan (WDSP) (previously known as the "Downtown Waterfront Specific Plan"). This document provides the appropriate California Environmental Quality Act (CEQA) analysis and findings to support the City's action on the WDSP.

The City previously prepared and certified an Environmental Impact Report (EIR) for the 2035 General Plan, which was adopted in 2015, and which analyzed the impacts of development anticipated under the WDSP. The impacts associated with the types of development proposed in the WDSP, proposed zoning and land use designations, development density, and the locations where WDSP development would occur, were previously analyzed in the 2035 General Plan EIR. Therefore, pursuant to CEQA and the CEQA Guidelines, the City, as the lead agency, intends to use the 2035 General Plan EIR as the CEQA document for the environmental impacts associated with the updated WDSP.

The 2035 General Plan EIR is available for review from the City's website: http://www.suisun.com/departments/development-services/planning/general-plan/. The 2035 General Plan EIR may also reviewed in person at the City Planning Department offices, located at 701 Civic Center Boulevard, Suisun City, CA.

1.1 CEQA GUIDELINES SECTION 15183

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. CEQA Guidelines Section 15183 was developed to assist lead agencies in implementing Public Resources Code Section 21083.3, which is described below.

1.2 PUBLIC RESOURCES CODE SECTION 21083.3

Public Resources Code Section 21083.3 (a) and (b) provide that, where a parcel has been zoned or designated in a community plan to accommodate a particular density of development, or where a development project is consistent with the general plan of a local agency, and an environmental impact report was certified for the zoning or planning action or the general plan, the examination of environmental effects shall be limited to those that:

> "…are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report."

Public Resources Code Section 21083.3(d) further defines that an effect of a project upon the environment shall not be considered peculiar to the parcel or to the project if uniformly applied development policies or standards have been previously adopted, with a finding based upon substantial evidence that the development policies or standards will substantially mitigate the environmental effect when applied to future projects.

1.3 GENERAL PLAN EIR STREAMLINING STRATEGIES

The City's General Plan EIR was designed to support future environmental analysis for projects consistent with the General Plan. The City declared its intent to make use of the exemption set forth in the Public Resources Code Section 21083.3 as a part of the General Plan EIR:[1]

> "The City intends to use the 2035 General Plan EIR to streamline environmental review and approval of private and public projects that are consistent with the 2035 General Plan. The City will make full use of existing streamlining provided by CEQA …The material provided under Public Resources Code 21083.3 and CEQA Guidelines 15183 is sometimes called the 'partial exemption.' Under this provision, CEQA only applies to issues 'peculiar to the site.'…CEQA Guidelines Section 15183 (f) establishes that impacts are not peculiar to the project if uniformly applied development policies or standards substantially mitigate that environmental effect. The determination of whether or not uniformly applied development policies or standards would substantially mitigate each environmental effect shall be based on substantial evidence, but not necessarily presented in an EIR… In order to maximize the value of the General Plan EIR to future projects that promote the 2035 General Plan's objectives, the City has strategically integrated the General Plan and the environmental review. The policy development process has been used to vet potential mitigation strategies. The General Plan Update process was used to investigate policies and programs that can serve as uniformly applied standards and substantially limit the scope of analysis for projects consistent with the 2035 General Plan."

This document describes in detail how the General Plan EIR addressed the impacts associated with implementation of the WDSP.

[1] City of Suisun City. 2035 General Plan EIR, page 1-2.

2 PROJECT DESCRIPTION

In 1979, the Suisun City General Plan called for special treatment of the historic downtown and waterfront through preparation and adoption of a Specific Plan for Old Town and the waterfront. The first Specific Plan was adopted in 1983 and was last comprehensively amended in 1999. Since that time, many portions of the Specific Plan have been implemented. The document was previously known as the "Downtown Waterfront Specific Plan." The title has been changed to "Waterfront District Specific Plan." The updated WDSP implements the City's General Plan for the downtown area.

2.1 2035 GENERAL PLAN

In 2015, the City adopted a comprehensively revised General Plan. The 2035 General Plan provides an updated set of policy guidance for the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. The 2035 General Plan includes a special focus on the waterfront area, as follows:

- Focus higher density development and mixed-use projects in areas adjacent to the train station.
- Promote a vibrant Downtown that provides both daytime and nighttime activities to attract visitors.
- Develop the Downtown as the social and cultural heart of the community.
- Provide convenient linkages from the train station and other regional connectors to bring patrons to the Downtown.
- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Strategically develop vacant, underutilized, and infill land throughout the City, and especially in the Downtown.
- Foster transit-oriented development around the train station.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.

The updated WDSP includes revisions to the 1983 and 1999 Specific Plans to implement the General Plan's policy direction. In addition, the proposed update incorporates changes that are necessary to address current market conditions and the current regulatory environment.

2.2 EXPANSION OF SPECIFIC PLAN AREA

The proposed update expands the Specific Plan Area to include two properties north of Highway 12: a 30-acre property north of the Central County Bikeway, and an approximately 5-acre area just north of State Route 12 (SR 12) known as "Denverton Curve." The expanded Specific Plan Area allows the City to better leverage the assets of the Suisun-Fairfield train depot to encourage infill development and establish a gateway entrance into

Downtown on both sides of SR 12. The WDSP expanded boundary area was included in the analysis conducted for the 2035 General Plan EIR.

2.3 ALLOWABLE LAND USE

Allowable land use within the Specific Plan Area is described in Exhibit 2-1. The WDSP Land Use Map identifies zones that govern future development. Each zone has different allowable land uses, development standards, and other guidelines in the WDSP. Zones in the WDSP include:

- **Residential Low Density (RLD).** This zone provides for single-family and other lower-density residential development types between five (5) and twelve (12) dwelling units per net acre, consistent with the General Plan's Low Density Residential land use designation.
- **Residential Medium Density (RMD).** This zone provides for a wide variety of residential development of between 12.1–24 dwelling units per net acre, including detached and attached single-family and multi-family dwellings, consistent with the General Plan's Medium Density residential land use designation.
- **Residential High Density (RHD).** This zone provides for a wide variety of multi-family residential development types between 24.1–54 dwelling units per net acre, consistent with the General Plan's High Density Residential land use designation. This zone is also intended to support high-density infill development in appropriate locations throughout the Planning Area, particularly near the Suisun-Fairfield Train Depot.
- **Historic Residential (HR).** The purpose of the HR zone is to allow compatible development, ensure that this area continues as a viable residential neighborhood, and protect important characteristics of this area related to the community's cultural heritage. This zone allows residential development, as well as parks and playgrounds, bed and breakfast inns, home occupations, civic uses, and other compatible uses.
- **Main Street Mixed-Use (MSMU).** This zone is intended to facilitate a mix of retail, entertainment, and destination uses in the Downtown Core.
- **Commercial/Office/Residential (C/O/R).** The C/O/R zone allows a mix of uses, including business/professional offices, retail commercial, dining, and entertainment uses.
- **Historic Limited Commercial (HLC).** This zone provides guidance to an area anticipate to transition from residential use to smaller-scale commercial and/or office uses that are compatible with residential uses.
- **Downtown Mixed-Use (DMU).** The DMU zone allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development.
- **Downtown Commercial (DC).** The DC zone is intended to accommodate primarily retail and commercial services, but also allows complementary office, civic, and recreational uses.
- **Waterfront Commercial (WC).** The WC zone accommodates a mix of retail, entertainment, and destination uses, as well as uses that are needed to serve the marina and boat owners.

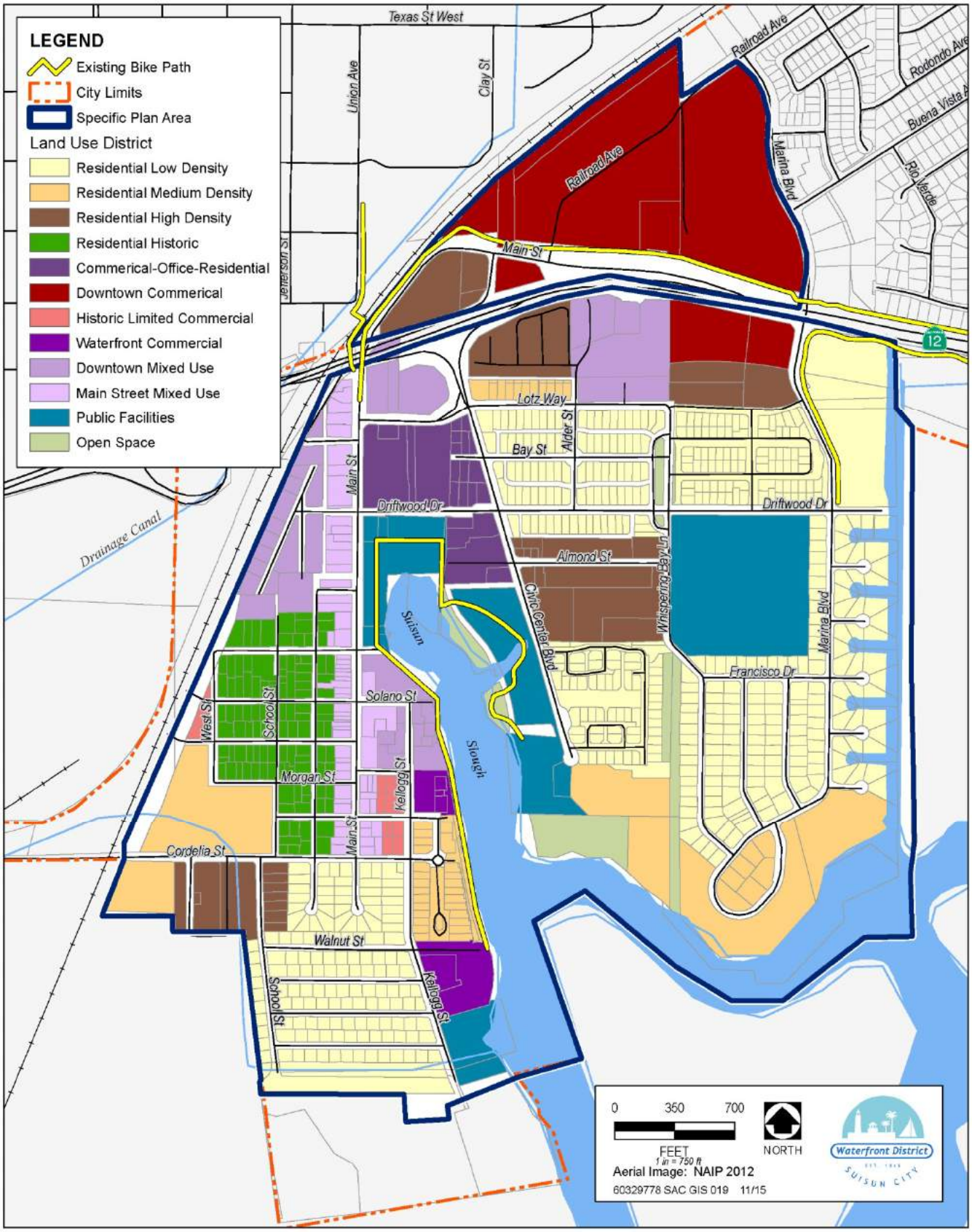


Exhibit 2-1: Land Use Map

- **Public Facilities (PF).** The Land Use Map designates locations of existing and planned public facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The PF zone is intended to accommodate a variety of facilities, including but not limited to: parks, schools, civic facilities, parking, and trails provided for the recreation or service of the community.

- **Open Space (OS).** The Land Use Map also designates the location for open space within the Planning Area. This district is intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades.

2.4 OPPORTUNITY AREAS

The concept of Opportunity Areas was introduced in the 2035 General Plan. Since there is a limited supply of developable land, the City's policy, as established in the General Plan, is to ensure that development in these Opportunity Areas is efficient – providing substantial opportunity for reinvestment and infill development. As noted in the General Plan, "[t]he City's intent in this General Plan is to promote full development of each of these Opportunity Areas to create local jobs, retail and services, revenue from sales tax and property tax, and a diversity of housing opportunities."[2]

The General Plan identified five Opportunity Areas, three of which are in the WDSP Area. The three in the WDSP are: Northwest Downtown; Northeast Downtown; and Downtown Marina. The vision for the Northwest Downtown Opportunity Area is to promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses. For the Northeast Downtown Opportunity Area, the General Plan identifies a focus on transit-oriented development, including higher-density residential uses and employment uses that would be accessed by rail commuters. In the Downtown Marina Opportunity Area, the General Pan identifies that land use change should be consistent with the previous Downtown Waterfront Specific Plan, while exploring the viability of recreation-oriented uses.

2.4.1 DEVELOPMENT CONCEPTS FOR OPPORTUNITY AREAS: WATERFRONT DISTRICT SPECIFIC PLAN

During the WDSP Update process, the General Plan policy direction to promote full and efficient development of the Opportunity Areas was refined. During the public and decision maker outreach process, City staff developed maps that offered different conceptual ideas for future development and conservation. These maps were revised according to decision maker direction and consensus. The WDSP describes development concepts for Opportunity Areas A through J (Exhibit 2-2). Opportunity A is envisioned for medium-density residential development; Opportunity Area B for multi-story, mixed-use development; Opportunity Area C for multi-story, mixed-use development; Opportunity Area D for enhanced circulation connections with the city of Fairfield; Opportunity Area E for mixed-use commercial development; Opportunity Area F for mixed-use commercial and residential development; Opportunity Area G for single-family residential development; Opportunity Area H for medium-density residential development and recreational access; Opportunity Area I for destination uses and water-oriented uses; and Opportunity Area J for mixed-use development.

[2] City of Suisun City. 2035 General Plan, page 3-14.

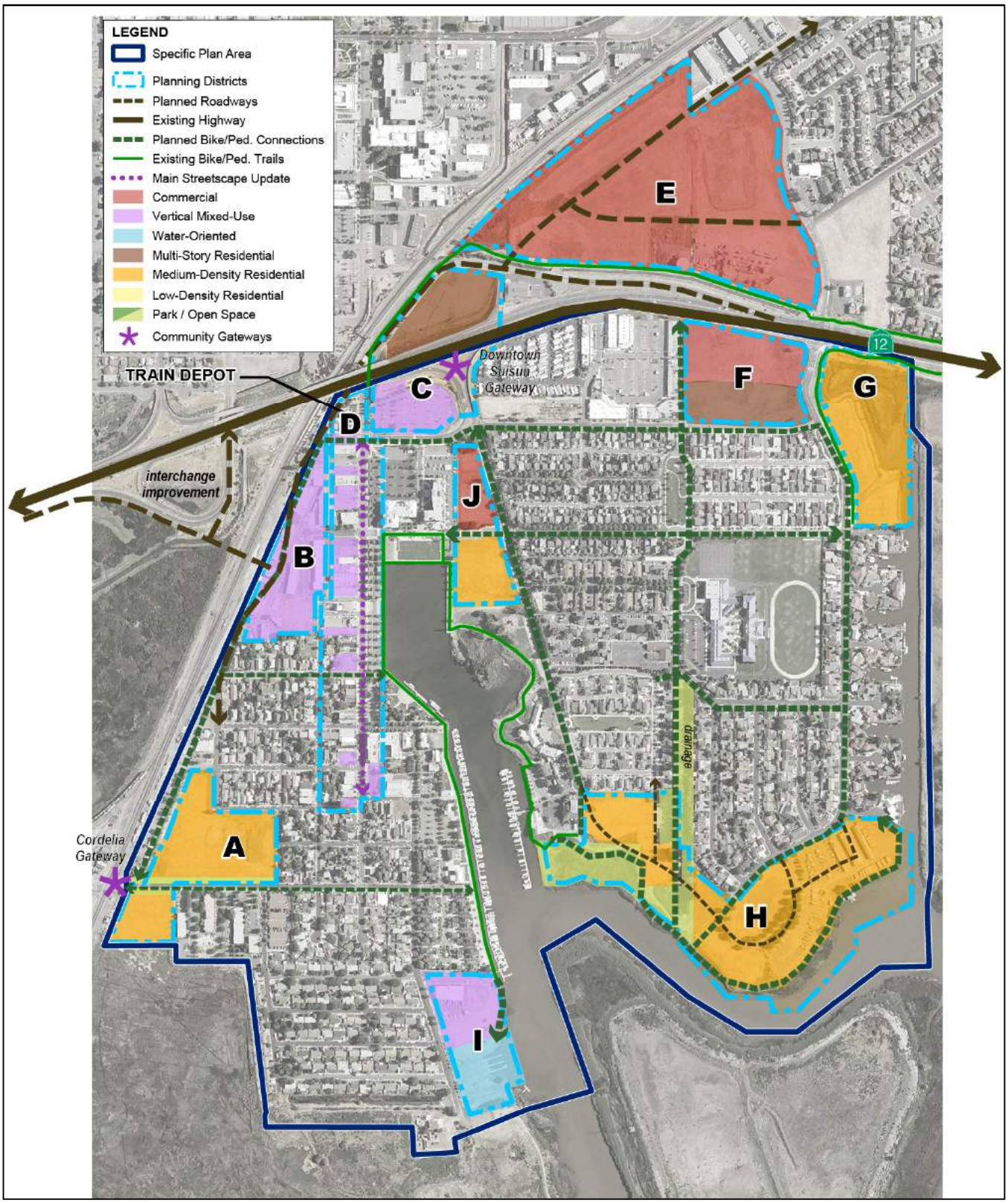


Exhibit 2-2: Opportunity Area Development Concepts

Project Description

The proposed WDSP includes an exhibit showing eight different planning districts that represent the primary opportunity areas for development during the Specific Plan horizon (Exhibit 2-3). Potential development concepts for each district are described below, with references to Opportunity Areas A through J. It is important to note that these are development concepts that do not necessarily represent what will actually be developed in the future – the Specific Plan regulatory direction would allow other combinations of land use, as well. These concepts, however, help the reader to understand what land use changes could occur in the WDSP Area in the future.

DISTRICT 1: WESTERN MARINA BOULEVARD AND HIGHWAY 12

This district consists of the 30-acre property (Opportunity Area E), north of Highway 12 and west of Marina Boulevard, designated for Downtown Commercial uses; a shopping center; and several vacant parcels south of Highway 12 (identified as Opportunity Area F).

Area E is designated for a mixed-use, pedestrian-friendly commercial district. New commercial development would occur along a central east-west main street, aligning with Buena Vista Avenue and along a central north-south roadway spine, creating a 100% retail corner, where a roundabout is proposed at the intersection of these two roadways. North of the roundabout, a central north-south spine is envisioned. Bicycle trail improvements are also proposed to connect with existing regional recreational multi-use trails.

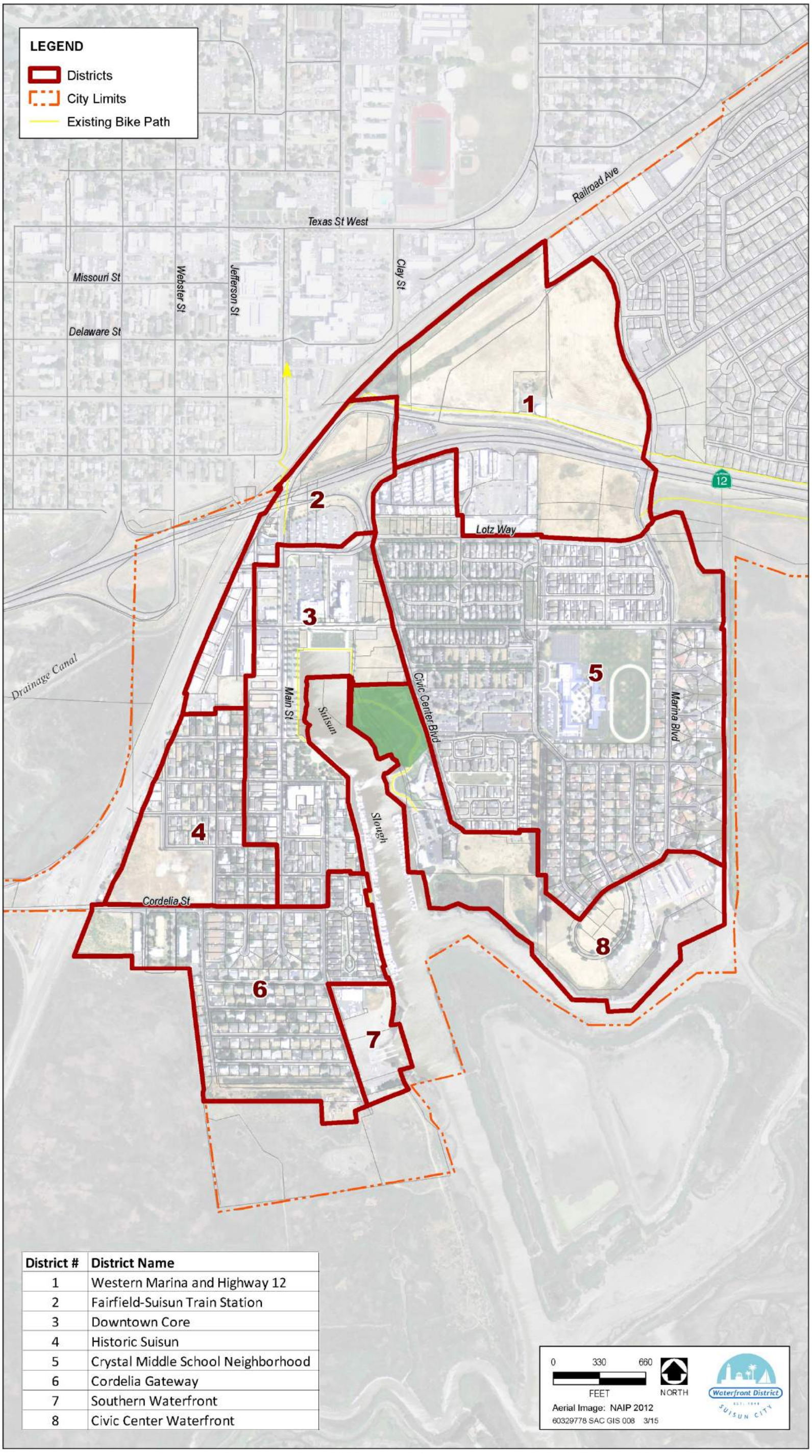
Area F, adjacent to the existing commercial shopping center on Lotz Way is designated Downtown Commercial on its northern half and High Density Residential on the southern half of the site, adjacent to Lotz Way. Neighborhood retail and service uses are envisioned on the commercial portions of Area F. The residential half of the property would accommodate residential development with shared open space.

DISTRICT 2: SUISUN-FAIRFIELD TRAIN DEPOT

District 2, consisting of the historic train depot, the park-and-ride surface parking lot across the street, and Denverton Curve property to the north (Opportunity Area C), and the industrial uses along railroad tracks (Opportunity Area B), would accommodate a mix of commercial retail, service, and residential uses.

Area B is designated for Downtown Mixed-Use with a variety of commercial development on the ground floor and housing units and offices above. Caltrans, along with project partners the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC), has proposed improvements to SR 12, including interchange improvements at Webster and Jackson Streets in Fairfield. This improvement also identifies a new roadway connection across the Union Pacific railroad tracks into the WDSP Area. This new transportation facility is not a part of the Specific Plan and is not required to serve development anticipated under the Specific Plan, but the proposal has been factored into the City's land use and circulation diagrams in the Specific Plan Area, in the case that the project is constructed.

The Denverton Curve property on Area C would be developed with high-density residential uses, such as townhomes or multi-story condominiums or apartments, in proximity to the train station. Similarly, the surface



District #	District Name
1	Western Marina and Highway 12
2	Fairfield-Suisun Train Station
3	Downtown Core
4	Historic Suisun
5	Crystal Middle School Neighborhood
6	Cordelia Gateway
7	Southern Waterfront
8	Civic Center Waterfront

Exhibit 2-3: Districts

park-and-ride lot (owned by CalTrans) could be redeveloped as a mixed-use site, with a parking structure (to replace existing parking spaces serving the train station) and with the potential for visitor information adjacent to the train depot, specialty retail shops, neighborhood services, and residential common space on the ground floor. New housing development is proposed on the upper floors, adjacent to the train station.

DISTRICT 3: DOWNTOWN COMMERCIAL CORE

District 3, consisting of the commercial properties surrounding the Suisun Channel, would support mixed-use development along infill sites on Main Street (Opportunity Area D) and vacant property to the east of the Suisun Channel (Opportunity Area J).

Main Street would be improved with new uniform streetscape enhancements, including improved planting and sidewalk areas along its western side. New infill development (particularly on the northern end of Main Street), façade improvements, and rehabilitation of existing structures would improve and enhance the historic character and identity of Main Street. New multi-story structures would be required by Specific Plan development standards and design guidelines to be compatible with the traditional forms and character of Main Street.

The north end of Area J, at the intersection of Lotz Way and Civic Center Boulevard, would be designated Commercial/Office/Residential, while the vacant property south of Driftwood Drive would be Medium Density Residential. Area J would also incorporate mixed-use development such as a hotel and additional housing. New buildings in Area J would be designed to orient units to the waterfront and would support development of internal pathways that connect with adjacent waterfront trails/promenade.

DISTRICT 4: HISTORIC SUISUN

The Historic Suisun district is largely developed. Opportunity Area A would be redeveloped with medium-density residential development, consistent with the scale of existing development within the historic residential core.

DISTRICT 5: HARBOR VILLAGE/VICTORIAN HARBOR NEIGHBORHOOD

This area is largely developed with a variety of low- and medium-density homes. However, low-density residential development with units fronting Marina Boulevard, along with housing, open space, and recreational trail connections fronting Suisun Slough, would be developed at the edge of the neighborhood on the southeast corner of Lotz Way and Marina Boulevard (Opportunity Area G).

DISTRICT 6: CORDELIA GATEWAY NEIGHBORHOOD

This residential area is largely developed with single-family development and two multi-family developments adjacent to Cordelia Street. The entrance into Suisun City on Cordelia Street would serve as a secondary gateway into Downtown. The vacant site south of Cordelia Street would support for medium density housing.

DISTRICT 7: SOUTH WATERFRONT

The existing city boat launch facility is located in this district, and would include related marine uses, boating activities, and recreation and entertainment opportunities.

DISTRICT 8: CIVIC CENTER/WHISPERING BAY WATERFRONT

This district consists of the waterfront parcels on the south eastern end of the Suisun Slough and is the current site of the Suisun City Civic Center, a yacht club, and wetlands/ preserved open space areas. South and east of this area, along the Suisun Channel, are a number of vacant parcels (Opportunity Area H). Area H could support a variety of medium-density residential development, including both single-family and multi-family opportunities, as well as shared open space, and waterfront trail access. Linear open space and trails are proposed throughout the district.

3 CONSISTENCY ANALYSIS

The following checklist examines the potential environmental impacts that may result from implementation of the proposed WDSP.

This consistency analysis first describes each impact area, as addressed by the 2035 General Plan EIR. Then, this evaluation identifies whether there are any impacts that would be peculiar to the parcel, and beyond that already addressed as a part of the City's General Plan and EIR. Then, the analysis describes applicable uniform development policies and standards that will be incorporated by development under the WDSP. The applicable uniform development policies and standards include both those that have been included in policy diagrams, narrative policies, standards, and design guidelines in the proposed WDSP, as well as those from the General Plan that will be required for new developments proposed under the WDSP. Applicable uniform development policies and standards that will be incorporated by development under the WDSP are summarized in Section 4, "Applicable General Plan Policies and Programs," at the end of this checklist.

The checklist indicates whether the WDSP would result in significant impacts that:

(1) are peculiar to the project or project site;

(2) were not identified as impacts in the 2035 General Plan EIR; or

(3) are more severe as a result of substantial new information that was not known at the time that the 2035 General Plan EIR was certified.

Impacts attributable to implementation of the proposed WDSP that were addressed by the 2035 General Plan EIR and are not peculiar to the parcel are exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

3.1.1 SCENIC VISTAS AND VISUAL CHARACTER

The 2035 General Plan EIR found that aesthetic impacts associated with changes to scenic vistas, visual resources, and existing visual character would be significant. The "City does not necessarily consider changes to the existing visual character through urban development to be an adverse change and new development can be designed with existing scenic views in mind."[3] New development, depending on the design and location, could even increase public access to important aesthetic resources.

The City found that implementation of policies in the 2035 General Plan would preserve and enhance scenic views of the Suisun Marsh, the Coast Ranges, Cement Hill, the Potrero Hills, and the Vaca Mountains, to the extent feasible. However, urban development anticipated under the 2035 General Plan, including in the WDSP Area, could still alter and block some currently available public views of these scenic resources. Although the 2035 General Plan includes policies and programs that would guide new development, including those proposed as part of the WDSP, so that they contribute positively to the local visual character, the City found there was no additional feasible mitigation that would allow new developments, while also avoiding completely changes to existing scenic vistas and visual character. Therefore, these impacts were determined to be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General

[3] City of Suisun City. 2035 General Plan EIR, page 3.15-2.

Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with changes to scenic vistas and existing visual character by preserving the historic character and small-town quality of the area.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern, smaller lots, diverse architectural styles, and a variety of housing types and sizes. The same grid street pattern that exists today is used as a framework for development facilitated under the WDSP, which has the effect of preserving existing view corridors along existing rights-of-way and substantially mitigating potential effects related to scenic vistas.

- Section 6.2.2 provides residential development standards for setbacks, density, and building heights. These standards will foster the continued development of a traditional downtown with a pedestrian-oriented environment. Implementation of these standards will reduce impacts related to the change in visual character.
- Section 6.2.3 contains residential site standards and design guidelines. The guidelines promote elements of historic residential styles in a modern context and ensure compatibility with existing residential development. The guidelines also provide direction for recreational space, open space, and landscaping. Implementation of these guidelines would reduce the change to visual character.
- Section 6.2.4 incorporates residential building design guidelines for architectural details, garages, and fencing in order to avoid a “cookie-cutter” appearance. The guidelines encourage architectural elements to provide variety, compatibility of color with the waterfront, recessed garages, and setbacks and landscaping for fencing. These guidelines would reduce the change in visual character related to the project and would reduce the impact on scenic vistas.

Commercial and Mixed-Use Development Standards and Guidelines

Section 3.2 provides standards and guidelines for the commercial and mixed-use zones. The guidelines address elements such as building heights, form and composition, storefront design, and signage to preserve the historic character of the WDSP.

- Section 6.3.2 provides standards for setbacks, density, and building heights. This ensures that development would be harmonious with adjacent buildings and would reduce the change to existing visual character and the impact on scenic vistas. These standards also substantially reduce adverse changes related to shadows and access to sunlight.

- Sections 6.3.3 through 6.3.4 contain guidelines for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The guidelines in these sections promote consistency with the unique architectural features and historical nature of the area and harmony with the existing character. Implementation of these guidelines would reduce the change to visual character.

Public Facilities and Open Space Standards and Guidelines

Section 6.4 provides standards for lot coverage, setback, and heights for public facilities and open space. Implementation of this policy would help reduce the change to the existing visual character.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards. Implementation of these policies would ensure a clean, well-maintained area with a historical design that is consistent with neighboring areas.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts to aesthetic resources by protecting scenic resources such as waterways, riparian habitats and wetlands, and mature trees. New development facilitated by the WDSP will incorporate these policies, as relevant to each specific proposed project.

- **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.

- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.

- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.

- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.1.2 LIGHT AND GLARE

The 2035 General Plan EIR found that aesthetic impacts associated with increases in nighttime lighting and daytime glare would be significant. Although the 2035 General Plan includes policies and programs that would guide new development, the City found there was no additional feasible mitigation that would allow new developments, while also avoiding completely increases in nighttime lighting and daytime glare. Therefore, these impacts were determined to be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with increases in nighttime lighting and daytime glare.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines for residential development.

- Section 6.2.3 contains residential site standards and design guidelines. Per the guidelines, outdoor lighting should be designed so that it does not intrude on neighboring uses or shine directly into the street (this implements General Plan Policy CCD-8.4). Implementation of these guidelines would substantially mitigate the potential impacts of nighttime lighting.

Commercial and Mixed-Use Development Standards and Guidelines

Section 6.3 provides standards and guidelines for the commercial and mixed-use zones.

- Sections 6.3.3 through 6.3.4 contain guidelines on materials forbidding large expanses of glass and modern metal applications. This would reduce the amount of lighting and glare associated with new development facilitated under the WDSP.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards.

- Section 6.5.3 promotes the use of non-reflective materials and indirect illumination such as “goose necked” light fixtures. No interior fluorescent, flashing, or intermittent illumination signs are permitted. Neon exterior signs are only permitted under certain conditions. This would reduce impacts from nighttime lighting.

General Plan

The 2035 General Plan includes policies that would avoid light spillage and ensure that new developments do not create significant effects related to light or glare. For example, the City will review and condition new development, as necessary, to ensure that low, pedestrian-scaled, ornamental lighting is emphasized in order to avoid adverse effects on adjacent uses. New developments proposed within the City will be required to use attractive lighting that is complementary to the design of proposed structures. Light fixtures are required to aim light sources downward and provide shielding to prevent glare and reflection. The City will not allow permanent lighting that will blink, flash, or be of unusually high intensity or brightness. Lighting standards are required to avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods and the transition to LED streetlights would further reduce nighttime light and glare. In addition, the City will prohibit reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures will be required to be painted to minimize reflectance.

New development facilitated by the WDSP will incorporate these policies, as relevant to each specific proposed project.

- **Policy CCD-8.1:** Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.
- **Policy CCD-8.2:** New developments shall use attractive lighting that is complementary to the design of proposed structures.
- **Policy CCD-8.5:** Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.
- **Policy CCD-8.6:** New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.1.3 STATE SCENIC HIGHWAYS

The 2035 General Plan EIR determined that there were no designated state scenic highways located within the Planning Area. State Route 37 in the extreme western portion of Solano County is eligible for the State Scenic Highway System, but has not been officially designated as a scenic highway. Since the 2035 General Plan EIR was prepared, no new state scenic highways have been officially designated within the Planning Area.

IMPACTS PECULIAR TO THE PARCEL

There are no state scenic highway views that would be affected by either implementation of the General Plan or the WDSP or impacts that would be peculiar to the parcel and more severe for the WDSP than the General Plan.

CONCLUSION

Since no state-scenic highways are within the project area, there are no applicable uniform development policies and standards.

3.2 AGRICULTURE & FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
II. Agriculture and Forestry Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Conversion of Important Farmland, Conflicts with Forest Land or Timberland Zoning, and Conversion of Forest Land to Non-Forest Use

The 2035 General Plan EIR found that future land use changes would not result in conversion of important farmland to non-agricultural uses, conflicts with existing zoning for forest land or timberland, or conversion of forest land to non-forest use. Therefore, the City determined that no impacts would occur related to these issues.

Impacts Peculiar to the Parcel

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Conclusion

Since no conversion of important farmland, conflicts with forest land or timberland zoning, or conversion of forest land to non-forest use would occur, there are no applicable uniform development policies and standards.

3.2.2 Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

The 2035 General Plan EIR determined that future land uses could result in cancellation of active Williamson Act contracts and could result in conflicts with existing agricultural zoning. Therefore, the City determined that this impact was potentially significant.

Although the 2035 General Plan includes policies and programs that would partially offset conversion of land under Williamson Act contracts, no new farmland would be made available, and the productivity of existing farmland would not be improved. The City found there was no additional feasible mitigation available to fully reduce impacts associated with the cancellation of these Williamson Act contracts and the potential for conflicts with existing zoning for agricultural uses. Therefore, this impact was determined to be significant and unavoidable.

Impacts Peculiar to the Parcel

The WDSP is located within the already developed and highly urbanized area of downtown Suisun City. The WDSP facilitates infill development, and redevelopment of existing developed areas. There are no existing Williamson Act contracts within the WDSP area. Grazing land that is currently designated with agricultural zoning is adjacent to and west of the WDSP area, south of Highway 12. However, the grazing land is separated from the WDSP by an existing buffer (approximately 200 feet wide) that includes the Union Pacific Railroad tracks. Land within the WDSP is zoned for urban development. Therefore, development proposed under the WDSP would not result in cancellation of any Williamson Act contracts and would not conflict with existing zoning for agricultural uses.

Consistency Analysis

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflict with agricultural zoning or Williamson Act contracts would occur, there are no applicable uniform development policies and standards.

3.2.3 LAND USE CONFLICTS WITH EXISTING AGRICULTURAL USES

The 2035 General Plan EIR determined that proposed development would not conflict with existing agricultural uses, which consist of ongoing grazing activities. Furthermore, the 2035 General Plan contains policies and programs designed to reduce the potential for compatibility conflicts between the proposed land use changes and adjacent grazing activities. Therefore, the City found that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

Grazing land is adjacent to and west of the WDSP area, south of Highway 12. However, the grazing land is separated from the WDSP by an existing buffer (approximately 200 feet wide) that includes the Union Pacific Railroad tracks. Much of the WDSP area has been developed and has not conflicted with this grazing land. The proposed development would not bring the development any closer to the grazing land. Grazing lands are not generally associated with dust, noise, spraying, and other activities that would result in compatibility issues with the adjacent land designated for development under the WDSP.

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflict with existing agricultural use would occur, there are no applicable uniform development policies and standards.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

3.3.1 EMISSIONS OF CRITERIA AIR POLLUTANTS, CONSISTENCY WITH AIR QUALITY PLANNING EFFORTS

The 2035 General Plan EIR found that impacts from generation of construction and operational emissions of criteria air pollutants and precursors and consistency with air quality planning efforts would be potentially significant.

The 2035 General Plan EIR determined that implementation of policies and Draft Climate Action Plan reduction measures would reduce air pollutant emissions that affect both Suisun City and the region. However, the City determined that development under the 2035 General Plan would still result in construction and operational emissions in excess of significance thresholds used by the Bay Area Air Quality Management District (BAAQMD). Although future projects would be required to implement all applicable BAAQMD site-specific mitigation measures, the City determined there are no additional feasible policies or programs that would reduce long-term impacts associated with construction and operational air pollutants within Suisun City below relevant thresholds. Therefore, these impacts were considered **significant and unavoidable**.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with the generation of construction and operational emissions of criteria air pollutants and precursors by reducing automobile travel. The 2035 General Plan establishes the framework for the WDSP, identifying that the Specific Plan will: focus higher density development and mixed-use projects in areas adjacent to the train station; provide convenient linkages from the train station and other regional connectors to bring patrons to the Waterfront District; ensure safe and efficient walking, biking, driving, and parking in the Waterfront District; foster transit-oriented development around the train station; and provide transportation alternatives to the automobile, especially capitalizing on the location of the train station. These features, which are included not just in narrative policy, but also in the WDSP land use plan and development standards, would help to reduce travel demand and therefore reduce a major source of air pollutant emissions.

- Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce air pollutant emissions impacts.

- Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce air pollutant emissions impacts.

- Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce air quality impacts.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from criteria air pollutants and consistency with air quality planning efforts by

requiring impact fees, appropriate bicycle facilities, travel demand management, and that projects implement basic control measures identified by the BAAQMD.

- **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- **Policy PHS-3.4:** The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District (BAAQMD) for construction, grading, excavation, and demolition.
    - **Program PHS-3.2. Construction Mitigation.** The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.3.2 TOXIC AIR CONTAMINANTS

The 2035 General Plan EIR found that impacts from exposure of sensitive receptors to toxic air contaminants (TACs) would be potentially significant.

However, the 2035 General Plan includes policies and programs designed to reduce exposure of sensitive receptors to concentrations of TACs and help reduce future land use incompatibilities of sources that could potentially emit TACs and exposure of sensitive uses to harmful air pollutants. When implemented in conjunction with existing BAAQMD regulations, the City found that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from TACs by requiring facilities that may produce them are located at an adequate distance from sensitive receptors. In addition, the City requires site planning and building design to reduce emissions and compliance with BAAQMD standards and thresholds.

- **Policy PHS-3.1:** The City will ensure that new industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors, considering weather patterns, the quantity and toxicity of pollutants emitted, and other relevant parameters.

- **Policy PHS-3.2:** The City will communicate with the Bay Area Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments prior to approval of new developments.

  - **Program PHS-3.1. Health Risk Analyses.** When development involving sensitive receptors, such as residential development, is proposed in areas within 134 feet of SR 12 or when uses are proposed that may produce hazardous air contaminants, the City will require screening level analysis, and if necessary, more detailed health risk analysis to analyze and mitigate potential impacts. For projects proposing sensitive uses within 134 feet of SR 12, the City will require either ventilation that demonstrates the ability to remove more than 80% of ambient PM2.5 prepared by a licensed design professional or site-specific analysis to determine whether health risks would exceed the applicable BAAQMD-recommended threshold and alternative mitigation demonstrated to achieve the BAAQMD threshold. Site-specific analysis may include dispersion modeling, a health risk assessment, or screening analysis. For proposed sources of toxic air contaminants, the City will consult with the BAAQMD on analytical methods, mitigation strategies, and significance criteria to use within the context of California Environmental Quality Act documents, with the objective of avoiding or mitigating significant impacts.

- **Policy PHS-3.4:** The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District for construction, grading, excavation, and demolition.

  - **Program PHS-3.2. Construction Mitigation.** The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.

  - **Program PHS-3.3. Construction Mitigation for Health Risk.** Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable BAAQMD-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by BAAQMD.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.3.3 CARBON MONOXIDE AND ODOROUS EMISSIONS

The 2035 General Plan EIR found that local mobile-source emissions of carbon monoxide would not be expected to substantially contribute to emissions concentrations that would exceed the 1-hour ambient air quality standard, and that major sources of odors would not be anticipated as part of future land use changes. In addition, the 2035 contained policies in order to reduce carbon monoxide and odorous emissions, including compliance with the BAAQMD basic control measures. In addition, any BAAQMD rules and regulations would apply to all development in this area. Therefore, the City determined that these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would also help to reduce impacts associated with exposure to odorous emissions as described above.

- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce air quality impacts due to carbon monoxide.

- Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce air quality impacts due to carbon monoxide.

- Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce air quality impacts due to carbon monoxide.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from odors by requiring compliance with BAAQMD standards and thresholds and reducing automobile use.

- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.

- **Policy PHS-1.1:** Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.

- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 BIOLOGICAL RESOURCES

The 2035 General Plan EIR found that the following impacts related to biological resources would be potentially significant:

- loss and degradation of special-status plant habitat and potential loss of special-status plants;
- loss and degradation of habitat for special-status wildlife species and potential direct take of individuals;
- loss and degradation of riparian habitats or other sensitive natural communities;
- loss and degradation of federally protected wetlands;
- interference with wildlife movement corridors; and
- conflicts with an adopted habitat conservation plan or local plans protecting biological resources

Consistency Analysis

The City found that implementation of the policies and programs of the 2035 General Plan would avoid, minimize, or compensate for all potential impacts to biological resources; therefore, all impacts were found to be less than significant after mitigation.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR. The City had additional research and survey work completed for specific properties within the WDSP to support this consistency analysis.

Setting and Site Description

A biological reconnaissance survey was conducted at the City of Suisun City infill sites within the WDSP Area. The purpose of the reconnaissance survey was to characterize the general habitat types present on the infill sites, assess their potential to support special-status species or other sensitive biological resources, and identify potential biological constraints that may warrant special consideration during the planning process.

The study area for this survey consists of nine infill sites comprising a total of 113.7 acres. The biological reconnaissance survey was conducted on July 16, 2015. Please see Exhibit 3-1. The surveys consisted of walking meandering transects across each of the infill sites and noting plant species and habitat types present, as well as any waterways and potential wetlands, and evaluating habitat suitability for special-status species known to occur in the area. Additional information was obtained by reviewing the biological resources chapter of *City of Suisun City 2035 General Plan Technical Background Reports* (City of Suisun City 2015), which previously described biological resources on some of the infill sites, specifically, Sites 3, 4, 5, 6, and 8, based on reconnaissance surveys conducted on July 20, 2010.[4] The biological resources background report provides detailed information about the biological resources throughout the City of Suisun City. The eastern, developed side of Site 1 was evaluated from aerial imagery because the site is surrounded by a chain-link fence with locked gates, preventing access.

Common Habitat Types and Vegetation

All of the infill sites, with the exception of Site 8 and east side of Site 1, are regularly mowed or disked and are characterized primarily by ruderal (i.e., weedy) annual grassland vegetation that is typical of regularly disturbed lands in the region. Common associate plant species observed in the ruderal vegetation include bristly ox-tongue (*Helminthotheca echioides*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), salt grass (*Distichlis spicata*), wild oat (*Avena* spp.), wild radish (*Raphanus sativus*), yellow starthistle (*Centaurea solstitialis*), cheeseweed (*Malva parviflora*), and ripgut brome (*Bromus diandrus*). Site 1 contains white mulberry (*Morus alba*) trees planted in rings on each side of Marina Circle. Site 8 and the east side of Site 1 are characterized by urban cover (paved parking areas, boat launch, marine sports store, and boat and RV storage). On Sites 4 and 6, dense stands of the invasive species Harding grass (*Phalaris aquatica*) are present. Patches of

[4] For more information, please consult the City's website: http://www.suisun.com/download/Background_Reports_Fin_-_Vol_2_-_Ch_2_-_Biological_Resources.pdf.

invasive Himalayan blackberry (*Rubus armeniacus*) occur on Site 4 between the ruderal herbaceous vegetation and the saline emergent wetlands.

Sensitive Habitats

Sites 1, 2, and 4 are bordered by Suisun Slough and contain saline emergent wetland (also known as coastal brackish marsh) habitat at the slough margins. This marsh habitat develops in shallow, standing or slow moving waters in coastal bays, estuaries and lagoons, where fresh water and salt water converge. The soils are perennially inundated or saturated and generally subject to some level of tidal fluctuation. In addition, water levels become elevated during the rainy season and gradually lower through the spring through evaporation, transpiration, and drainage. Species observed in the saline emergent wetland within the study area include hardstem bulrush (*Schoenoplectus acutus*), chairmaker's bulrush (*Schoenoplectus americanus*), broadleaf cattail (*Typha latifolia*), salt marsh fleabane (*Pluchrea odorata*), and Suisun Marsh aster (*Symphyotrichum lentum*). On the banks of the slough above the ordinary high water line, the invasive species perennial pepperweed (*Lepidium latifolium*), fennel (*Foeniculum vulgare*), and bristly ox-tongue become dominant and this vegetation quickly transitions into mowed ruderal field. Suisun Slough is a traditional navigable water of the United States. As such, the slough and saline emergent wetland habitat within are subject to regulation under Sections 404 and 401 of the Clean Water Act (CWA).

Site 6 may have historically supported vernal pools, but the topography has been substantially altered through disking, and possibly other activities, resulting in breaking down the banks of natural depressions that may have historically functioned as vernal pools. The remnants of some of these historic pools still retain moisture long enough to support a prevalence of vegetation adapted for life in saturated soil conditions. Dominant plant species observed in these degraded seasonal wetland habitats are mostly nonnative, generalist wetland species such as hyssop loosestrife (*Lythrum hyssopifolia*), swamp picklegrass (*Crypsis schoenoides*), and rabbit's foot grass (*Polypogon monspeliensis*). However, native species typical of vernal pool communities were also observed during surveys conducted in 2010, including coyote thistle (*Eryngium vaseyi*), smooth boisduvalia (*Epilobium campestre*), and Oregon woolly marbles (*Psilocarphus oregonus*). Study area 6 also contains a long, mostly linear seasonal wetland that extends across the site in a southwesterly direction. This seasonal wetland may be the result of excavation as it has an unnatural shape with very straight edges. The vegetation in this seasonal wetland is dominated by alkali mallow (*Malvella leprosa*), cocklebur (*Xanthium strumarium*), and Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), but also contains species found in the other degraded wetland depressions. Coyote thistle and curly dock (*Rumex crispus*) become dominant toward the west end of the linear wetland.

In addition to the seasonal wetland depressions, Site 6 contains a fresh emergent wetland (also known as a. freshwater marsh) in the western corner. This feature is found within a distinct basin characterized by dense cover of white sweetclover (*Melilotus albus*), lamb's quarters (*Chenopodium album*), and cocklebur around the margins and swamp picklegrass, alkali weed (*Cressa truxillensis*), and western sea purslane (*Sesuvium verracosum*) in the pond bottom. This feature also contains patches of emergent marsh vegetation (cattails and bulrush) around its edges. The presence of alkali mallow, alkali weed, and saltgrass on Site 6 indicate the soils are at least slightly alkaline. These alkaline soil indicator species, as well as alkali heath (*Frankenia salina*), also occur on Sites 2 and 4. The seasonal wetland depressions and the fresh emergent wetland feature on Site 6 may be subject to regulation under Sections 404 and 401 of the CWA.

Consistency Analysis

Waterways in the study area, besides Suisun Slough, consist of manmade ditches. A ditch running along the northern perimeter of Site 6 flows seasonally and supports sparse cover of aquatic plant species including water plantain (*Alisma triviale*), cattail, and tall flatsedge (*Cyperus eragrostis*). This ditch is approximately 9 feet wide at the high water line. The banks are characterized primarily by ruderal vegetation and the channel is heavily littered with garbage such as old appliances and furniture, lumber, bottles and cans, clothing, and toys. A 24-foot-wide, concrete-lined ditch (the Suisun Drainage Canal) runs along the southern perimeter of Site 6. The ditch along the northern perimeter of Site 6 connects with the Suisun Drainage Canal in the west corner of Site 6, which flows into the east arm of Suisun Slough under State Route 12 just north of Site 2. Another 24-foot wide ditch borders the eastern edge of Site 4 and connects to Suisun Slough to the south. It supports a narrow margin of marsh vegetation dominated by sedges (*Carex* spp.) at the ordinary high water line and eucalyptus trees (*Eucalyptus* sp.) on its upper banks. Although these ditches were created in uplands, they may be subject to regulation under Sections 404 and 401 of the CWA due to connectivity with Suisun Slough, a water of the United States.

An earthen stormwater ditch characterized by ruderal upland plant species runs north to south along the west boundary of Site 3 and a 5-foot-wide, concrete-lined stormwater ditch runs along the southern perimeter of Site 7. Both ditches drain into an underground residential drain system. These ditches are not likely subject to regulation under Sections 404 and 401 of the CWA because they support only ephemeral flow, are not relocated tributaries, were not excavated in tributaries, and drain only uplands.

Special-Status Plants

Suisun Marsh aster has been documented throughout Suisun Slough within the City limits and was observed on the slough banks at Site 2 during the reconnaissance survey. Mason's lilaeopsis (*Lilaeopsis masonii*) has also been documented throughout Suisun Slough, including in the immediate vicinity of Sites 4 and 8. In addition, a floristic survey conducted at Site 6 on October 28, 2009 detected the presence of pappose tarplant (*Centromadia parryi* ssp. *parryi*), (Gallaway Consulting 2009). Mason's lilaeopsis grows on mudflats in regularly flooded tidal zones, freshwater and brackish marshes, and riparian scrub habitats that are influenced by saline water. Suisun Marsh aster grows in brackish or freshwater marshes along the banks of sloughs and watercourses, often occurring with cattails, bulrushes, and blackberry. Pappose tarplant occurs most frequently in seasonally moist areas in coastal prairie, meadow, and grassland habitats, often on alkaline substrates.

Other special-status plants could occur in the study area, though the potential is relatively low outside of the slough areas because of the highly disturbed nature of the vegetation on the remainder of the sites.

Special-Status Wildlife

Ruderal vegetation and urban cover provide low habitat values to most wildlife; however, there are a few special-status wildlife species that may utilize the ruderal annual grassland habitat in the study area and the saline emergent wetland (i.e., marsh) habitat at the edges of Sites 1, 2, 4, and 8 could support additional special-status wildlife species. Burrowing owl is a ground (underground burrows) nesting species that could be found in ruderal habitats in the study area. Marsh nesting species that could nest in the study area include tricolored blackbird, common yellowthroat, California black rail, California clapper rail, and Suisun song sparrow. Northern harrier is a ground nesting species that could be found in ruderal or marsh habitats in the study area. In addition, the infill sites provide potential foraging habitat for Swainson's hawks. While most of the documented Swainson's hawks

nest sites in Solano County are located in the croplands northeast of Travis Air Force Base (AFB) and the infill sites provide relatively low-value foraging habitat, mitigation may be required for loss of foraging habitat within 10 miles of active nest sites (i.e., nests that have been used within the previous 5 years). It is also possible that Swainson's hawks could nest in the large eucalyptus trees on Site 4. The saline emergent wetland habitat bordering Sites 1, 2, 4, and 8 could also support western pond turtle and this species could nest in adjacent uplands.

Suisun Marsh harvest mouse has been documented adjacent to Sites 2, 8, and 9 and Suisun shrew has also been documented in the general vicinity. Both of these species are associated with saline emergent wetland habitats, especially those containing pickleweed (*Salicornia pacifica*), and require non-submerged, salt-tolerant vegetation to escape the high tide. They may also move into the adjoining grasslands during the highest winter tides.

Conclusions

Exhibit 3-1 shows habitat types in the WDSP Area (Suisun Slough, saline emergent wetlands, and the Suisun Drainage Canal). This exhibit will be used in conjunction with applicable uniform development policies and standards from the General Plan to guide survey requirements, site planning, and mitigation for development facilitated under the WDSP. This exhibit also helps to highlight areas that would likely require a permit under Section 404 of the CWA before they could be altered, but are not as biologically valuable and do not necessarily need to be avoided. Special-status species could and do occur in other areas of the WDSP, as discussed above.

The WDSP Area is within the scope of development projected under the 2035 General Plan, and following the site-specific evaluation, there are no project-specific significant effects which are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Applicable Uniform Development Policies and Standards

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts to biological resources. The WDSP designates "Open Space" areas, which are intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades (please see proposed Specific Plan Figures 3-2 and 5-1).

General Plan

The following policies and programs of the 2035 General Plan would be implemented to minimize potential adverse effects to biological resources within the WDSP, and are considered to be uniformly applied development standards. Successful implementation of the policies and programs of the 2035 General Plan would avoid, minimize, or compensate for potential impacts on special-status species and their habitat because it would require new developments to identify and avoid special-status species and their habitats to the extent feasible and to mitigate unavoidable impacts in coordination with state and federal agencies charged with the protection of the subject species, including take authorization where applicable, and compliance with all conditions of the take authorization.

Consistency Analysis

Successful implementation of the General Plan policies and programs is expected to reduce significant impacts on wetlands and other waters of the United States, and waters of the state, to a less-than-significant level by requiring delineation and avoidance of these habitats to the maximum extent feasible, establishment of wetland habitat buffers, and by providing compensation for unavoidable impacts in a manner that would ensure no net loss of overall wetland habitat functions and values, in accordance with U.S. Army Corps of Engineers (USACE) and San Francisco Bay Regional Water Quality Control Board (RWQCB) standards.

- **Policy OSC-1.1:** The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement.
- **Policy OSC-1.2:** New developments in areas with environmentally significant features, such as waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.
- **Policy OSC-1.5:** New developments shall avoid placing any temporary or permanent barriers within wildlife movement corridors, if they are determined to exist on-site.
- **Policy OSC-1.7:** New developments shall be designed to preserve fish and wildlife habitats along Suisun Slough and tributary watercourses to the maximum extent feasible.
- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.
- **Policy OSC-2.3:** The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.
- **Policy OSC-3.4:** New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.

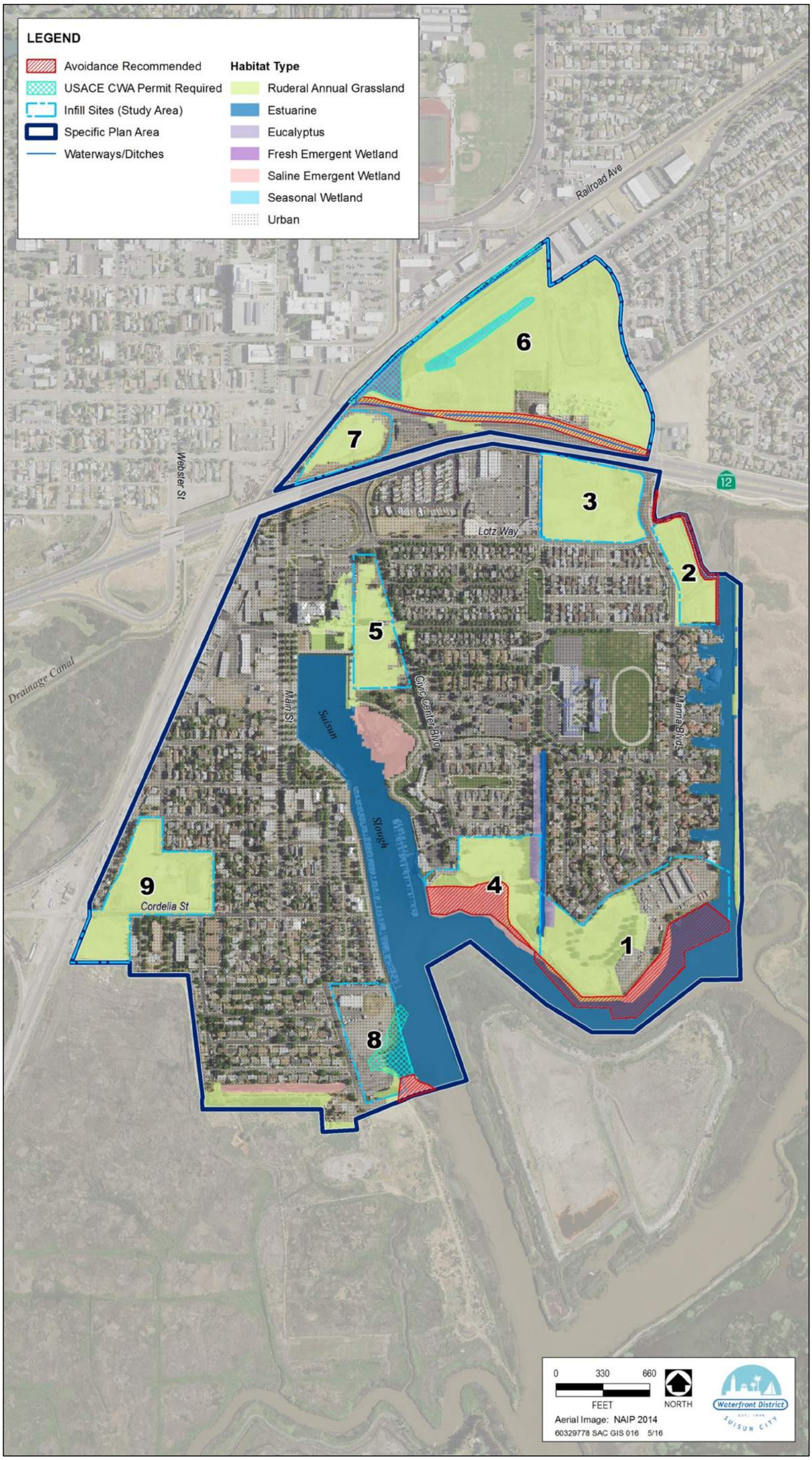


Exhibit 3-1: Habitat Types

- **Program OSC-1.1: Preservation through Site Planning and Design.** The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources with thoughtful planning and design approaches. Where feasible, the City will require preservation of biological resources within site planning and design as a condition of project approval.

- **Program OSC-1.2: Wetlands and Riparian Buffers.** Through review of proposed private and public projects near wetlands and riparian areas, the City will require buffering to protect these important habitats. Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions, habitat requirements of species that may use the setbacks, and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Wildlife, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions. Buffers should be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust, such as the Solano Land Trust, or other qualified nonprofit conservation organization.

  Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated using design features to avoid indirect impacts, fencing and/or signage to exclude public access in environmentally sensitive areas, siting recreational amenities away from sensitive habitats at the outside edge of the buffer, and implementing best management practices. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.

- **Program OSC-1.3: Biological Review for New Developments**. The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats through preservation and enhancement of existing populations, creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals.

  Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If

participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County.

If the project would result in take of state or federally listed species, then the City will require project proponent/s to obtain take authorization from the U.S. Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate, depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- **Program OSC-1.4: Habitat Conservation Areas.** The City will require that compensatory mitigation for unavoidable impacts to special-status plant and wildlife habitat be completed through preservation and restoration of in-kind habitat within the City's Sphere of Influence, where appropriate and feasible. The City will work proactively to identify large contiguous blocks of habitat to serve as habitat conservation areas that can be used for mitigation. High priority will be given to preserving and restoring habitats adjacent to the Suisun Marsh Management Areas and within the Travis Safety Easement. If sufficient in-kind habitat is not available within the City's Sphere of Influence, compensatory mitigation will be required within Solano County as near as possible to the City's Sphere of Influence. Habitat conservation areas will be subject to a permanent covenant, such as a conservation easement or fee title, and shall include an ongoing maintenance agreement with a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager, such as a land trust or other qualified organization that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW or USFWS, as appropriate depending on status of the species for which the Habitat Conservation Area is being established.

  The City, after consultation with the appropriate agency and the Conservation Operator, shall approve the content and form of the conservation easement. The City, CDFW and/or USFWS (depending on species status), and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. The City shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be

submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW/USFWS (depending on species status). The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's Planning Area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement.

- **Program OSC-1.5: Riparian Habitat Management Plan.** If complete avoidance of waterways and riparian habitat is not feasible and projects require encroachment into the riparian habitat, project applicants shall be required to develop a riparian habitat mitigation plan resulting in no net loss of riparian habitat functions and values. The mitigation plan shall include the following:
    - methods to be implemented to avoid and/or compensate for impacts on waterways and riparian habitat;
    - identification of mitigation sites and criteria for selecting these sites and site-specific management procedures to benefit establishment and maintenance of native riparian plant species;
    - a planting and irrigation program, if needed, for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting);
    - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
    - monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years);
    - ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship;
    - at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;
    - corrective measures if performance standards are not met;
    - responsible parties for monitoring and preparing reports; and
    - responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Mitigation may be accomplished through replacement, enhancement of degraded habitat, or off -site mitigation at an established mitigation bank. If a proposed project requires work on the bed and bank of a stream or other water body, the project applicant shall also obtain a streambed alteration agreement under Section 1602 of the California Fish and Game Code from CDFW prior to project implementation, and shall implement all requirements of the agreement in the timeframes required therein.

- **Program OSC-1.6**: **Wetlands Delineation and Permit Requirements.** The City shall require all projects that would result in ground-disturbing activities on sites containing aquatic habitats, as a condition of project approval, conduct a delineation of waters of the United States according to methods established in the USACE wetlands delineation manual (Environmental Laboratories 1987) and Arid West Supplement (Environmental Laboratories 2008). The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. Such delineation shall be completed as part of an application for a project.

  A permit from the USACE will be required for any activity resulting in fill of wetlands and other waters of the United States. If the project impact acreage is below one half acre, the project may qualify for a Nationwide Permit. If fill impacts exceed one half acre, a letter of permission or individual permit from the USACE will be required. Project applicants shall be required to obtain this permit prior to project initiation. A wetland mitigation plan that satisfies USACE requirements will be needed as part of the permit application.

  Project applicants that obtain a Section 404 permit will also be required to obtain water quality certification from the San Francisco Bay RWQCB pursuant to Section 401 of the CWA. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the San Francisco Bay RWQCB pursuant to the Porter Cologne Act. If the project involves work on the bed and bank of a stream or other water body, a Streambed Alteration Agreement from CDFW pursuant to Section 1602 of the Fish and Game Code will also be needed. Project applicants shall be required to obtain all needed permits prior to project implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

3.5.1 HISTORIC RESOURCES, ARCHAEOLOGICAL RESOURCES, HUMAN REMAINS

The 2035 General Plan EIR found that impacts to historic and archaeological resources, along with human remains, would be potentially significant.

The City found that although policies and programs in the 2035 General Plan would help preserve and enhance preservation of significant historical resources in Suisun City's Historic Downtown, new development could require demolition of historically significant resources. While documentation of resources prior to demolition would reduce the magnitude of the impact, the loss of the historical resource would result in a significant impact. Similarly, although the 2035 General Plan contains policies and programs that would, in most cases, avoid or minimize impacts on archaeological resources and human remains, it is not always feasible to preserve significant resources in place. Because there are no other feasible mitigation measures available, these impacts were determined to be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Based on a request to the Native American Heritage Commission (NAHC) to identify Native American tribes with a potential interest, the City sent invitations to consult to the Cortina Band of Indians and the Yocha Dehe Wintun Nation. The City did not receive correspondence from the Cortina Band of Indians, but did receive a letter from the Yocha Dehe Wintun Nation on April 4th, 2016 that requested the cultural resources study for the Specific Plan. Since the cultural resources study for the Specific Plan is the 2035 General Plan and General Plan EIR, the

City on April 11th provided this information to the representative for the Yocha Dehe Wintun Nation. The City has not received further communication.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts to historical resources.

Residential Development Standards and Guidelines

Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern, smaller lots, diverse historic architectural styles, and a variety of housing types and sizes.

- Section 6.2.2 provides residential development standards for setbacks, density, and building heights. This standard would foster the continued development of a traditionally historic downtown with a pedestrian-oriented environment.
- Section 6.2.3 contains residential site standards and design guidelines. The guidelines promote elements of historic residential styles in a modern context and ensure compatibility with existing residential development.
- Appendix A provides guidance for architectural review of demolition and new construction within the City's Historic Residential Zone (RH).

Commercial and Mixed-Use Development Standards and Guidelines

Section 6.3 provides standards and guidelines for the commercial and mixed-use zones. The guidelines address elements such as building heights, form and composition, storefront design, and signage to preserve the historic character and small-town quality of the WDSP.

- Section 6.3.2 provides standards for setbacks, density, and building heights. This ensures that development would be harmonious with adjacent buildings and would reduce the change to existing historic character.
- Sections 6.3.3 through 6.3.4 contain guidelines for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The guidelines in these sections promote consistency with the unique architectural features and historical nature of the area and harmony with the existing character. Implementation of these guidelines would reduce the change to the existing historic character.

General Development Standards

Section 6.5 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards. Implementation of these policies would ensure an area with a historical design that is consistent with neighboring areas.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts to historic and cultural resources by identifying resources, avoiding impacts if possible, or mitigating if necessary. Preservation of existing resources is encouraged where feasible.

- **Policy OSC-5.1:** The City will use geologic mapping and cultural and paleontological resource databases to determine the likely presence of resources and the appropriate level of cultural and paleontological resources analysis and mitigation required for new developments.

- **Policy OSC-5.2:** New developments shall be designed to avoid adverse impacts to any known archaeological and paleontological resources, wherever feasible.

  - **Program OSC-5.1: Cultural Resource Review and Mitigation.** New development projects that could have significant adverse impacts to prehistoric or historic resources shall be required to assess impacts and provide feasible mitigation. The following steps, or those deemed equally effective by the City, will be followed:

    - Request information from the Native American Heritage Commission regarding Native American groups that may have important sites in areas that could be affected by project development.

    - Involve the local Native American community in determining the appropriate mitigation of impacts to significant prehistoric sites.

    - Consult updated information from the Northwest Information Center regarding cultural resource sites, structures, or landscapes that could be affected by project activities.

    - Based upon the sensitivity of the subject proposed project area, additional technical work may be required. Where a cultural resources survey has not been performed:

      - ✓ a pedestrian survey may be required in areas of low sensitivity;

      - ✓ a pedestrian survey will be required in areas of moderate and high sensitivity; and

      - ✓ Based on findings of the pedestrian survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, Native American consultation, ethnographic studies, or other analysis scaled according to the nature of the individual project.

    - Determination of impacts, significance, and mitigation (i.e., site monitors, avoidance, and/or other measures) shall be made by a qualified professional archaeologist or architectural historian, as appropriate.

    - If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required. Such measures may consist of, but are not limited to actions, such as data recovery excavations, photographic documentation, or preparation of design drawings documenting the resource subject to significant impacts.

- Provide the Northwest Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports documenting resources that may be identified through technical work performed to review projects accommodated under the General Plan.

- If human remains are discovered during construction of projects occurring under General Plan buildout, the project proponent and landowner shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5.

- **Program OSC-6.1: Historic Resource Inventory.** The City will maintain an inventory of historic and potentially-historic structures and resources in the Waterfront District Specific Plan Area. The inventory will include the date of construction; information regarding the architectural style and significance; information regarding significant historical figures or events that had occurred at or near the resource; and additional background about why the resource should be preserved.

- **Program OSC-6.2: Documentation of Historic Resources.** In cases where the preservation of a historic resource is not feasible, the City will require that the resource be documented and the information regarding the resource be retained in a secure, but publicly accessible location. The resource proposed for removal should be described and incorporated into historic and/or interpretive signage. The reuse and display of historic materials and artifacts from the resource is encouraged.

- **Program OSC-6.3: Historic Rehabilitation Projects.** The City will proactively research opportunities for funding that can be used to provide financial support for historic rehabilitation projects, particularly in the Waterfront District. The City will prioritize and give special emphasis to the potential for rehabilitation projects involving structures that are grouped in close proximity, particularly rural, agricultural, settlement-related structures, and structures associated with the railroad.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.5.2 PALEONTOLOGICAL RESOURCES

The 2035 General Plan found that construction in paleontologically sensitive rock formations (i.e., Pleistocene alluvium and the Tehama Formation) could result in potentially significant impacts to unique paleontological resources.

However, the 2035 General Plan includes policies and programs designed to reduce damage to or destruction of unique paleontological resources. Therefore, the City determined that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

As shown in Exhibit 7-10 of the 2035 General Plan Open Space and Conservation Element, projects within the WDSP would all be constructed within Holocene (11,700 years Before Present and younger) alluvium. In order to be considered a unique paleontological resource, a fossil must be more than 11,700 years old. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources. Therefore, this formation is not considered to be paleontologically sensitive, and earthmoving activities associated with projects in the WDSP would have no impact on unique paleontological resources.

CONCLUSION

Since no unique paleontological resources are within the project area, there are no applicable uniform development policies and standards.

3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

3.6.1 LANDSLIDES

The 2035 General Plan EIR determined that there would be no impact related to landslides because slopes within and immediately adjacent to the Planning Area are nearly flat, ranging from 0–4%.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan, and there are no project-specific significant effects which are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no landslides would occur, there are no applicable uniform development policies and standards.

3.6.2 SEISMIC HAZARDS, SOIL EROSION, UNSTABLE SOIL, SOIL SUITABILITY FOR SEPTIC SYSTEMS

The 2035 General Plan EIR found that impacts related to surface fault rupture (along the Vaca-Kirby Hills Fault), strong seismic ground shaking, liquefaction, soil erosion, construction in unstable soils, and soil suitability for septic systems would be potentially significant.

However, the City determined that with implementation of policies and programs in the 2035 General Plan, combined with adherence to current laws, regulations, and ordinances, these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR. The Vaca-Kirby Hills Fault is not near the WDSP Area.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential seismic hazards, soil erosion, and impacts from unstable soil by implementing state and local building codes, requiring the preparation of geotechnical site investigations for new development, ensuring consistency with the Local Hazard Mitigation Plan, reducing stormwater runoff, and protecting emergency access. The General Plan also prohibits septic systems.

- **Policy PHS-5.2:** New development shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater, reduce localized flooding, and reduce pollutants close to their source.

- **Policy PHS-5.7:** Septic systems are not allowed in new developments, which must connect to the regional sewer system for treatment of wastewater.

- **Policy PHS-14.1:** The City will implement state and local building code requirements, including those related to structural requirements and seismic safety criteria in order to reduce risks associated with seismic events and unstable and expansive soils.

Consistency Analysis

- **Policy PHS-14.2:** The City will require the preparation of a geotechnical site investigation for new development projects, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.

- **Policy PHS-14.3:** The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.

- **Policy PHS-15.2:** The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.

- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

  - **Program PHS-14.1:** Geotechnical Investigations. The City will require geotechnical evaluation and recommendations before development or redevelopment activities. Such evaluations will be required to focus on potential hazards related to liquefaction, erosion, subsidence, seismic activity, and other relevant geologic hazards and soil conditions for development. New development would be required to incorporate project features that avoid or minimize the identified hazards to the satisfaction of the City.

  - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

3.7.1 GREENHOUSE GAS EMISSIONS, CONFLICTS WITH GREENHOUSE GAS REDUCTION PLANS

The 2035 General Plan EIR found that future land use changes would increase greenhouse gas (GHG) emissions at a rate higher than what would be required statewide to achieve California's statewide mandate under Assembly Bill (AB) 32. Therefore, climate change attributable to human-caused GHG emissions was found to be a significant cumulative impact. The 2035 General Plan policies are implemented, in part, through development of the City's Draft Climate Action Plan, which addresses GHG emissions associated with energy use, water and wastewater, and solid waste. The Draft Climate Action Plan reduction measures have been demonstrated to reduce GHG emissions at a level that is consistent with, and supportive of the State of California's legislative emissions mandate embodied in AB 32. The reduction measures identified in the Draft Climate Action Plan illustrate how the City can meet the 2020 GHG reduction target and put the City on a trajectory towards longer-term reduction targets. Therefore, the City determined that the impact would be less than cumulatively considerable with implementation of 2035 General Plan policies and programs.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce GHG emissions by reducing automobile travel and encouraging mixed-use, infill development within the City's Priority Development Area.

- Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce the use of energy and GHG emissions.
- Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections such as lane width, pedestrian refuges, or traffic slowing devices. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. In addition, block lengths of 300 feet or less are encouraged and the use of cul-de-sacs must be minimized. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel and would reduce GHG emissions.
- Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced. This would reduce GHG emissions.
- Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern with short blocks. Implementation of this standard would promote pedestrian activity instead of automobile travel and would reduce GHG emissions.
- Section 6.3.3 encourages climate-appropriate landscaping, pervious paving surfaces, and deciduous plant materials to allow maximum winter sun and summer shade. This would reduce energy use and GHG emissions by reducing the amount of water use and associated power required to move water to end users.
- Section 6.5.3 describes parking standards. Shared parking facilities are encouraged. Implementation of these standards would help reduce automobile use and would help reduce GHG emissions. Development patterns that involve too much parking introduce barriers to non-vehicular access.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from GHGs by both land use planning and specific site design measures. Additionally, the General Plan policies and programs reduce automobile use, increase natural drainage and landscaping, support pedestrians, promote mixed-use, higher-density, infill development, and reduce parking requirements.

Consistency Analysis

- **Policy CCD-1.16:** Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.

- **Policy CCD-2.1:** The City will support projects in existing developed areas to add and enhance pedestrian connections, public art, natural drainages, shade trees and other landscaping, and make other improvements to the public realm, as needed, to improve the quality of design in existing neighborhoods and business districts.

- **Policy CCD-2.3:** The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.

- **Policy CCD-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.

- **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.

- **Policy PHS-5.2:** New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.

- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.

- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.

- **Policy T-7.8:** New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.

- **Policy OSC-8.2:** The City will require that new developments are designed for maximum energy efficiency, taking into consideration such factors as building-site orientation and construction, articulated windows, roof overhangs, appropriate building and insulation materials and techniques, and other architectural features that improve passive interior climate control.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.7.2 EFFECTS OF CLIMATE CHANGE

The 2035 General Plan EIR found that the effects of climate change could result in a variety of potentially significant impacts, such as increase in temperature; modifications to the timing, variability, and amount of rain, with increased variability of multi-year droughts and extreme storm events; changes in the timing and amount of runoff; reduced water supply; deterioration of water quality; and elevated sea level and increased frequency of extreme storm events that result in a greater proportion of the City's planning area vulnerable to 100-year floods and storm surge.

The City determined that implementation of the policies and programs in the 2035 General Plan would reduce the extent and severity of impacts associated with climate change by proactively planning for changes in climate and conditions and providing methods for adapting to these changes. However, the City found that the efficacy of the City's policy approach for dealing with the local effects of climate change was unknowable at the time the EIR was prepared, and because there are no other feasible mitigation measures available, the City determined that the impact from climate change on Suisun City would be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the policies and programs in the 2035 General Plan would reduce the extent and severity of climate change-associated impacts by proactively planning for changes in climate and conditions, and providing methods for adapting to these changes. Projections for the discussed potential impacts of climate change on Suisun City occur over a time span beyond buildout of the 2035 General Plan and the WDSP. The 2035 General Plan proposes feasible mitigation to respond and adapt to foreseeable impacts of climate change in the form of General Plan policies and programs, but the efficacy of the City's policy approach for dealing with the local effects of climate change is unknowable at this time.

CONCLUSION

General Plan policies and programs will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

3.8.1 ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

The 2035 General Plan EIR found the impacts from routine transport, use, or disposal of hazardous materials would be potentially significant.

However, the City determined that with implementation of 2035 General Plan policies and programs, and adherence to federal, state, and local laws, regulations, and ordinances, this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the routine transport, use, or disposal of hazardous materials by implementing the Local Hazard Mitigation Plan, placing facilities that use hazardous wastes away from development that could be substantially and adversely affected, monitoring and protecting sites that may transport or use hazardous materials, and reduce runoff.

- **Policy OSC-3.4:** New developments shall control debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- **Policy PHS-10.1:** The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.
- **Policy PHS-10.3:** The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.
- **Policy PHS-10.4:** The City will prohibit the transportation of hazardous materials through residential areas in quantities greater than those used in routine household maintenance.
- **Policy PHS-10.5:** The City will require that large quantities of hazardous materials be securely contained in a manner that minimizes risk until they can be transported off-site and neutralized to a nonhazardous state and appropriately disposed.
- **Policy PHS-10.7:** The City will prohibit the development of hazardous waste storage facilities south of SR 12 to prevent the possibility of upset in close proximity to Suisun Marsh.
- **Policy PHS-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.
- **Policy PHS-15.2:** The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.

- **Policy T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.

  - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.

  - **Program PHS-10.3 Hazardous Building Materials Analysis:** For projects involving demolition that could disturb asbestos or lead-based paint, the City will require a hazardous building analysis. Prior to the issuance of building or demolition permits, the City will require project applicant(s) to hire a Certified Asbestos Consultant (CAC) to investigate whether any of the existing structures or infrastructure contain lead or asbestos-containing materials (ACMs) that could become friable or mobile during demolition, renovation, or other construction-related activities. If ACMs or lead-containing materials are found, the project applicant(s) shall ensure that such materials are properly removed by an accredited contractor in accordance with EPA and the California Occupational Safety and Health Administration (Cal-OSHA) standards and BAAQMD asbestos rules. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA standards related to exposure of workers to asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.2 EXPOSURE TO EXISTING HAZARDOUS MATERIALS, INCLUDING KNOWN CONTAMINATION AT TRAVIS AIR FORCE BASE

The 2035 General Plan EIR found that potential exposure to existing hazardous materials, including known soil and groundwater contamination at Travis AFB, would be a potentially significant impact.

However, the City found that implementation of policies and programs in the 2035 General Plan and compliance with applicable state and federal regulations would reduce the potential for exposure of land uses accommodated under the 2035 General Plan to hazardous materials to a less-than-significant level.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is not located in proximity to Travis AFB; therefore, known hazardous materials contamination at the AFB would have no impact on properties within the WDSP.

In 2015, AECOM retained the services of Ninyo & Moore to perform a Phase I Environmental Site Assessment (ESA) to investigate the potential that hazardous materials might be present on specific properties within the

WDSP. Relevant findings contained in the Phase I ESA are discussed below. Exhibit 2-2 shows Opportunity Areas that are correlated to the discussion below.

Historical research dating back to the 1930s revealed that much of the WDSP area consisted of undeveloped marsh land with some rural residential and commercial/industrial development. A tank farm was located at the north end of Suisun Slough (Opportunity Area J) dating back to the 1930s. This tank farm was operated by Sheldon Oil Company until the late 1980s/early 1990s. Suisun Slough was subsequently expanded in the 1990s across a portion of the former Sheldon Oil Company tank farm, which caused the southern area of the former tank farm to be inundated with water. In the 1930s and 1940s, development within Suisun City was primarily focused on areas to the west and north of Suisun Slough. Suisun City continued to grow and expand during the 1940s and 1950s, and the WDSP areas were developed to include a school (Opportunity Area A), commercial development (Opportunity Areas B and C), residential and industrial/commercial development (Opportunity Area J), and a boat launch facility (Opportunity Area I), while the remainder of the WDSP areas remained mostly undeveloped. By the 1960s and 1970s, further development of the WDSP areas included a corporation yard (Opportunity Area E), a wastewater treatment plant, and a marina (Opportunity Area H). By the early 1990s, the residential development within Opportunity Area J had been removed and replaced with open space. The former Sheldon Oil Company tank farm was demolished in the early 1990s, and the wastewater treatment plant was demolished sometime between 1993 and 1998.

Quantities of hazardous substances or petroleum products used or stored on individual properties were not observed during Ninyo & Moore's site reconnaissance with the exception of materials used, stored, and handled by the various repair/service shops, or other agency permitted facilities.

Indications of aboveground storage tanks (ASTs), underground storage tanks (USTs), or hazardous material spills or leaks were not observed from public right-of-ways during the site reconnaissance, with the exception of two 6,000-gallon fuel ASTs at 1240 Kellogg Street (Opportunity Area I). These ASTs are located in the northcentral portion of the property at Kellogg Street and are enclosed within a masonry brick enclosure. The ASTs provide boat fuel to the adjacent marina via underground piping. No evidence of leaks or spills was observed around the ASTs.

Many of the properties within the WDSP were listed on various regulatory databases searched by Environmental Data Resources, Inc. (EDR) at the request of Ninyo & Moore. These properties include Suisun Roofing Supply (Opportunity Area B, 260 Benton Court, UST database), William Bowman (Opportunity Area B, 263 Benton Court, UST database), and Sheldon Oil Company (Opportunity Area J, 426 Main Street, Leaking Underground Storage Tank [LUST] and UST databases). Suisun Roofing Supply was referenced as having a 10,000-gallon diesel UST removed in 1987, and the William Bowman property had a 2,000-gallon gasoline UST removed in 1987. Both of these properties received "no further action" determinations from the Solano County Environmental Management Department (SCEMD). As stated previously, Sheldon Oil company operated a tank farm facility at 426 Main Street from the 1930s until the late 1980s/early 1990s. As part of the downtown redevelopment, Suisun Slough was subsequently expanded in the 1990s across a portion of the former Sheldon Oil Company tank farm, which resulted in the southern area of the former Sheldon Oil tank farm becoming inundated by the marsh. This facility received case closure from the RWQCB in 1995.

Consistency Analysis

Ninyo & Moore requested regulatory files from SCEMD for the nonagency-listed properties within the WDSP and determined that four Recognized Environmental Conditions (RECs) are present within the WDSP area, as summarized below:

- **Former Crystal School.** A 2010 report indicated that a fuel oil bunker was discovered in May 2007 at the former Crystal School on Cordelia Street (Opportunity Area A), during demolition work just south of the Morgan Street sidewalk. Subsurface soil contaminated with petroleum was found at the north end of the former Crystal School play yards. Fuel oil had apparently been used to heat the former grammar school. The concrete bottom of the bunker was briefly exposed during excavation (at a depth of approximately 7–8 feet), and was subsequently left in place. Fuel oil had apparently leaked into the subsurface. Based on samples from June 2007 and December 2009, the soil around the bunker had been contaminated with petroleum hydrocarbons at concentrations exceeding State regulatory levels. In August 2010, a removal action workplan (RAW) was prepared and subsequently approved by SCEDM, for the excavation and removal of approximately 3,000 square feet of contaminated soil to a depth of approximately 8 feet below the ground surface. To date, however, the City has not acquired the funds to complete the RAW, and therefore, concentrations of petroleum hydrocarbons above regulatory screening levels remain in the soil at this location.

- **Former Sheldon Oil Truck Washing Facility.** Several of the properties within Opportunity Area B (260 and 263 Benton Court) had USTs removed in 1987, and one property (526 School Street) is a former truck washing facility. Both the 260 and 263 Benton Court properties subsequently received a determination of "no further action" required from the SCEHD. However, the former Sheldon Oil truck washing facility at 526 School Street has undergone several soil, soil vapor, and groundwater investigations, as well as some soil excavation, over the past 20-plus years. Concentrations of chlorinated solvents remain in the soil at this property. The site has been recommended for closure as a low risk solvent case. However, during a conversation with Ninyo & Moore in 2015, Mr. Martin Musonge with the State Water Resources Control Board (SWRCB) indicated that he did not believe that the facility would be granted closure at this time because detected concentrations of trichloroethylene (TCE) at the wash rack area wells are still very high. TCE was reported in a July 15, 2015 deep groundwater sample at a concentration of 10,000 micrograms per liter (µg/l), and in a shallow groundwater sample at 87 µg/l, which are substantially higher than the State of California maximum contaminant level (MCL) of 5.0 µg/l. SWRCB is reviewing the closure request, but noted that it is possible they would be recommending additional monitoring and/or additional remedial actions. The property is under regulatory oversight and the facility is considered an "open case."

- **Former City Corporation Yard.** The former City Corporation yard was located within Opportunity Area E. In 1989, a leaking diesel UST of unknown capacity was removed from the northwest corner of the Corporation yard parcel, which resulted in soil and groundwater contamination. In 1990, two 1,000-gallon gasoline USTs were removed from the Corporation yard parcel. Three groundwater monitoring wells were installed and were sampled quarterly until 1997. A workplan for soil characterization and remediation was submitted to the County in May/June 1994. Information was not available as to whether the workplan scope of work was ever completed. In May/June 2005, ENGEO Environmental (ENGEO) conducted a Phase II ESA of the Corporation yard parcel. The assessment included collection and analysis of groundwater samples for total petroleum hydrocarbons (TPH) as diesel (TPHd), TPH as gasoline (TPHg), benzene, toluene, ethylbenzene and xylenes (BTEX), and methyl tert-butyl ether (MtBE). The Phase II ESA also entailed collecting and analyzing seven soil samples for TPHd, TPHg, BTEX, and MtBE; and a groundwater

investigation along the Kinder Morgan pipeline and analysis of four groundwater samples for TPHd, TPHg, BTEX, and fuel oxygenates, including MtBE. ENGEO concluded that limited groundwater contamination was present in the vicinity of the former USTs, and that the detected TPH/BTEX concentrations were likely associated with the isolated groundwater within the former UST backfill material. Additional groundwater characterization was not recommended by ENGEO. However, they reported that benzene was present at 13,000 µg/l, which exceeded the RWQCB Environmental Screening Level (ESL) for the groundwater to indoor air residential exposure pathway. ENGEO recommended that if land use changes from commercial to residential were to occur, some remediation or engineering controls, such as vapor barriers, would be necessary prior to new construction.

- **Former Fairfield-Suisun Sewer District Wastewater Treatment Plant (WWTP).** The former WWTP (Opportunity Area H) underwent soil and groundwater testing in 1991. The investigation included collecting 10 near-surface soil samples from sludge ponds, and installing two, 20-foot-deep groundwater monitoring wells. One well was located south of the former sludge ponds and the other well was located southwest of the WWTP. The soil samples were analyzed for total threshold limit concentration (TTLC) CAM-17 (California Administrative Manual) metals. Monitoring well soil samples were tested for metals, volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). Groundwater samples were analyzed for metals, VOCs, SVOCs, and total extractable petroleum hydrocarbons. Laboratory analytical results for the groundwater samples were non-detect for the compounds tested. Based on the laboratory test results, ENGEO concluded there were no indications that the WWTP had resulted in groundwater contamination in the site vicinity. Results of the soil analyses found that concentrations of detected metals in the near surface soil varied across the sampled areas. Lead was reported at a concentration of 295 milligrams per kilogram (mg/kg) in the southwestern sludge pond, and nickel was reported at 226 mg/kg from the southeastern sludge pond. ENGEO noted that the results of waste extraction testing (WET) on select soil samples showed that the high lead and nickel concentrations detected in the near surface soil samples were not soluble and therefore the soil would not be classified as a hazardous waste. ENGEO recommend that following any further grading activities at the sludge pond areas, near surface soil samples should be collected to verify that no significant concentrations of lead or nickel remain in the near surface soil in this area.

Ninyo & Moore noted that an asbestos and lead-based paint survey was beyond the scope of work of the Phase I ESA due to the size of the WDSP area. However, as noted in the 2035 General Plan EIR, asbestos-containing materials (ACMs) and lead-based paints may be present in older structures, particularly in the historic downtown. The renovation or demolition of existing structures constructed before 1978 could pose an exposure risk to workers from lead-based paint and those constructed before 1989 could pose an exposure risk to workers from ACMs. Asbestos may also be found in pipelines that may need to be relocated or replaced during the construction of capital improvements.

The presence of hazardous materials at the former Crystal School and Sheldon Oil Company was specifically noted in the 2035 General Plan EIR (Section 3.8, “Hazards and Hazardous Materials”), along with potential hazards in the historic downtown area from ACMs and lead-based paint.

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General

Plan EIR. The General Plan includes applicable development policies and standards, listed below, that would be required prior to development, consistent with the recommendations of the hazardous materials site assessments described above.

General Plan

Implementation of the General Plan would reduce the potential impacts from existing hazardous materials by requiring compliance with the Local Hazard Mitigation Plan, protecting emergency access, monitoring and protecting sites with known hazardous materials from construction encroachment, remediation, requiring hazardous building analysis for demolition that may disturb asbestos or lead-based paint, and other appropriate actions that would be required to ensure the public and environmental health for projects within the WDSP Area. The policies and programs outlined below are required for projects that could have adverse hazardous materials impacts, and must be implemented consistent with the recommendations of site-specific assessments, as summarized above under the heading, "Impacts Peculiar to the Parcel."

- **Policy PHS-10.1:** The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

- **Policy PHS-10.3:** The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.

- **Policy PHS-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.

- **Policy PHS-15.2:** The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.

  - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.

  - **Program PHS-10.3 Hazardous Building Materials Analysis:** For projects involving demolition that could disturb asbestos or lead-based paint, the City will require a hazardous building analysis. Prior to the issuance of building or demolition permits, the City will require project applicant(s) to hire a Certified Asbestos Consultant (CAC) to investigate whether any of the existing structures or infrastructure contain lead or asbestos-containing materials (ACMs) that could become friable or mobile during demolition, renovation, or other construction-related activities. If ACMs or lead-containing materials are found, the project applicant(s) shall ensure that such materials are properly removed by an accredited contractor in accordance with EPA and the California Occupational Safety and Health Administration (Cal-OSHA) standards and BAAQMD asbestos rules. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA standards related to exposure of workers to

asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.3 HAZARDOUS MATERIALS WITHIN ONE-QUARTER MILE OF A SCHOOL

The 2035 General Plan EIR found that new development that would emit or handle hazardous waste would not occur within ¼ mile of an existing school. Although population growth from new land uses accommodated under the 2035 General Plan could result in the need for new schools, enforcement of California Department of Education school siting regulations, permitting requirements for individual hazardous material handlers and emitters, and enforcement of Public Resources Code Section 21151 during project-level environmental review would prevent future conflicts between hazardous materials handling and emissions and schools. Therefore, the City determined that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from hazardous materials within one-quarter mile of a school by requiring that new private development or City-initiated actions assess and mitigate hazardous materials risks.

- **Policy PHS-10.1:** The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

CONCLUSION

Enforcement of the General Plan, California Department of Education school siting regulations, permitting requirements for individual hazardous material handlers and emitters, and enforcement of Public Resources Code Section 21151 during project-level environmental review would prevent future conflicts between hazardous materials handling and emissions and schools.

3.8.4 SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING NEAR TRAVIS AIR FORCE BASE

The 2035 General Plan EIR found that hazards from land use conflicts between new development near Travis AFB and the airport would be potentially significant.

However, the City determined that implementing policies and programs in the 2035 General Plan would ensure consistency with the Travis AFB land use compatibility plan (LUCP) and new land uses would not result in substantial obstructions that could contribute to plane crashes or otherwise result in safety hazards for people residing or working near Travis AFB. Other land uses that could potentially involve "hazards to flight," as defined by the LUCP, are required to be reviewed, conditioned if necessary, and approved by the Solano County Airport Land Use Commission prior to development. In addition, compliance with requirements outlined in Air Force Manual 91-201 would ensure public safety and reduce risk associated with munitions and explosions. Therefore, the City determined that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The Travis AFB LUCP presents six compatibility zones, Zones A, B1, B2, C, D, and E, as well as two overlay zones, the ALZ Training Overlay Zone and the Height Review Overlay Zone. These zones restrict maximum densities and intensities, prohibit certain types of incompatible uses, and contain other development requirements. In addition, the Travis AFB LUCP includes a Bird Strike Hazard Zone and an Outer Perimeter Zone to identify areas where wildlife could pose a hazard to AFB operations. The WDSP Area within Zone D, outside the Bird Strike Hazard Zone, and within the Outer Perimeter (Solano County ALUC 2015). According to the Travis Air AFB LUCP, neither Zone D nor the Outer Perimeter includes limits for densities or intensities. However, the following conditions would apply:

- Zone D: Hazards to flights (physical, visual, and electronic forms of interference with the safety of aircraft operations) are prohibited. ALUC review is required for all objects over 200 feet above ground level (AGL). In addition, a notice regarding aircraft operational impacts must be attached to property deeds.

- Outer Perimeter: Any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes must have a Wildlife Hazard Analysis (WHA). The WHA must consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards and demonstrate that wildlife movement that may pose hazards to aircraft in flight will be minimized.

The WDSP limits heights in residential districts to under 35 or 55 feet, depending on the zone, and in commercial and mixed-use districts to under 35, 50, or 60 feet, depending on the zone. Public facilities and parks have height limits of 50 and 35 feet, respectively. Development that conforms to these standards and does not pose any other hazard to flight operations would not need to undergo ALUC review. Per the Specific Plan, buildings at key intersections in the Main Street Mixed Use and Downtown Mixed Use Zones (such as Main Street and Driftwood Drive) should be designed to "mark the corner" with architectural features, such as a tower or cupola that may exceed the height limits. However, these architectural features would not be constructed at a height that would approach the compatibility limits for Travis AFB. The Specific Plan does not propose or plan for development that would cause a hazard to flights (such as wind turbines, solar panels, or meteorological towers) or substantially attract hazardous wildlife (such as waste disposal operations, water management facilities, water

features, or agricultural activities) (Federal Aviation Administration 2007). The Specific Plan is consistent with the Travis AFB LUCP. Thus, there would be no impact from airport safety hazards associated with Travis AFB.

CONCLUSION

Since no safety hazard would occur related to the Travis AFB, there are no applicable uniform development policies and standards.

3.8.5 INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EMERGENCY EVACUATION PLAN

The 2035 General Plan EIR found that future land use changes would indirectly generate additional vehicular travel and would involve the development of additional residences requiring evacuation in case of an emergency. However, the City determined that implementation of 2035 General Plan policies and programs and the Local Hazard Mitigation Plan (LHMP), as well as continued coordination with the Solano County Office of Emergency Services and participation in the County's Multi-Hazard Mitigation Plan, would ensure that future development would not interfere with emergency-response or emergency-evacuation plans. Therefore, the City determined that this impact would be less than significant. The LHMP addresses risk assessment and prioritization, and provides mitigation strategies and recommendations that are intended to be integrated with day-to-day operations of the City.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with interference with an adopted emergency response or emergency evacuation plan.

- Section 4.1.4 contains roadway design standards that aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. In addition, new local streets, connectors, and arterials are proposed to increase connectivity (please see Figure 4-1). The development of a circulation system with multiple access points would support emergency access.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from interference with an adopted emergency response or emergency evacuation plan. The City provides public access to emergency response procedures in such locations as City Hall, Suisun City Library, and public schools and promotes awareness of emergency response and evacuation plans. The City designates evacuation routes in the event of a large-scale or fire or other citywide emergency requiring the evacuation of a substantial portion of the city's residents. The City also requires development and improvement standards to provide a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress. In addition, the City will review and condition, as necessary, development and redevelopment projects, plans, and public investment decisions to ensure consistency with the LHMP.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.8.6 EXPOSURE TO URBAN AND WILDLAND FIRES

The 2035 General Plan EIR found that most of the undeveloped portions of the Planning Area are characterized as moderate fire risk, although there are areas of high fire risk in the south-central and western portions of the Planning Area. The City determined that implementation of policies and programs in the 2035 General Plan and compliance with the Suisun Fire Protection District and California Fire Code regulations would ensure people and structures would not be exposed to a significant risk of loss or injury involving wildland fires. Therefore, the City determined that this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

According to Figure 9-5 from the 2035 General Plan, the WDSP is not in a high or very high fire risk area. The edges of the WDSP have a moderate fire risk.

General Plan

The 2035 General Plan includes policies and program that are intended to reduce the risk of wildland fire hazards. Suisun City will require setbacks future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.

- **Policy PHS-12.6:** The City will require setbacks for future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.
- **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.

CONCLUSION

In addition to the 2035 General Plan policies, existing and new buildings and development would be required to comply with the Suisun City Fire Department and California Fire Code regulations related to construction, maintenance, and use of buildings would further reduce the risk of wildland fires. The California Fire Code addresses fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The California Fire Code addresses wildland-urban interfaces, including requirements for vegetation and fuel management, maintenance of defensible space, the use of fire-resistant building materials, and implementation of construction methods to reduce the potential for wildland fire risks.

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐

3.9.1 INCREASED EROSION AND VIOLATION OF WATER QUALITY STANDARDS

The 2035 General Plan EIR found that development facilitated under the General Plan could result in additional short-term construction-related and long-term operational erosion and discharges of pollutants to receiving water bodies. Such pollutants could result in violation of water quality standards and could result in downstream

siltation. However, the City determined that with implementation of 2035 General Plan policies and programs, and with compliance with land use, stormwater, grading, and erosion control regulations—such as the *Fairfield-Suisun Urban Runoff Management Program (FSURMP) and* the SWRCB *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ)—these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from short-term construction-related and long-term operational erosion and discharges of pollutants to receiving water bodies by requiring the implementation of recommendations from geotechnical site investigations, controlling runoff and complying with land use, stormwater, grading, and erosion control regulations—such as the *Fairfield-Suisun Urban Runoff Management Program (FSURMP) and* the SWRCB *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ).

- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
    - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority

over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.2 INCREASED FLOODING AND HYDROMODIFICATION FROM INCREASED STORMWATER RUNOFF

The 2035 General Plan EIR found that land use changes would increase the amount of impervious surfaces, thereby increasing surface runoff. This increase in surface runoff would result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and therefore could result in greater potential for hydromodification and on- and off-site flooding.

However, the City determined that with implementation of federal, state, and local stormwater requirements—such as Suisun City Municipal Code Section 15.12.080 (requires preparation and approval of a runoff control plan), the City's *Engineering Standards and Specifications*, and the San Francisco Bay RWQCB permit for the discharge of regional municipal stormwater runoff (Order R2-2009-0074 NPDES Permit No. CAS612008)—this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts from hydromodification and increased stormwater runoff by reducing the addition of pervious surfaces.

- Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from hydromodification and increased stormwater runoff by requiring fair-share contributions for drainage facilities, liming the pollutants in runoff, and protecting and preserving natural drainage to the greatest extent feasible.

- **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.
- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.
- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- **Policy PHS-5.2:** New development shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.
    - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit.

New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.3 FLOOD HAZARDS FROM PLACEMENT OF STRUCTURES WITHIN A 100-YEAR FLOODPLAIN OR FROM LEVEE FAILURE

The 2035 General Plan EIR found that land use changes could result in potentially significant impacts from construction of residential or commercial structures in floodplains, thereby exposing people and structures to flood hazards. Similar exposure could occur in areas subject to flooding because of failure of levees in and near Suisun Marsh.

The City determined that with implementation of 2035 General Plan policies and programs, combined with flood control regulations and levee improvements included in the Suisun Marsh Habitat Management, Preservation, and Restoration Plan (SMP), would reduce the exposure of people or structures to flood hazards. However, there is no defined schedule nor are there agreed-upon funding mechanisms to implement the levee improvements that would be addressed by the SMP. Furthermore, implementation of the SMP lies outside the jurisdiction of Suisun City and is therefore under the control of other lead agencies (i.e., the “Suisun Principal Agencies,” which consists of a diverse group of organizations such as U.S. Bureau of Reclamation, USFWS, California Department of Water Resources (DWR), California Department of Fish and Game (DFG), and CALFED). There are no other feasible mitigation measures that are available that would further reduce the level of impact. Thus, the City determined that even with implementation of the 2035 General Plan policies and programs, the potential for flooding from failure of a Delta/Suisun Marsh levee or from placement of structures within a 100-year floodplain would be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from placing structures in a floodplain by requiring that development within a floodplain comply with state and federal requirements.

- **Policy PHS-11.3:** The City will regulate development within floodplains according to state and federal requirements to minimize human and environmental risks and maintain the City's eligibility under the National Flood Insurance Program.
- **Policy PHS-11.5:** The City will require that structures intended for human occupancy within the 100-year floodplain are appropriately elevated and flood proofed for the profile of a 100-year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.
- **Policy PHS-11.6:** The City will require new developments within a 100-year floodplain to demonstrate that such development will not result in an increase to downstream flooding.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.4 POTENTIAL FLOODING HAZARD FROM DAM FAILURE

The 2035 General Plan EIR found that of the 18 dams in Solano County, the State Office of Emergency Services has identified 10 dams where failure has the potential to cause human injury or loss of life, 2 of which may result in damage to Suisun City. In the unlikely event of dam failure, people and structures would be exposed to inundation, and death, injury, or loss of property could result. However, the City determined that implementation of 2035 General Plan policies and programs, combined with other relevant state and local regulations, would minimize the potential for effects on the Planning Area from dam failure and therefore this impact was determined to be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with dam failure by providing a well-connected circulation system for evacuation (see Future 4-1).

- Section 4.1.4 contains roadway design standards which aim to enhance safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

General Plan

The City's 2035 General Plan policies and programs, combined with other relevant state regulations, would minimize the potential for effects from inundation as a result of dam failure because DWR, Division of Safety of Dams (DSOD) regulations are intended to ensure the prevention of dam failure to the maximum extent feasible and the City would designate and provide information to the public on evacuation routes.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.9.5 INTERFERENCE WITH GROUNDWATER RECHARGE

The 2035 General Plan EIR found that land use changes would result in additional impervious surfaces, which could reduce the amount of groundwater recharge. Reductions in groundwater recharge could, in turn, affect the yield of hydrologically connected wells. However, soils in the Planning Area generally have low permeability. Most of the natural groundwater recharge in the Planning Area occurs in areas located along active stream channels. Policies in the 2035 General Plan direct projects to incorporate natural drainage into site plans, where feasible, which would help preserve the groundwater recharge potential of certain areas. The City's Land Use and Open Space Diagrams preserve locations that are most important for groundwater recharge (i.e., waterways) as open space. Existing regulations require best management practices, including such features as infiltration beds, swales, and basins that allow water to collect and soak into the ground. Furthermore, many of the construction and operational source-control measures for urban runoff contained in the FSURMP would also serve to encourage groundwater recharge at development sites. Therefore, the City determined that with implementation of existing regulations and 2035 General Plan policies, this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts from interference with groundwater recharge by reducing the addition of pervious surfaces. The WDSP identifies areas along waterways for open space (see Figure 3-2).

- Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts by requiring fair-share contributions for drainage facilities, liming the pollutants in runoff, and protecting and preserving natural drainage to the extent feasible.

- **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.
- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

Consistency Analysis

- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

- **Policy PHS-5.2:** New development shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

  - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.10.1 DISRUPTION OR DIVISION OF ESTABLISHED COMMUNITIES

The 2035 General Plan EIR found that future planned land uses would not divide or disrupt any existing community. The 2035 General Plan supports reinvestment and infill development, with a focus on vacant and underutilized properties. Existing neighborhoods would not be transformed relative to their existing character. Furthermore, the 2035 General Plan does not identify future transportation facilities or other type of infrastructure that would divide existing developed communities. Therefore, the City determined that the 2035 General Plan did not propose changes that would disrupt or divide existing neighborhoods, and this impact was determined to be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no disruption or division of existing communities would occur, there are no applicable uniform development policies and standards.

3.10.2 CONFLICT WITH APPLICABLE LAND USE PLANS

The 2035 General Plan EIR (Section 3.10, "Land Use") noted that the City has developed the WDSP to guide development and conservation in the historic downtown area. The WDSP provides zoning and development standards, with customized and specific guidance for land use change, site planning, and building designed for the City's historic core. The WDSP is subservient to, and must be consistent with, the 2035 General Plan. The 2035 General Plan includes a program to review and amend the WDSP to ensure consistency with the 2035 General Plan and account for current environmental, economic, and social conditions. The City determined that goals, policies, and programs of the 2035 General Plan would not conflict with relevant plans, programs, and regulations with jurisdiction over components of the 2035 General Plan that would cause adverse physical effects under CEQA. Therefore, this impact was determined to be **less than significant.**

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no conflict between land use plans would occur, there are no applicable uniform development policies or standards.

3.10.3 CONFLICT WITH APPLICABLE HABITAT CONSERVATION PLANS

This impact was evaluated in the 2035 General Plan EIR Section 3.3, "Biological resources." See checklist question IV (f) in Section 3.4, "Biological Resources," above.

CONCLUSION

This is analyzed in Section 3.4, "Biological Resources," above.

3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.11.1 LOSS OF AVAILABILITY OF MINERAL RESOURCES

The 2035 General Plan EIR found that there are no areas of known mineral resources within the Planning Area (i.e., areas that have been classified as MRZ-2 by the California Division of Mines and Geology). Therefore, the City determined that implementation of the land use changes consistent with the 2035 General Plan would have no impact related to the loss of availability of mineral resources.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since no loss of availability of mineral resources would occur, there are no applicable uniform development policies and standards.

3.12 NOISE

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.12.1 TEMPORARY, SHORT-TERM EXPOSURE OF SENSITIVE RECEPTORS TO CONSTRUCTION NOISE

The 2035 General Plan EIR found that short-term construction source noise levels including demolition activities, site grading and excavation, building erection, paving, and pile-driving at some development sites could exceed the applicable City standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. Therefore, this impact was considered potentially significant.

The City determined 2035 General Plan policies and programs would substantially reduce construction noise impacts and provide guidance for acceptable construction noise levels. Although the policies and programs are designed to avoid substantial disturbances to noise-sensitive receptors, the City anticipates that, despite implementation of feasible noise reduction strategies, noise-sensitive uses could be exposed to temporary noise in exceedance of the City's standards. The 2035 General Plan EIR also found that in order to encourage development in the WDSP, the City's noise standards are relaxed compared to other portions of the Planning Area, to promote the overall objective of higher-density, compact, transit-supportive, mixed-use development in this portion of the

Planning Area. Because there are no other feasible mitigation measures that would fully reduce construction noise, the City determined that this impact would be significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from temporary construction noise by requiring mitigation to meet the City's performance standards.

- **Policy PHS-1.4:** The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1 [as labeled in the General Plan and Table 3.11-6 in the 2035 General Plan EIR].

Table 3.11-6*
Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses

Land Use	Outdoor Activity Area (dBA L_{dn})	Interior Spaces	
		dBA L_{dn}	dBA L_{eq}
Residential	60	45	--
Residential (Downtown Waterfront and Mixed Use)	65	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60	--	40
Office Buildings	--	--	45
School, Libraries, Museums	60	--	45
Playgrounds, Neighborhoods	70	--	--

*Note: the table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.

- **Policy PHS-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.

  - **Program PHS-1.5. Construction Noise and Vibration Reduction Measures.** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to

reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.2 LONG-TERM NOISE EXPOSURE FOR NOISE-SENSITIVE LAND USES

The 2035 General Plan EIR found that existing and planned noise-sensitive land uses could occur in areas that either are currently adversely affected by transportation and non-transportation noise sources, or will be in the future. This could expose noise-sensitive uses to noise levels in excess of the 2035 General Plan noise policies. Implementation of the 2035 General Plan would also permanently and substantially increase existing ambient noise levels in certain locations. Therefore, this impact was considered potentially significant.

Policies in the 2035 General Plan establish noise performance standards and require feasible mitigation. The City found that although implementation of policies and programs in the 2035 General Plan would reduce the potential for noise exposure impacts, noise-sensitive uses could be exposed to noise in exceedance of the City's standards, including noise generated by new development anticipated under the 2035 General Plan. Implementation of the 2035 General Plan would also increase noise levels in some locations substantially above existing ambient conditions. Because no other feasible mitigation measures are available that would fully reduce long-term noise exposure, the City found that this impact was significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

General Plan

Implementation of the General Plan would reduce the potential impacts from long-term noise exposure by employing land use planning, encouraging traffic reduction, and requiring mitigation for noise-generating new uses.

Consistency Analysis

- **Policy PHS-1.1:** Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.

- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.

- **Policy PHS-1.3:** Industrial and other noise-generating land uses should be located away from noise-sensitive land uses or should use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.

- **Policy PHS-1.4:** The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1 [as labeled in the General Plan and Table 3.11-6 in the 2035 General Plan EIR].

Table 3.11-6*
Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses

Land Use	Outdoor Activity Area (dBA L_{dn})	Interior Spaces	
		dBA L_{dn}	dBA L_{eq}
Residential	60	45	--
Residential (Downtown Waterfront and Mixed Use)	65	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60	--	40
Office Buildings	--	--	45
School, Libraries, Museums	60	--	45
Playgrounds, Neighborhoods	70	--	--

*Note: the table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.

- **Policy PHS-1.5:** It is the City's policy to allow outdoor transportation noise levels for residential uses in mixed-use land uses designations, including the [Waterfront District] Specific Plan Area up to 70 dBA L_{dn} and this level of noise exposure will not be considered a significant impact for the purposes of California Environmental Quality Act review.

- **Policy T-4.3:** The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.

  - **Program PHS-1.1. Reduce Noise Exposure for Noise-Sensitive Land Uses.** Development of noise-sensitive land uses in areas with existing noise from mobile, stationary, or agricultural sources will be reviewed and conditioned according to the City's noise policies. Projects that could expose noise-sensitive uses will be required to incorporate feasible mitigation to address potentially significant noise

effects. Methods may include, but are not limited to: traffic calming, site planning that orients noise-sensitive outdoor gathering areas away from sources, buffering, sound insulation, and other methods deemed effective by the City. Development projects that are affected by non-transportation related noise shall be mitigated to achieve acceptable levels specified in Table 9-2 [as labeled in the General Plan and Table 3.11-4, as labeled in the 2035 General Plan Section 3.11, "Noise"], as measured at outdoor activity areas of existing and planned noise-sensitive land uses. If existing noise levels exceed acceptable levels in Table 9-2 [Table 3.11-4 in the 2035 General Plan EIR] as measured at outdoor activity areas of noise sensitive land uses, then:

Table 3.11-4*
Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources

Noise Level Descriptor	Daytime (7 am – 10 pm)	Nighttime (10 pm – 7 am)
Hourly L_{eq}	60 dBA	45 dBA
L_{max}	75 dBA	65 dBA

Note:
* The table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document. Each of the noise levels specified shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech, or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

- ✓ Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.
- ✓ Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.
- ✓ Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise level reduction measures have been implemented.

The City will identify regional, state, and federal sources of funding to make improvements that would attenuate noise as experienced by existing noise-sensitive land uses, where feasible.

- **Program PHS-1.2: Review and Conditioning of Noise-Generating New Uses.** New developments that generate noise will be reviewed and feasible mitigation will be required to reduce effects on existing noise-sensitive land uses. Methods may include, but are not limited to: operating at less noise-sensitive parts of the day, better distribution of vehicle traffic to avoid large volumes on any one street, traffic calming, buffering, sound insulation, and other methods deemed effective by the City. The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in the 2035 General Plan EIR], as measured at outdoor activity areas of any affected noise sensitive land use except:

Table 3.11-5* Noise Level Performance Standards for Non-Transportation Noise Sources		
Cumulative Duration of a Noise Event[1] (Minutes)	Maximum Exterior Noise Level Standards[2]	
	Daytime[3,5]	Nighttime[4,5]
30–60	50	45
15–30	55	50
5–15	60	55
1–5	65	60
0–1	65	60

Notes:
* The table numbering reflects the General Plan EIR and not the ordering of tables or section numbers in this document.
[1] Cumulative duration refers to time within any one-hour period.
[2] Noise level standards measured in dBA.
[3] Daytime = Hours between 7:00 a.m. and 10:00 p.m.
[4] Nighttime = Hours between 10:00 p.m. and 7:00 a.m.
[5] Each of the noise level standards specified may be reduced by 5 dBA for tonal noise (i.e., a signal which has a particular and unusual pitch) or for noises consisting primarily of speech of for recurring impulsive noises (i.e., sounds of short duration, usually less than one second, with an abrupt onset and rapid decay such as the discharge of firearms).

- ✓ If the ambient noise level exceeds the standard in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], the standard becomes the ambient level plus 5 dBA.
- ✓ Reduce the applicable standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section] by 5 decibels if they exceed the ambient level by 10 or more decibels.

- **Program PHS-1.5. Construction Noise and Vibration Reduction Measures.** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.3 INCREASES IN VIBRATION LEVELS

The 2035 General Plan found that construction activities could cause a temporary, short-term disruptive vibration impact if it were to occur near sensitive receptors. In addition, future development of new vibration-sensitive land uses could occur within vibration-generating areas such as Highway 12 and the Union Pacific Railroad. Therefore, this impact was considered potentially significant.

The City found that the 2035 General Plan requires use of project-specific vibration mitigation measures, and implementation of policies in the 2035 General Plan would reduce the potential for vibration levels in areas of new vibration-sensitive land uses to exceed the standards contained in Policy PHS-2.2 (i.e., 78 VdB). Because no other feasible mitigation measures are available that would fully reduce exposure to vibration impacts, the City found that this impact was significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from vibration by requiring mitigation for vibration-generating new uses.

- **Policy PHS-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.
- **Policy PHS-2.1:** New developments that propose vibration-sensitive uses within 100 feet of a railroad or heavy industrial facility to analyze and mitigate potential vibration impact, as feasible.
- **Policy PHS-2.2:** New developments that would generate substantial long-term vibration shall provide analysis and mitigation, as feasible, to achieve velocity levels, as experienced at habitable structures of vibration-sensitive land uses, of less than 78 vibration decibels.
    - **Program PHS-1.5. Construction Noise and Vibration Reduction Measures.** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses,

locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.12.4 AIRPORT NOISE EXPOSURE

The 2035 General Plan found that future development of noise-sensitive uses (e.g., residential dwellings, schools, hospitals, parks, hotels, places of worship, and libraries) would occur in areas with aircraft overflights associated with Travis AFB. If the City approves noise-sensitive uses in areas with substantial aircraft noise, this could create an adverse impact. Therefore, this impact was determined to be potentially significant.

The City found that the 2035 General Plan includes land use restrictions relative to Travis AFB to avoid compatibility issues and review and conditioning for projects in areas affected by Travis AFB noise. Therefore, the City determined that with implementation of 2035 General Plan policies and programs, the impact was considered less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is located approximately 3.5 miles southwest of the southern end of the runway at Travis AFB, and is not located within any of the AFB land use compatibility zones (2035 General Plan EIR Exhibit 3.8-1, Section 3.8, "Hazards and Hazardous Materials"). Thus, there would be no impact from airport noise exposure associated with Travis AFB.

CONCLUSION

Since no airport noise exposure would occur, there are no applicable uniform development policies and standards.

3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.13.1 SHORT-TERM CONSTRUCTION-RELATED INCREASE IN POPULATION AND SUBSEQUENT HOUSING DEMAND

The 2035 General Plan found that future land uses would generate a short-term, temporary increase in employment and subsequent housing demand from construction jobs. However, because a substantial permanent relocation of these workers is not anticipated as a result of construction activity accommodated under the 2035 General Plan, neither substantial population growth nor an increase in housing demand in the region is anticipated from generation of these jobs.

With the available construction workers available locally, and considering that the General Plan will be implemented over a long period of time, neither substantial population growth nor an increase in housing demand in the region is anticipated following generation of these jobs. Therefore, the temporary increase in population growth and housing demand associated with generation of construction jobs is a less-than-significant impact.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impact related to the short-term construction-related population increases and associated housing demand would be less than significant, there are no applicable uniform development policies and standards.

3.13.2 LONG-TERM OPERATIONAL POPULATION INCREASES AND ASSOCIATED HOUSING DEMAND

The 2035 General Plan found that long-term population growth associated with development of residential land uses and indirectly through development of commercial, retail, office, and light industrial uses would occur throughout the Planning Area.

The City found that because the 2035 General Plan provides a framework for the orderly and efficient long-term growth within Suisun City through the year 2035, substantial population and employment increases over existing conditions would be expected, and the 2035 General Plan would encourage substantial growth over the existing levels in the City. The level of population growth that could potentially be accommodated under the 2035 General Plan is less than that projected in the Association of Bay Area Governments regional population projections. In addition, the City found that implementation of the 2035 General Plan would help create a substantially more balanced jobs/housing index by providing new housing and local jobs for existing and future residents. Therefore, the City determined that these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impact related to long-term operational population increases and associated housing demand would be less than significant, there are no applicable uniform development policies and standards.

3.13.3 DISPLACEMENT OF EXISTING PEOPLE OR HOUSING

The 2035 General Plan EIR found that the General Plan supports reinvestment and infill development of vacant and underutilized properties, including infill and redevelopment in the WDSP area. The 2035 General Plan does not include policies that propose displacing existing housing within Suisun City. The City determined that most neighborhoods in Suisun City are built out or nearly built out, and not likely to change substantially over the next couple of decades. The City will encourage reinvestment efforts that maintain and improve the functionality and attractiveness of these areas. The 2035 General Plan does not encourage existing development to transition to another land use or to change the land use or development character of existing developed residential areas. The 2035 General Plan does not propose displacement of people or housing. However, the City determined that it is

possible that some housing could be removed during buildout. Therefore, the impact was considered potentially significant.

Because there are no additional feasible mitigation measures that would completely prevent potential removal of some of the existing housing, the City found that this impact was significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Like the General Plan, the WDSP does not propose to displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. The WDSP does not propose converting established residential areas to a non-residential land use or redeveloping existing residential areas with new residences by removing existing dwelling units. The WDSP proposes policies and programs that facilitate additional residential development opportunities and a variety of housing types on undeveloped land, vacant land, underutilized parcels, and through infill and redevelopment. However, it is possible that some housing could be removed during buildout.

General Plan

The City's 2009–2014 Housing Element encourages preservation of the existing housing stock and neighborhoods. The Housing Element includes a strategic goal to "preserve the stock of existing housing." The WDSP does not change the approach envisioned in the 2015–2023 Housing Element where it relates to preservation and improvement of existing housing and neighborhoods.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.14.1 DEMAND FOR ADDITIONAL PUBLIC SERVICES

The 2035 General Plan EIR found that construction of new physical structures and population would create additional increased demand for fire protection and law enforcement services. The increased demand for services would result in the need for new fire stations, and the 2035 General Plan contemplates construction of two new fire stations. The increased demand could also result in the need for new police protection facilities, schools, and parks. The construction of new fire stations, police facilities, schools, and parks could result in adverse impacts on the physical environment. However, the environmental effects of construction such facilities were analyzed throughout the 2035 General Plan EIR and there were no additional significant impacts beyond those that were already identified and fully addressed. Therefore, the City determined that these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Because the new public services facilities would be constructed within the footprint of development envisioned by the 2035 General Plan, the construction and operation of the new facilities has been analyzed at a program level throughout the General Plan EIR. The 2035 General Plan includes mitigating policies and programs, where necessary, that would reduce or avoid environmental impacts. These are identified in the environmental topic-specific sections of the General Plan and General Plan EIR under air quality, biological resources, cultural resources, etc. In addition, the following policy applies to demand for services and utilities.

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.15.1 NEED FOR NEW OR EXPANDED PARKS AND/OR RECREATION FACILITIES AND/OR RECREATION FACILITIES AND POTENTIAL FOR ACCELERATED DETERIORATION OF EXISTING PARKS

The 2035 General Plan EIR found that development of new residences in Suisun City would add new population what would in turn increase the demand for new and existing parks, as well as recreation facilities. However, the City requires new development to provide parkland to meet the demands of new residences (i.e., at least 3 acres of community and neighborhood parks for every 1,000 residents living in the city per the Quimby Act standard) or payment in-lieu fees, which would aid in providing an increased amount of parkland such that the likelihood of overuse by new residents and accelerated physical deterioration of existing facilities would be reduced. In-lieu fees provided by new development could also be used by the City to improve, expand, and maintain existing city parks to ensure that accelerated deterioration does not occur. The increased demand for parks and recreation facilities would require the development of new parks, the construction of which could result in adverse impacts on the physical environment. However, the environmental effects of construction such facilities were analyzed throughout the 2035 General Plan EIR and there were no additional significant impacts beyond those that were already identified and fully addressed. Therefore, the City determined that these impacts would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

The WDSP plans for a cohesive open space system of parks and open space, linked by paths, sidewalks, and promenades extending out from the waterfront.

- Policy 6.2.3 includes guidelines for parks or play areas and encourage new multi-family residential development with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.

- Policy 6.3.7 specifically for the Highway 12 Commercial District indicates that public spaces, plazas, and courtyards should be designed as outdoor living rooms, enhanced with seating and other pedestrian furniture, street lights, shade, and landscaping.

Chapter 5 includes park, open space, and public facility concepts. Future park, open space, and recreation facilities in the Planning Area include:

- **The expansion of the Southern Waterfront Area Boat Launch.** Plans prepared for the Southern Waterfront Area in 2007 envision expanding the existing facility to enhance the staging area with additional short-term automobile and trailer parking. The waterfront promenade trail is proposed to be extended from the Delta Cove neighborhood to the state-owned nature trail to the south. New marina slips and a new two-story, retail/office mixed-use building on the waterfront and several smaller buildings for water recreation and storage uses are proposed Additionally, a public viewing area/pier, plaza areas and greens for waterfront events, a reconstructed dock for crew and kayak use, and a relocated fuel dock are planned.

- **Parks/Plazas required for new development.** To comply with General Plan policy, parks and plazas shall be provided at a ratio of at least 3 acres per 1,000 residents. New development shall be required to dedicate and/or contribute on a fair-share basis to improving publicly accessible parkland according to City park standards.

General Plan

Because the new park facilities would be constructed within the footprint of development envisioned by the 2035 General Plan, the construction and operation of the new parks has been analyzed program level throughout the General Plan EIR. The 2035 General Plan includes mitigating policies and programs, where necessary, that would reduce or avoid impacts, such as the requirement for site-specific methods to reduce hazards from construction in unstable and expansive soils or avoiding, minimizing, or compensating for potential impacts on special status wildlife and their habitat. In addition, the City has provided for incentives to help facilitate infill and compact development, including, but not limited to Program LU-3.2.

- **Program LU-3.2: Development Review Process in Opportunity Areas.** The City will explore a variety of incentives intended to induce development consistent with the General Plan in Opportunity Areas, which may include streamlined entitlement and environmental review, priority permitting, public/private partnerships, fee structures that create incentives for infill and compact development, reduced parking requirements, design flexibility, and other feasible approaches.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

3.16.1 ROADWAY TRAFFIC CAPACITY – CALTRANS AND NON-CALTRANS ROADWAYS

The 2035 General Plan EIR found that compared to existing conditions, traffic volumes with implementation of the 2035 General Plan would increase substantially. However, with the one exception of Walters Road near Air Base Parkway in Fairfield, all local jurisdiction (non-Caltrans) roadways are projected to meet their respective level of service (LOS) standards. Because the Walters Road LOS would drop below LOS standards, this impact was found to be potentially significant.

Suisun City has a long history of cooperative transportation planning with the neighboring City of Fairfield, as evidenced by the partnership in planning for the Jepson Parkway. The City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. However, because the LOS on Walters Road would drop below City standards, the City determined that this impact was cumulatively significant and significant and unavoidable.

Consistency Analysis

The 2035 General Plan EIR also found that segments of Highway 12 (managed by Caltrans) are projected to fall to LOS D, E, or F in 2035, which is below the Caltrans LOS C/D standard. Although Highway 12 is planned for future widening projects, these projects are not anticipated until after 2035. The City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. However, because the LOS on Highway 12 would drop below City standards, the City determined that this impact was cumulatively significant and significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Walters Road is not within the WDSP Area.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with roadway traffic capacity by reducing automobile travel.

- Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce travel demand associated with buildout of the Specific Plan.
- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel.
- Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced.
- Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts on roadway traffic capacity by requiring fair-share contributions, reducing automobile traffic, and supporting alternative modes of transportation.

- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- **Policy T-1.2:** New transit-supportive developments within the [Waterfront District] Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- **Policy T-3.5:** The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.2 ROADWAY TRAFFIC CAPACITY – CONGESTION MANAGEMENT PROGRAM ROUTES

The 2035 General Plan EIR found that certain segments of Highway 12 are projected to fall to LOS D, E, or F, and Walters Road near Air Base Parkway (in Fairfield) is projected to reach LOS E. However, the Congestion Management Program LOS standards for these routes are F (for SR 12) and E (for Walters Road); therefore, the standards would not be exceeded by future development projected under the 2035 General Plan. Furthermore, the City determined that implementing 2035 General Plan policies and programs would help to reduce travel demand throughout the Planning Area. Thus, the City determined that this impact was less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with congestion by reducing automobile travel.

- Chapter 1 explains that the purpose of the WDSP is to promote higher density development and mixed-use infill development in areas adjacent to the train station. This would reduce travel demand associated with buildout of the Specific Plan.
- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Implementation of this standard would promote pedestrian and bicycle activity instead of automobile travel,
- Section 4.3.2 contains planned bike and pedestrian circulation improvements. New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed. By adding and improving bike and pedestrian facilities, automobile travel would be reduced.
- Section 6.2 provides standards and guidelines to develop a traditional downtown setting that supports a pedestrian-oriented design environment inspired by Old Town Suisun with narrower streets in a grid pattern. Implementation of this standard would promote pedestrian activity instead of automobile travel.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce potential congestion by requiring fair-share contributions, reducing automobile traffic, and supporting alternative modes of transportation.

- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- **Policy T-3.5:** The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.3 ROADWAY NETWORK POLICY CONSISTENCY

The 2035 General Plan EIR found that the 2035 General Plan contains appropriate goals, objectives, policies, and programs with respect to roadway network planning, operations, and maintenance that are internally consistent

with the other Transportation Element policies and with the land use projections and policies in the Land Use Element. Therefore, the City determined that this impact was less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

None of the development standards and guidelines contained in the WDSP conflict with the Transportation Element policies or with the land use projections and policies in the Land Use Element.

General Plan

The 2035 General Plan roadway network policies are designed to set performance standards for the roadway network that accommodate all modes of travel, and do not require maintenance of an auto level of service that would by definition make it difficult to achieve the desired performance of the bicycle, pedestrian, and transit networks in the city.

- **Policy T-1.1:** The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.
- **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.4 Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities

The 2035 General Plan EIR found that the General Plan identifies bicycle and pedestrian networks appropriate to serve forecast development and the goals, objectives, policies, and programs related to bicycling, walking, and transit use support goals and plans of neighboring and affected jurisdictions, including STA, Fairfield, Solano County, Caltrans, and the Public Utilities Commission. Furthermore, the 2035 General Plan bicycle and pedestrian network provides good connectivity, both internally and to neighboring Fairfield via the primary arterial connector roadways, and contains policies and programs designed to foster public transit, bicycle, and pedestrian connectivity. Thus, the City determined that no impact would occur.

Impacts Peculiar to the Parcel

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

Conclusion

Since no conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur, there are no applicable uniform development policies and standards.

3.16.5 Hazards Due to a Design Feature or Incompatible Uses

The 2035 General Plan EIR found that the Transportation Element contains policies and programs guiding the development and maintenance of the City's roadway, bicycle, and pedestrian networks and all associated transportation infrastructure. Furthermore, all infrastructure projects designed and constructed under the direction of Suisun City will be subject to the design review and approval of the City Engineer, and will be required to conform to the City's design standards and related requirements, which are designed to avoid such hazards. Therefore, the City determined that this impact would be less than significant.

Impacts Peculiar to the Parcel

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce hazards from design features or incompatible uses.

- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-9 of the WDSP show typical streets that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from transportation hazards.

- **Policy T-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.16.6 EMERGENCY ACCESS

The 2035 General Plan EIR found that all Suisun City roadways will remain under the City's LOS E standard, indicating that congestion levels will not create unacceptable delays for emergency vehicles. Furthermore, the Transportation Element is designed to ensure that emergency access will be considered at all stages of the City's development and maintenance of the roadway network. Therefore, the City determined implementing the 2035 General Plan would not result in inadequate emergency access, and this impact would be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards and guidelines contained in the WDSP would help to reduce impacts associated with emergency access by ensuring a well-connected circulation system.

- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. The use of cul-de-sacs is minimized and alleys are required to have a minimum width of 20 feet in order to accommodate vehicles. Implementation of these standards would ensure access for emergency vehicles.

General Plan

In addition to the standards and guidelines contained in the WDSP, implementation of the General Plan would reduce the potential impacts from lack of emergency access.

- **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.
- **Policy T-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.
- **Policy T-2.6:** In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Significant Impact Peculiar to Project or Project Site	Significant Impact Not Identified in GP EIR	Significant Impact due to Substantial New Information	Addressed by the General Plan EIR and/or Uniform Development Policies and Programs
XVII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

3.17.1 EXCEED WASTEWATER TREATMENT REQUIREMENTS

The 2035 General Plan found that future land use changes would increase wastewater effluent discharged to wastewater systems. However, the City determined that there are no land uses proposed in the 2035 General Plan that would be expected to generate wastewater of such poor quality and concentration or in such amounts that the Fairfield-Suisun Wastewater Treatment Plant's (WWTP) treatment systems would not be able to treat according to applicable water quality standards, and individual development projects would be required to meet federal, state, and local wastewater discharge requirements and water quality standards enforced by the San Francisco Bay RWQCB. Therefore, this impact was considered less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with

those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020. According to the FSSD, the Specific Plan improvements would not require any backbone conveyance improvements or other downstream improvements (Herston, pers. comm. 2016).

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would require that infrastructure is available to serve new development and would reduce the potential impacts from wastewater by requiring land uses with high wastewater generation rates or high effluent pollutant concentrations to pre-treat wastewater.

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.2 INCREASED DEMAND FOR WATER SUPPLY TREATMENT AND CONVEYANCE FACILITIES

The 2035 General Plan found that water supply infrastructure, such as water transmission mains, pumping stations, and storage tanks, will be required in currently undeveloped areas where no such infrastructure currently exists and existing infrastructure would require upgrades to serve new development. In addition, new or expanded Suisun-Solano Water Authority (SSWA) water treatment and conveyance facilities would be required to serve land uses accommodated under the 2035 General Plan. Construction of new or expansion of existing water treatment and conveyance facilities could have adverse effects on the physical environment. Therefore, this impact was found to be potentially significant.

The City determined that with implementation of 2035 General Plan policies and programs, individual development projects would be required to assess project impacts during the environmental review process to ensure that the City and SSWA has sufficient water supply treatment and conveyance facilities to meet demand. Each project applicant would be required to coordinate with, and meet the requirements of, the City and SSWA applicable requirements. The City further determined that SSWA would construct additional water supply infrastructure, as necessary, to meet demand. SSWA would conduct a separate environmental analysis to analyze specific impacts and identify any required mitigation measures for construction and operation of their water treatment and conveyance facilities. Implementation of mitigation measures would be the responsibility of SSWA, and such measures would be implemented in accordance with the certified environmental documents. However, impacts could remain significant after implementation of mitigation, or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level. Therefore, the City determined that this impact was significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previously planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Suisun-Solano Water Authority has identified a need for a new 2 million gallon storage tank with a booster station, along with several pipelines. Since both development and existing customers will benefit, the project is assumed to be funded 50% from capacity charges and 50% from replacement reserves.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for water supply treatment by requiring fair-share contributions and water conservation technologies.

Consistency Analysis

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy OSC-7.4:** The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.
- **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.3 CONSTRUCTION OF NEW OR EXPANDED WASTEWATER COLLECTION, CONVEYANCE, AND TREATMENT PLANT FACILITIES

The 2035 General Plan EIR found that future land use changes would increase the local demand for wastewater collection and conveyance facilities and require the expansion and extension of wastewater infrastructure to deliver services to individual land uses within Suisun City. Wastewater collection and conveyance facilities would be provided by FSSD. Individual development projects proposed pursuant to the General Plan would be required to assess project impacts during the environmental review process to ensure that the City and FSSD has sufficient wastewater collection and conveyance facilities to meet demand. Each project applicant would be required to coordinate with, and meet the requirements of the City and FSSD applicable requirements. Implementation of the 2035 General Plan would not result in the expansion of existing or construction of new wastewater treatment facilities; however, wastewater conveyance infrastructure, such as gravity sewer, force mains, and pumping stations, will be required in currently undeveloped areas where no such infrastructure currently exists and existing infrastructure would require upgrades to serve new development. Construction of new or expansion of existing wastewater facilities could have adverse effects on the physical environment. Therefore, this impact was found to be potentially significant.

The City determined that FSSD would construct additional wastewater infrastructure, as necessary, to meet demand. FSSD would conduct a separate environmental analysis to analyze specific impacts and identify any

required mitigation measures for construction and operation of their wastewater conveyance facilities. Implementation of mitigation measures would be the responsibility of FSSD, and such measures would be implemented in accordance with the certified environmental documents. However, impacts could remain significant after implementation of mitigation, or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level. Therefore, this City determined that this impact was potentially significant and unavoidable.

According to the Fairfield-Suisun Sewer District, no new conveyance facilities are needed to serve the WDSP at buildout, although a planned pump station would be required to serve development in Fairfield and Suisun City at some point in the future.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Within the last decade numerous improvements have been made to the treatment facilities to increase peak capacity and improve upon the treatment process. The Central-Suisun Forcemain Equalization Project, completed in 2013, increased the reliable peak capacity of the Suisun pump station from 31.7 to 38.3 million gallons per day (mgd), allowing for more water to be processed. This has enabled the pump station to meet current and near-term capacity needs until growth and revenue projections become more certain. New projects identified in the master plan will still be needed to meet long-term capacity requirements.

None of the development standards and guidelines contained in the WDSP apply to impacts from increased demand for wastewater collection and conveyance facilities.

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for wastewater collection and conveyance facilities by requiring fair-share contributions and requiring land uses with high wastewater generation rates or high effluent pollutant concentrations to pre-treat wastewater.

Consistency Analysis

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.4 CONSTRUCTION OF NEW OR EXPANDED STORM WATER DRAINAGE FACILITIES

The 2035 General Plan EIR found that a variety of land use changes could occur, including intensification of development on existing sites, demolition of existing structures with replacement land uses, and changes from undeveloped lands to developed, urban uses. Each type of land use change would each contribute different relative amounts of stormwater runoff corresponding to the percentage of impervious surface added. The construction of new facilities and conveyance infrastructure or the expansion of existing facilities and infrastructure to handle this runoff could generate significant environmental effects. Therefore, this impact was found to be **potentially significant**.

The City determined that although 2035 General Plan policies and programs will require infrastructure and facilities to be provided in a way that reduces environmental impacts, the extent of infrastructure required to serve future demand, depending on phasing of future development, could result in impacts that remain significant after implementation of mitigation, or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level. Therefore, this City determined that this impact was potentially significant and unavoidable.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The Fairfield-Suisun Sewer District has identified a need for a new parallel force main between the Suisun Pump Station and the WWTP Headworks. These improvements will be funded largely by connections fees from utility users, and are anticipated in 2018 to 2020.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

WDSP Chapter 5, "Open Space + Public Facilities and Services" found that the City's storm drainage system, which includes creek flows along McCoy Creek, Laurel Creek, and Union Avenue Creek, would likely be contained within the existing creek bank during a 100-year storm, except for localized flooding and standing water that may occur during brief, intense storms when runoff exceeds storm drain system capacity.

Upgrades to storm drainage pipes over the past 10 years include improvements required and funded by new developments. All new commercial and residential subdivisions are required to conform to the City storm drainage standards, protect water quality, and meet Regional Water Quality Control Board requirements.

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for stormwater drainage facilities by requiring fair-share contributions, implementing natural stormwater drainage technologies, and preserving existing natural drainage.

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

- **Policy PHS-5.2:** New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.5 WATER SUPPLY

The 2035 General Plan found that future land uses would increase water demand. Existing regulations require additional water conservation measures in new development and for large developments to demonstrate ongoing reliable water supply. The SSWA would have sufficient water supplies available to serve buildout of the 2035 General Plan from existing or permitted entitlements in normal, single-dry, and multiple-dry water years. The City determined that considering existing regulations that require conservation and demonstration of water supply, and implementing 2035 General Plan policies and programs—such as conditioning approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a) (also known as Senate Bills 610 and 221)—and considering that that SSWA has sufficient supplies to meet demands, the impact was determined to be less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

WDSP Chapter 5, “Open Space + Public Facilities and Services” found that water demand is anticipated to be less than available water supplies through 2035 in normal water years. A joint powers agreement between Solano Irrigation District (SID) and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands.

The City has previous planned public improvements and facilities that would help to support future development within the Specific Plan Area, but that would also serve developments located outside the Specific Plan Area. The

Consistency Analysis

Suisun-Solano Water Authority has identified a need for a new 2 million gallon storage tank with a booster station, along with several pipelines. Since both development and existing customers will benefit, the project is assumed to be funded 50% from capacity charges and 50% from replacement reserves.

General Plan

The 2035 General Plan includes measures to ensure that sufficient water sources are made available to serve new development. The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a). The City will also require the use of water conservation technologies such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements; encourage use of recycled water for outdoor irrigation, fire hydrants, and commercial and industrial processes; and require new development to incorporate climate-appropriate landscaping to reduce water demand.

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy OSC-7.4:** The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.
- **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

3.17.6 INCREASED DEMAND FOR SOLID WASTE DISPOSAL AND COMPLIANCE WITH SOLID WASTE REGULATIONS

The 2035 General Plan EIR found that future land use changes would increase the population of Suisun City, with an associated increase in solid waste streams. Based on this generation rate, buildout could generate an additional 10.6 tons of solid waste per day (3,864 tons per year), conservatively estimated. Because Potrero Hills Landfill has sufficient permitted capacity to accommodate solid-waste disposal needs, no new facilities would need to be constructed to serve 2035 General Plan buildout. In addition, new development accommodated under the 2035 General Plan would be required to comply with any applicable federal, state, or local solid waste regulations, including those related to solid waste diversion. Therefore, the City determined that this impact was less than significant.

IMPACTS PECULIAR TO THE PARCEL

The WDSP is within the scope of development projected under the 2035 General Plan. The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the WDSP. The land use change assumptions that were used to drive the analysis in the General Plan EIR are consistent with those now assumed as a part of the proposed draft WDSP. The impacts, then, associated with the development of these properties was addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the project or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

General Plan

Implementation of the General Plan would reduce the potential impacts from the increased demand for solid waste disposal by requiring fair-share contributions.

- **Policy CFS-9.2:** New developments will be required to demonstrate adequate capacity to accommodate solid waste demand, including processing, recycling, transportation, and disposal.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the project and there are no additional impacts beyond those identified in the 2035 General Plan EIR. There is no significant new information that shows that the policies or standards will not substantially mitigate the environmental effect.

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4 APPLICABLE GENERAL PLAN POLICIES AND PROGRAMS

Public Resources Code Section 21083.3(d) states that an effect of a project upon the environment shall not be considered peculiar to the parcel or to the project if uniformly applied development policies or standards have been previously adopted, with a finding based upon substantial evidence, that the development policies or standards will substantially mitigate the environmental effect when applied to future projects. The following policies and programs from the adopted 2035 General Plan would be applied to the WDSP, and are considered uniformly applied development policies under Public Resources Code Section 21083.3(d).

4.1 AESTHETICS

- **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.
- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.
- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.
- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.
- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.
- **Policy CCD-8.1:** Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.
- **Policy CCD-8.2:** New developments shall use attractive lighting that is complementary to the design of proposed structures.
- **Policy CCD-8.5:** Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.
- **Policy CCD-8.6:** New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.

4.2 AGRICULTURE AND FORESTRY RESOURCES

N/A

4.3 AIR QUALITY

- **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- **Policy PHS-1.1:** Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.
- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- **Policy PHS-3.1:** The City will ensure that new industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors, considering weather patterns, the quantity and toxicity of pollutants emitted, and other relevant parameters.
- **Policy PHS-3.2:** The City will communicate with the Bay Area Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments prior to approval of new developments.
- **Policy PHS-3.4:** The City will require implementation of applicable emission control measures recommended by the Bay Area Air Quality Management District (BAAQMD) for construction, grading, excavation, and demolition.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

  - **Program PHS-3.1. Health Risk Analyses.** When development involving sensitive receptors, such as residential development, is proposed in areas within 134 feet of SR 12 or when uses are proposed that may produce hazardous air contaminants, the City will require screening level analysis, and if necessary, more detailed health risk analysis to analyze and mitigate potential impacts. For projects proposing sensitive uses within 134 feet of SR 12, the City will require either ventilation that demonstrates the ability to remove more than 80% of ambient PM2.5 prepared by a licensed design professional or site-specific analysis to determine whether health risks would exceed the applicable BAAQMD-recommended threshold and alternative mitigation demonstrated to achieve the BAAQMD threshold. Site-specific

analysis may include dispersion modeling, a health risk assessment, or screening analysis. For proposed sources of toxic air contaminants, the City will consult with the BAAQMD on analytical methods, mitigation strategies, and significance criteria to use within the context of California Environmental Quality Act documents, with the objective of avoiding or mitigating significant impacts.

- **Program PHS-3.2. Construction Mitigation.** The City will require new developments to incorporate applicable construction mitigation measures maintained by the BAAQMD to reduce potentially significant impacts. Basic Control Measures are designed to minimize fugitive PM dust and exhaust emissions from construction activities. Additional Control Measures may be required when impacts would be significant after application of Basic Control Measures.

- **Program PHS-3.3. Construction Mitigation for Health Risk.** Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable BAAQMD-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by BAAQMD.

4.4 BIOLOGICAL RESOURCES

The policies and programs outlined below are required for projects that could have adverse biological resources impacts, and must be implemented consistent with site-specific assessments, as summarized above in Impact 3.4.1 under the heading, “Impacts Peculiar to the Parcel.”

- **Policy OSC-1.1:** The City will require biological resources investigations for proposed developments that could adversely affect potential wildlife movement corridors to determine the value and importance of such corridors to daily and/or seasonal movement and dispersal of local wildlife and identify measures to minimize and avoid adverse effects on wildlife movement.

- **Policy OSC-1.2:** New developments in areas with environmentally significant features, such as waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.

- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.

- **Policy OSC-1.5:** New developments shall avoid placing any temporary or permanent barriers within wildlife movement corridors, if they are determined to exist on-site.

- **Policy OSC-1.7:** New developments shall be designed to preserve fish and wildlife habitats along Suisun Slough and tributary watercourses to the maximum extent feasible.

Applicable General Plan Policies and Programs

- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.

- **Policy OSC-2.3:** The City will require that new developments comply with relevant conservation measures detailed within the Conservation Strategy chapter of the SMHCP, as applicable.

- **Policy OSC-3.4:** New developments shall control debris, sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

- **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.

  - **Program OSC-1.1: Preservation through Site Planning and Design.** The City will maintain data on biological resources and natural habitats. The City will require a review of biological resource information for new developments that could adversely affect potentially significant biological resources. The types and significance of biological resources present will be reviewed as part of the development entitlement process. As part of this review, the City will determine whether preservation of resources is feasible within the context of the project site planning and design process. The City will work proactively with applicants to identify opportunities to preserve important biological resources with thoughtful planning and design approaches. Where feasible, the City will require preservation of biological resources within site planning and design as a condition of project approval.

  - **Program OSC-1.2: Wetlands and Riparian Buffers.** Through review of proposed private and public projects near wetlands and riparian areas, the City will require buffering to protect these important habitats. Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions, habitat requirements of species that may use the setbacks, and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Wildlife, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions. Buffers should be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust, such as the Solano Land Trust, or other qualified nonprofit conservation organization.

    Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated using design features to avoid indirect impacts, fencing and/or signage to exclude public access in environmentally sensitive areas, siting recreational amenities away from sensitive habitats at the outside edge of the buffer, and implementing best management practices. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.

Applicable General Plan Policies and Programs

- **Program OSC-1.3: Biological Review for New Developments**. The City will require a biological review and analysis for new developments that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats through preservation and enhancement of existing populations, creation of new populations through seed collection or transplantation, and/or restoring or creating suitable replacement habitat in sufficient quantities to offset the loss of sensitive or occupied habitat and individuals.

  Participation in the SMHCP, if adopted, will be the preferred mitigation method. Purchase of mitigation credits at an agency-approved mitigation bank (i.e., approved by the agency with jurisdiction over the affected species or habitat) in Solano County, will also be acceptable for compensatory mitigation. If participating in the SMHCP, performance standards identified in the SMHCP for the affected species and habitat will apply. If not participating in the SMHCP the performance standards will be based on established guidelines and the best available science and result in no net loss of special-status species or sensitive habitat in the County.

  If the project would result in take of state or federally listed species, then the City will require project proponent/s to obtain take authorization from the U.S. Fish & Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as appropriate, depending on species status, and comply with all conditions of the take authorization. The City will require project applicants to develop a mitigation and monitoring plan to compensate for the loss of special-status species and sensitive habitats. The mitigation and monitoring plan will describe in detail how loss of special-status species or sensitive habitats shall be avoided or offset, including details on restoration and creation of habitat, compensation for the temporal loss of habitat, success criteria ensuring habitat function goals and objectives are met and that target special-status plant species are established, performance standards to ensure success, and remedial actions if performance standards are not met. The plan will include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment).

- **Program OSC-1.4: Habitat Conservation Areas.** The City will require that compensatory mitigation for unavoidable impacts to special-status plant and wildlife habitat be completed through preservation and restoration of in-kind habitat within the City's Sphere of Influence, where appropriate and feasible. The City will work proactively to identify large contiguous blocks of habitat to serve as habitat conservation areas that can be used for mitigation. High priority will be given to preserving and restoring habitats adjacent to the Suisun Marsh Management Areas and within the Travis Safety Easement.

  If sufficient in-kind habitat is not available within the City's Sphere of Influence, compensatory mitigation will be required within Solano County as near as possible to the City's Sphere of Influence.

Habitat conservation areas will be subject to a permanent covenant, such as a conservation easement or fee title, and shall include an ongoing maintenance agreement with a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager, such as a land trust or other qualified organization that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW or USFWS, as appropriate depending on status of the species for which the Habitat Conservation Area is being established.

The City, after consultation with the appropriate agency and the Conservation Operator, shall approve the content and form of the conservation easement. The City, CDFW and/or USFWS (depending on species status), and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. The City shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW/USFWS (depending on species status). The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's Planning Area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement.

- **Program OSC-1.5: Riparian Habitat Management Plan.** If complete avoidance of waterways and riparian habitat is not feasible and projects require encroachment into the riparian habitat, project applicants shall be required to develop a riparian habitat mitigation plan resulting in no net loss of riparian habitat functions and values. The mitigation plan shall include the following:

    - methods to be implemented to avoid and/or compensate for impacts on waterways and riparian habitat;
    - identification of mitigation sites and criteria for selecting these sites and site-specific management procedures to benefit establishment and maintenance of native riparian plant species;
    - a planting and irrigation program, if needed, for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting);
    - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;

- monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years);
- ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship;
- at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;
- corrective measures if performance standards are not met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Mitigation may be accomplished through replacement, enhancement of degraded habitat, or off -site mitigation at an established mitigation bank. If a proposed project requires work on the bed and bank of a stream or other water body, the project applicant shall also obtain a streambed alteration agreement under Section 1602 of the California Fish and Game Code from CDFW prior to project implementation, and shall implement all requirements of the agreement in the timeframes required therein.

- **Program OSC-1.6: Wetlands Delineation and Permit Requirements.** The City shall require all projects that would result in ground-disturbing activities on sites containing aquatic habitats, as a condition of project approval, conduct a delineation of waters of the United States according to methods established in the USACE wetlands delineation manual (Environmental Laboratories 1987) and Arid West Supplement (Environmental Laboratories 2008). The delineation shall map and quantify the acreage of all aquatic habitats on the project site and shall be submitted to USACE for verification. Such delineation shall be completed as part of an application for a project.

  A permit from the USACE will be required for any activity resulting in fill of wetlands and other waters of the United States. If the project impact acreage is below one half acre, the project may qualify for a Nationwide Permit. If fill impacts exceed one half acre, a letter of permission or individual permit from the USACE will be required. Project applicants shall be required to obtain this permit prior to project initiation. A wetland mitigation plan that satisfies USACE requirements will be needed as part of the permit application.

  Project applicants that obtain a Section 404 permit will also be required to obtain water quality certification from the San Francisco Bay RWQCB pursuant to Section 401 of the CWA. If the project involves work in areas containing waters disclaimed by the USACE, project applicants shall obtain a Waste Discharge Requirement permit from the San Francisco Bay RWQCB pursuant to the Porter Cologne Act. If the project involves work on the bed and bank of a stream or other water body, a Streambed Alteration Agreement from CDFW pursuant to Section 1602 of the Fish and Game Code will also be needed. Project applicants shall be required to obtain all needed permits prior to project

implementation, to abide by the conditions of the permits, including all mitigation requirements, and to implement all requirements of the permits in the timeframes required therein.

4.5 CULTURAL RESOURCES

- **Policy OSC-5.1:** The City will use geologic mapping and cultural and paleontological resource databases to determine the likely presence of resources and the appropriate level of cultural and paleontological resources analysis and mitigation required for new developments.

- **Policy OSC-5.2:** New developments shall be designed to avoid adverse impacts to any known archaeological and paleontological resources, wherever feasible.

  - **Program OSC-5.1: Cultural Resource Review and Mitigation.** New development projects that could have significant adverse impacts to prehistoric or historic resources shall be required to assess impacts and provide feasible mitigation. The following steps, or those deemed equally effective by the City, will be followed:

    - Request information from the Native American Heritage Commission regarding Native American groups that may have important sites in areas that could be affected by project development.

    - Involve the local Native American community in determining the appropriate mitigation of impacts to significant prehistoric sites.

    - Consult updated information from the Northwest Information Center regarding cultural resource sites, structures, or landscapes that could be affected by project activities.

    - Based upon the sensitivity of the subject proposed project area, additional technical work may be required. Where a cultural resources survey has not been performed:

      - ✓ a pedestrian survey may be required in areas of low sensitivity;

      - ✓ a pedestrian survey will be required in areas of moderate and high sensitivity; and

      - ✓ Based on findings of the pedestrian survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, Native American consultation, ethnographic studies, or other analysis scaled according to the nature of the individual project.

    - Determination of impacts, significance, and mitigation (i.e., site monitors, avoidance, and/or other measures) shall be made by a qualified professional archaeologist or architectural historian, as appropriate.

    - If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required. Such measures may consist of, but are not limited to actions, such as data recovery excavations, photographic documentation, or preparation of design drawings documenting the resource subject to significant impacts.

- Provide the Northwest Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports documenting resources that may be identified through technical work performed to review projects accommodated under the General Plan.

- If human remains are discovered during construction of projects occurring under General Plan buildout, the project proponent and landowner shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5.

- **Program OSC-6.1: Historic Resource Inventory.** The City will maintain an inventory of historic and potentially-historic structures and resources in the Waterfront District Specific Plan Area. The inventory will include the date of construction; information regarding the architectural style and significance; information regarding significant historical figures or events that had occurred at or near the resource; and additional background about why the resource should be preserved.

- **Program OSC-6.2: Documentation of Historic Resources.** In cases where the preservation of a historic resource is not feasible, the City will require that the resource be documented and the information regarding the resource be retained in a secure, but publicly accessible location. The resource proposed for removal should be described and incorporated into historic and/or interpretive signage. The reuse and display of historic materials and artifacts from the resource is encouraged.

- **Program OSC-6.3: Historic Rehabilitation Projects.** The City will proactively research opportunities for funding that can be used to provide financial support for historic rehabilitation projects, particularly in the Waterfront District. The City will prioritize and give special emphasis to the potential for rehabilitation projects involving structures that are grouped in close proximity, particularly rural, agricultural, settlement-related structures, and structures associated with the railroad.

4.6 GEOLOGY AND SOILS

- **Policy PHS-5.2:** New development shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater, reduce localized flooding, and reduce pollutants close to their source.

- **Policy PHS-5.7:** Septic systems are not allowed in new developments, which must connect to the regional sewer system for treatment of wastewater.

- **Policy PHS-14.1:** The City will implement state and local building code requirements, including those related to structural requirements and seismic safety criteria in order to reduce risks associated with seismic events and unstable and expansive soils.

- **Policy PHS-14.2:** The City will require the preparation of a geotechnical site investigation for new development projects, which will be required to implement recommendations to reduce the potential for ground failure due to geologic or soil conditions.

Applicable General Plan Policies and Programs

- **Policy PHS-14.3:** The City will require new developments that could be adversely affected by geological and/or soil conditions to include project features that minimize these risks.

- **Policy PHS-15.2:** The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.

- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat to the greatest extent feasible.

- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.

- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

  - **Program PHS-14.1:** Geotechnical Investigations. The City will require geotechnical evaluation and recommendations before development or redevelopment activities. Such evaluations will be required to focus on potential hazards related to liquefaction, erosion, subsidence, seismic activity, and other relevant geologic hazards and soil conditions for development. New development would be required to incorporate project features that avoid or minimize the identified hazards to the satisfaction of the City.

  - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

4.7 GREENHOUSE GASES

- **Policy CCD-1.16:** Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.

Applicable General Plan Policies and Programs

- **Policy CCD-2.1:** The City will support projects in existing developed areas to add and enhance pedestrian connections, public art, natural drainages, shade trees and other landscaping, and make other improvements to the public realm, as needed, to improve the quality of design in existing neighborhoods and business districts.
- **Policy CCD-2.3:** The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.
- **Policy CCD-4.3:** New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.
- **Policy CCD-4.5:** New developments shall provide for trees at an average frequency of one every 20 feet on center along City streets.
- **Policy CCD-7.3:** New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.
- **Policy PHS-5.2:** New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.8:** New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.
- **Policy OSC-8.2:** The City will require that new developments are designed for maximum energy efficiency, taking into consideration such factors as building-site orientation and construction, articulated windows, roof overhangs, appropriate building and insulation materials and techniques, and other architectural features that improve passive interior climate control.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The policies and programs outlined below are required for projects that could have adverse hazardous materials impacts, and must be implemented consistent with the recommendations of site-specific assessments, as summarized above in Impact 3.8.2 under the heading, "Impacts Peculiar to the Parcel."

- **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- **Policy OSC-3.4:** New developments shall control debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.
- **Policy PHS-10.1:** The City will assess risks associated with public investments and other City-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.
- **Policy PHS-10.3:** The City will require that sites containing hazardous materials or waste be remediated in conformance with applicable federal and state standards prior to new development or adaptive reuse projects that could be substantially and adversely affected by the presence of such contamination.
- **Policy PHS-10.4:** The City will prohibit the transportation of hazardous materials through residential areas in quantities greater than those used in routine household maintenance.
- **Policy PHS-10.5:** The City will require that large quantities of hazardous materials be securely contained in a manner that minimizes risk until they can be transported off-site and neutralized to a nonhazardous state and appropriately disposed.
- **Policy PHS-10.7:** The City will prohibit the development of hazardous waste storage facilities south of SR 12 to prevent the possibility of upset in close proximity to Suisun Marsh.
- **Policy PHS-10.8:** The City will require that dedicated pipeline rights-of-way be permanently protected from construction encroachment, particularly in areas where high-pressure pipelines adjoin developable properties.
- **Policy PHS-12.6:** The City will require setbacks future development adjacent to Suisun Marsh to provide defensible space and reduce potential for exposure to wildfires.
- **Policy PHS-15.2:** The City will review development and redevelopment projects, plans, and public investment decisions to ensure consistency with the Local Hazard Mitigation Plan.
- **Policy T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.
    - **Program PHS-10.2 Hazardous Materials Business Plans:** Businesses shall submit their Hazardous Materials Business Plans (HMBP) to the City and the Solano County Environmental Health Services

Division for approval prior to issuance of a building permit, occupancy permit, or business license within Suisun City, unless the business obtains an exemption from the Health Services Division.

- **Program PHS-10.3 Hazardous Building Materials Analysis:** For projects involving demolition that could disturb asbestos or lead-based paint, the City will require a hazardous building analysis. Prior to the issuance of building or demolition permits, the City will require project applicant(s) to hire a Certified Asbestos Consultant (CAC) to investigate whether any of the existing structures or infrastructure contain lead or asbestos-containing materials (ACMs) that could become friable or mobile during demolition, renovation, or other construction-related activities. If ACMs or lead-containing materials are found, the project applicant(s) shall ensure that such materials are properly removed by an accredited contractor in accordance with EPA and the California Occupational Safety and Health Administration (Cal-OSHA) standards and BAAQMD asbestos rules. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA standards related to exposure of workers to asbestos and lead. The lead-containing materials and ACMs shall be handled properly and transported to an appropriate disposal facility.

4.9 HYDROLOGY AND WATER QUALITY

- **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.

- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

- **Policy OSC-1.2:** New developments in areas with waterways, riparian habitats, and stands of mature trees shall preserve and incorporate those features into project site planning and design, to the greatest extent feasible.

- **Policy OSC-1.3:** New developments shall be designed to protect and preserve natural watercourses and drainage channels to the maximum extent feasible.

- **Policy OSC-1.4:** New development shall preserve and incorporate into site planning natural drainages that could support riparian habitat.

- **Policy OSC-1.8:** Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest practical extent.

- **Policy OSC-3.4:** New developments shall control the movement of debris and sediment, and the rate and dispersal of runoff before drainage into watercourses and Suisun Marsh through the incorporation of erosion control measures.

- **Policy OSC-3.5:** New developments adjacent to watercourses, Suisun Slough, and Suisun Marsh shall include buffer areas, as needed, to avoid flood hazards, protect water quality, and preserve habitat for wildlife.

Applicable General Plan Policies and Programs

- **Policy OSC-4.4:** The City will require measures in areas adjacent to the Suisun Marsh to ensure against adverse effects related to urban runoff and physical access to the Marsh.

- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.

- **Policy PHS-5.2:** New development shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.

- **Policy PHS-11.3:** The City will regulate development within floodplains according to state and federal requirements to minimize human and environmental risks and maintain the City's eligibility under the National Flood Insurance Program.

- **Policy PHS-11.5:** The City will require that structures intended for human occupancy within the 100-year floodplain are appropriately elevated and flood proofed for the profile of a 100-year flood event. Flood proofing may include a combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.

- **Policy PHS-11.6:** The City will require new developments within a 100-year floodplain to demonstrate that such development will not result in an increase to downstream flooding.

  - **Program PHS-5.1: Stormwater Development Requirements.** The City will review new developments for applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit. New developments must use best management practices (BMPs) during construction to reduce water quality impacts from construction work and during project operation to mitigate post-construction impacts to water quality. Long-term operational water quality impacts must be reduced using site design and source control measures to help keep pollutants out of stormwater. The City will encourage proactive measures that are a part of site planning and design that would reduce stormwater pollution as a priority over mitigation measures applied to projects after they are designed. Some of the many ways to reduce water quality impacts through site design include: reduce impervious surfaces; drain rooftop downspouts to lawns or other landscaping; and use landscaping as a storm drainage and treatment feature for paved surfaces.

4.10 LAND USE AND PLANNING

N/A

4.11 MINERAL RESOURCES

N/A

4.12 NOISE

- **Policy PHS-1.1:** Large-scale commercial land uses that could require 50 or more large truck trips per day shall route truck traffic to SR 12 or Arterials and avoid Collectors and Local Streets.

- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.

- **Policy PHS-1.3:** Industrial and other noise-generating land uses should be located away from noise-sensitive land uses or should use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.

- **Policy PHS-1.4:** The City will use all feasible means to reduce the exposure of sensitive land uses to excessive noise levels and mitigate where noise levels exceed those specified in Table 9-1 [as labeled in the General Plan and Table 3.11-6 in the 2035 General Plan EIR].

Table 3.11-6*
Maximum Allowable Noise Exposure from Transportation Noise Sources at Noise Sensitive Land Uses

Land Use	Outdoor Activity Area (dBA L_{dn})	Interior Spaces	
		dBA L_{dn}	dBA L_{eq}
Residential	60	45	--
Residential (Downtown Waterfront and Mixed Use)	65	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60	--	40
Office Buildings	--	--	45
School, Libraries, Museums	60	--	45
Playgrounds, Neighborhoods	70	--	--

Note:
* The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR.

- **Policy PHS-1.5:** It is the City's policy to allow outdoor transportation noise levels for residential uses in mixed-use land uses designations, including the Waterfront District Specific Plan Area up to 70 dBA L_{dn} and this level of noise exposure will not be considered a significant impact for the purposes of California Environmental Quality Act review.

- **Policy PHS-1.9:** New developments shall implement feasible noise mitigation to reduce construction noise and vibration impacts. Projects that incorporate feasible mitigation will not be considered by the City to have significant impacts for the purposes of California Environmental Quality Act review.

Applicable General Plan Policies and Programs

- **Policy PHS-2.1:** New developments that propose vibration-sensitive uses within 100 feet of a railroad or heavy industrial facility to analyze and mitigate potential vibration impact, as feasible.

- **Policy PHS-2.2:** New developments that would generate substantial long-term vibration shall provide analysis and mitigation, as feasible, to achieve velocity levels, as experienced at habitable structures of vibration-sensitive land uses, of less than 78 vibration decibels.

- **Policy T-4.2:** The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.

- **Policy T-4.3:** The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.

  - **Program PHS-1.1. Reduce Noise Exposure for Noise-Sensitive Land Uses.** Development of noise-sensitive land uses in areas with existing noise from mobile, stationary, or agricultural sources will be reviewed and conditioned according to the City's noise policies. Projects that could expose noise-sensitive uses will be required to incorporate feasible mitigation to address potentially significant noise effects. Methods may include, but are not limited to: traffic calming, site planning that orients noise-sensitive outdoor gathering areas away from sources, buffering, sound insulation, and other methods deemed effective by the City. Development projects that are affected by non-transportation related noise shall be mitigated to achieve acceptable levels specified in Table 9-2 [as labeled in the General Plan and Table 3.11-4, as labeled in the 2035 General Plan Section 3.11, "Noise"], as measured at outdoor activity areas of existing and planned noise-sensitive land uses. If existing noise levels exceed acceptable levels in Table 9-2 [Table 3.11-4 in the 2035 General Plan EIR] as measured at outdoor activity areas of noise sensitive land uses, then:

Table 3.11-4*
Noise Level Performance Standards for New Projects Affected By, or Including, Non-Transportation Noise Sources

Noise Level Descriptor	Daytime (7 am – 10 pm)	Nighttime (10 pm – 7 am)
Hourly L_{eq}	60 dBA	45 dBA
L_{max}	75 dBA	65 dBA

Note:
* The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR. Each of the noise levels specified shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech, or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

  - ✓ Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.

Applicable General Plan Policies and Programs

- ✓ Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to achieve acceptable levels.

- ✓ Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise level reduction measures have been implemented.

The City will identify regional, state, and federal sources of funding to make improvements that would attenuate noise as experienced by existing noise-sensitive land uses, where feasible.

- **Program PHS-1.2: Review and Conditioning of Noise-Generating New Uses.** New developments that generate noise will be reviewed and feasible mitigation will be required to reduce effects on existing noise-sensitive land uses. Methods may include, but are not limited to: operating at less noise-sensitive parts of the day, better distribution of vehicle traffic to avoid large volumes on any one street, traffic calming, buffering, sound insulation, and other methods deemed effective by the City. The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in the 2035 General Plan EIR], as measured at outdoor activity areas of any affected noise sensitive land use except:

Table 3.11-5*
Noise Level Performance Standards for Non-Transportation Noise Sources

Cumulative Duration of a Noise Event[1] (Minutes)	Maximum Exterior Noise Level Standards[2]	
	Daytime[3,5]	Nighttime[4,5]
30–60	50	45
15–30	55	50
5–15	60	55
1–5	65	60
0–1	65	60

Notes:
* The table numbering does not match the section and is not in order by appearance, and instead uses the same numbering from the General Plan EIR.
[1] Cumulative duration refers to time within any one-hour period.
[2] Noise level standards measured in dBA.
[3] Daytime = Hours between 7:00 a.m. and 10:00 p.m.
[4] Nighttime = Hours between 10:00 p.m. and 7:00 a.m.
[5] Each of the noise level standards specified may be reduced by 5 dBA for tonal noise (i.e., a signal which has a particular and unusual pitch) or for noises consisting primarily of speech of for recurring impulsive noises (i.e., sounds of short duration, usually less than one second, with an abrupt onset and rapid decay such as the discharge of firearms).

  - ✓ If the ambient noise level exceeds the standard in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section], the standard becomes the ambient level plus 5 dBA.

  - ✓ Reduce the applicable standards in Table 9-3 [as labeled in the General Plan and 3.11-5 as labeled in this section] by 5 decibels if they exceed the ambient level by 10 or more decibels.

- **Program PHS-1.5. Construction Noise and Vibration Reduction Measures.** The City will require new developments proposing construction adjacent to existing noise-sensitive uses or close enough to noise-sensitive uses that relevant performance standards could be exceeded to incorporate feasible mitigation to reduce construction noise exposure. This may include additional limits on the days and times of day when construction can occur, re-routing construction equipment away from adjacent noise-sensitive uses, locating noisy construction equipment away from noise-sensitive uses, shrouding or shielding impact tools, use of intake and exhaust mufflers and engine shrouds, construction of acoustic barriers (e.g., plywood, sound attenuation blankets), pre-drilling holes for placement of piles or non-impact pile driving where piles would be needed, and other feasible technologies or reduction measures necessary to achieve the City's relevant performance standards.

4.13 POPULATION AND HOUSING

N/A

4.14 PUBLIC SERVICES

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.

4.15 RECREATION

N/A

4.16 TRANSPORTATION/TRAFFIC

- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy PHS-1.2:** New development shall be designed to disperse vehicular traffic onto a network of fully connected smaller roadways.
- **Policy T-1.1:** The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.
- **Policy T-1.2:** New transit-supportive developments within the Waterfront District Specific Plan and Priority Development Area are exempt from the City's transportation Level of Service policy.
- **Policy T-1.3:** The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.
- **Policy T-1.7:** The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.

Applicable General Plan Policies and Programs

- **Policy T-1.9:** The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.
- **Policy T-2.6:** In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.
- **Policy T-3.5:** The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.
- **Policy T-3.6:** New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.
- **Policy T-6.14:** Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.
- **Policy T-7.11:** New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.

4.17 UTILITIES

- **Policy CFS-1.1:** New developments will be required to demonstrate, to the satisfaction of the City Engineer, that existing services and utilities can accommodate the increased demand generated by the subject project or that project conditions would adequately mitigate for impacts associated with additional demand.
- **Policy CFS-1.3:** The City will maintain development impact fees at a sufficient level to finance infrastructure costs.
- **Policy CFS-6.1:** New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years and adequate fire flow pressure, prior to approval.
- **Policy CFS-7.2:** New developments will be required to contribute on a fair-share basis toward implementation of system improvements, as determined by the City Engineer.
- **Policy CFS-8.2:** New developments will be required to construct and dedicate facilities for drainage collection, conveyance, and detention and/or contribute on a fair-share basis to areawide drainage facilities that serve additional demand generated by the subject project.
- **Policy CFS-9.2:** New developments will be required to demonstrate adequate capacity to accommodate solid waste demand, including processing, recycling, transportation, and disposal.
- **Policy OSC-7.4:** The City will require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements.

Applicable General Plan Policies and Programs

- **Policy OSC-7.8:** New developments shall incorporate climate-appropriate landscaping to reduce water demand and ongoing maintenance costs.
- **Policy PHS-5.1:** New development shall incorporate site design, source control, and treatment measures to keep pollutants out of stormwater during construction and operational phases, consistent with City and Fairfield-Suisun Urban Runoff Management Program standards.
- **Policy PHS-5.2:** New developments shall incorporate low impact development (LID) strategies, such as rain gardens, filter strips, swales, and other natural drainage strategies, to the greatest extent feasible, in order to reduce stormwater runoff levels, improve infiltration to replenish groundwater sources, reduce localized flooding, and reduce pollutants close to their source.
- **Policy PHS-5.5:** Industrial land uses with high wastewater generation rates or high effluent pollutant concentrations may be required by the Fairfield Suisun Sewer District to install equipment for pre-treatment of wastewater.

5 REFERENCES

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Solano Airport Land Use Commission (Solano ALUC). 2015. Travis Air Force Base Land Use Compatibility Plan. Prepared for County of Solano, Department of Resource Management. Prepared by ESA. Adopted October 8, 2015.

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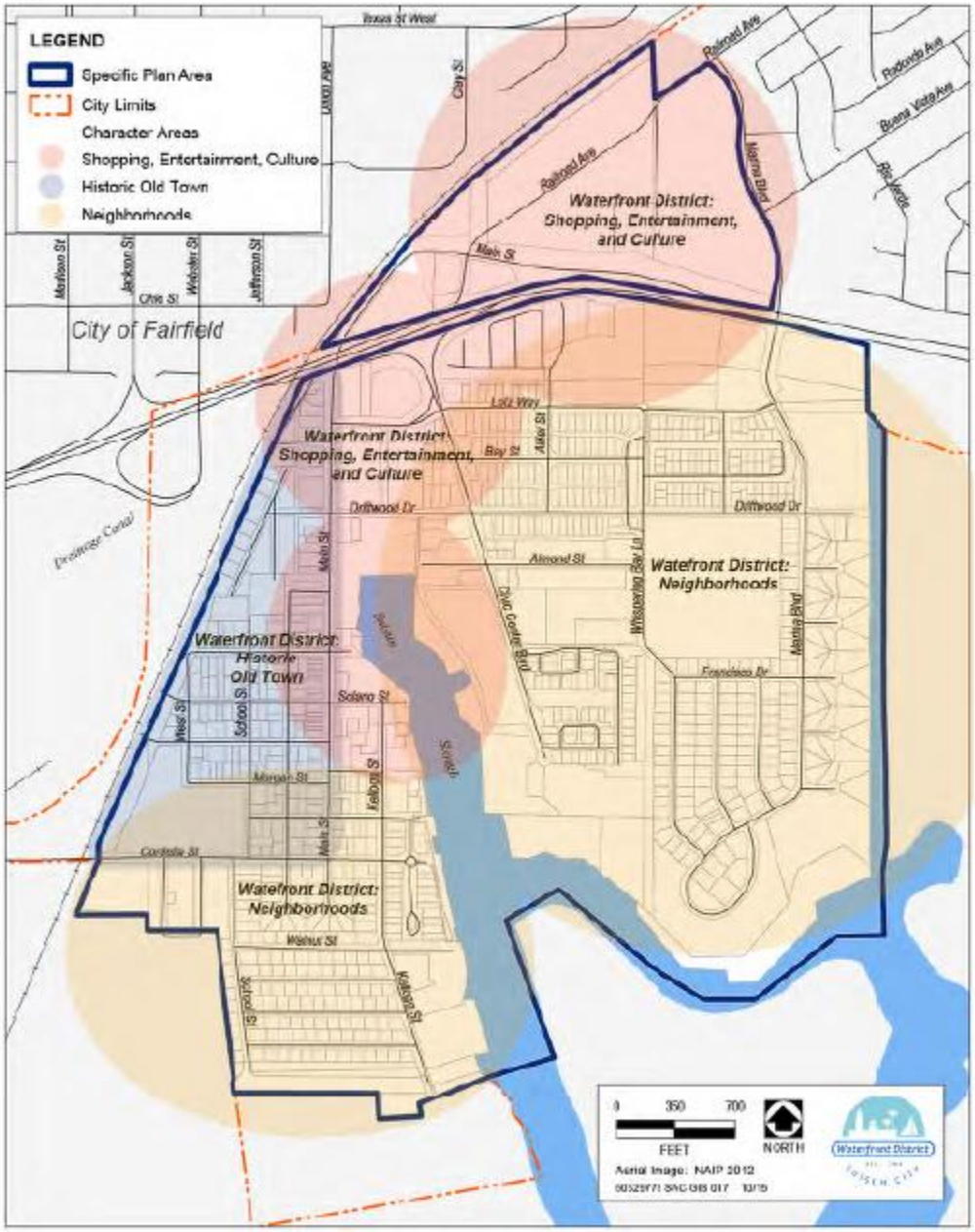
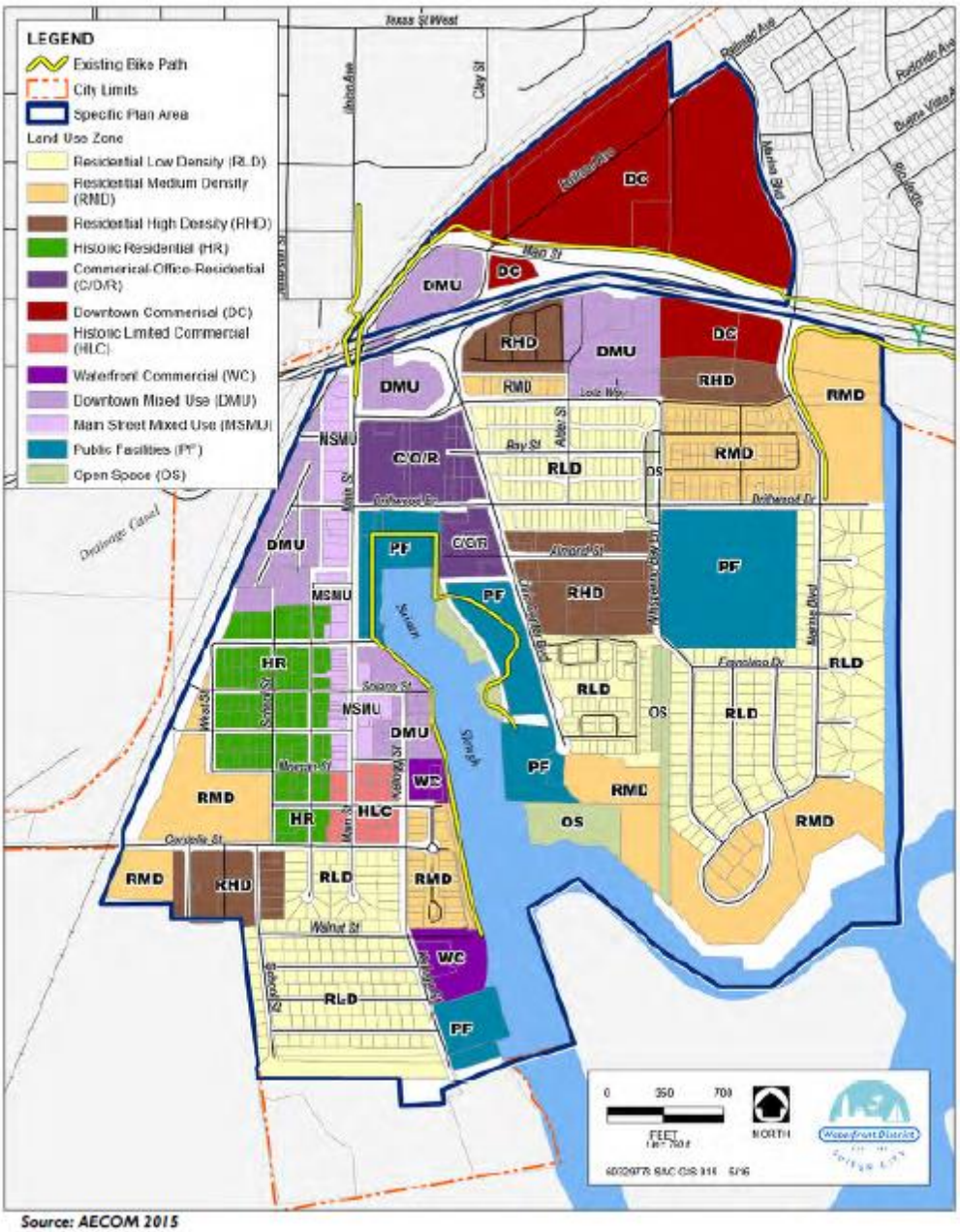
Attachment D Specific Plan Character Areas

Figure 1-3: Waterfront District Character Areas



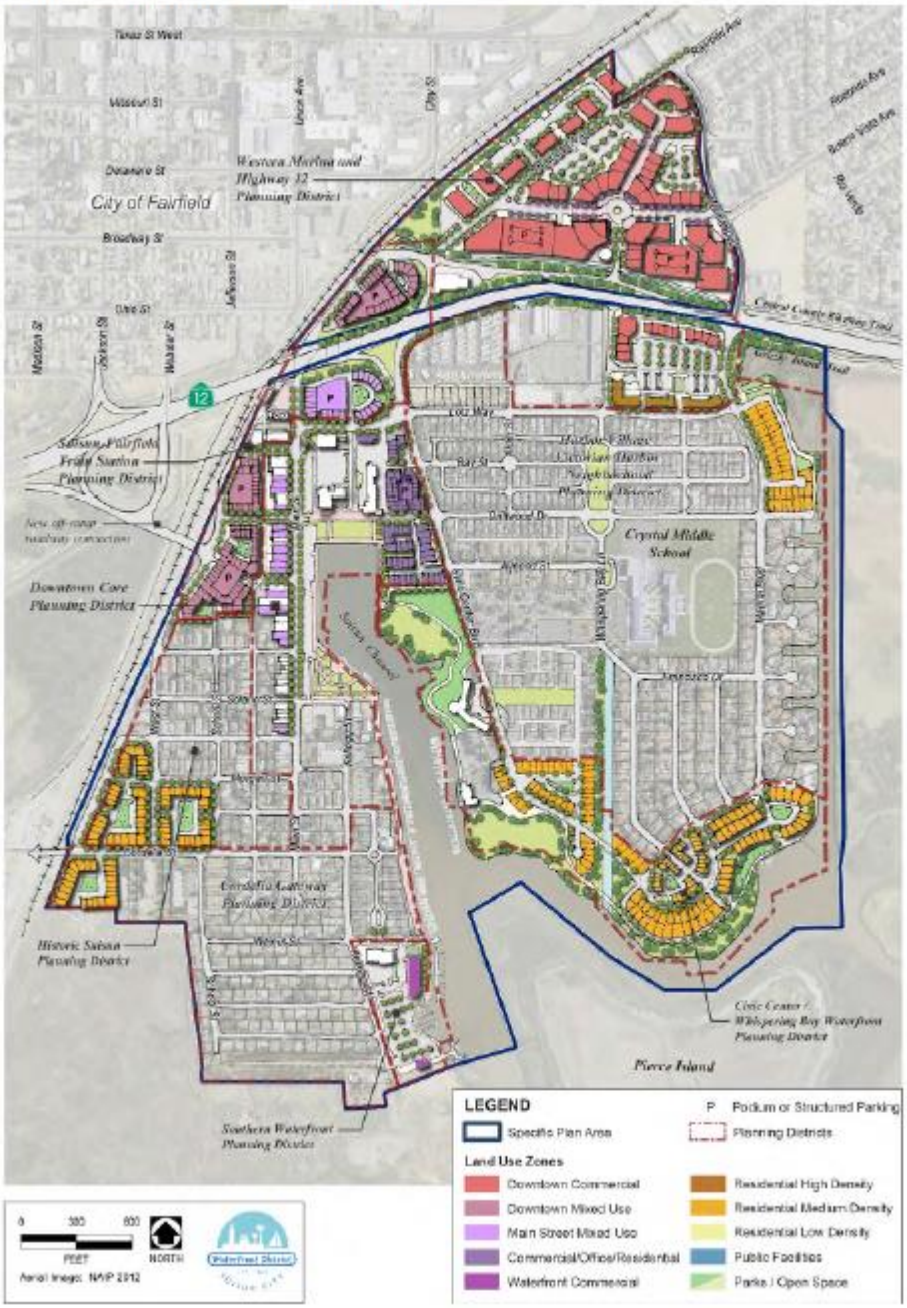
Source: Suisun City, AECOM, March 2016

Figure 3-1: Land Use Map



Source: AECOM 2015

Figure 3-3: Illustrative Site Concept Plan



Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com

Agenda Submittal

Agenda #:		**Status:**	ALUC-Regular-NW
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-014	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	Public hearing to consider the consistency of ALUC-2016-04 (Benicia Zoning Changes) with the Travis AFB Land Use Compatibility Plan (Travis Plan)		
Governing body:			
District:			
Attachments:	A1 - Resolution No. 16-2 (PC) A2 - Resolution No. 16-4 (PC) B - Application C - Travis Compatability Zone Map		

Date	Ver.	Action By	Action	Result

RECOMMENDATION:

Determine that application ALUC-2016-04 (Benicia Zoning Changes) is consistent with the Travis AFB Land Use Compatibility Plan (Travis Plan)

DISCUSSION:

Project Description

The City of Benicia is proposing changes to its zoning regulations which modify regulations pertaining to family daycare centers and density bonus provisions for affordable housing projects. The specifics of each set of zoning regulations are discussed below:

Density Bonus for Affordable Housing (Attachment A1)

The City of Benicia is considering amendments to its zoning regulations pertaining to the administration of density bonus rules for affordable housing projects. These amendments are considered clean-up changes to align the City's regulations more precisely with the City Housing Element and state law.

Large Family Daycare Centers (Attachment A2)

The City of Benicia is proposing to modify the regulations and permitting requirements for large family daycare centers to provide a two-tier permitting system. For projects which comply with the codified regulations, an administrative permit would be required. For projects which do not meet the standards, a use permit would be required.

Analysis of ALUCP Review Requirements

The City of Benicia lies within the area of influence of the Travis AFB Land Use Compatibility Plan (Travis Plan). The zoning changes being considered by the City of Benicia would apply to properties within Compatibility Zone E. (See

Attachment C). The requirements for Compatibility Zone E are limited to the following items:

- ALUC review required for objects > 200 feet AGL
- All proposed wind turbines must meet line-of-sight criteria in Policy 3.3.4
- All new or expanded commercial-scale solar facilities must conduct an SGHAT glint and glare study for ALUC review
- All new or expanded meteorological towers > 200 feet AGL, whether temporary or permanent, require ALUC review
- Outside of the Bird Strike Hazard Zone but within the Outer Perimeter, any new or expanded land use that has the potential to attract the movement of wildlife that could cause bird strikes are required to prepare a WHA.

Otherwise, there are no limitations on residential or non-residential land uses.

ALUCP REVIEW REQUIREMENTS

State law, under Section 21661.5 of the Public Utilities Code, requires that any proposed zoning regulations or revisions to the local zoning ordinance be reviewed for consistency with adopted airport land use compatibility plans.

The ALUC is concerned with those aspects of the proposed zoning changes which have the potential to be incompatible with of the Travis Air Force Base Land Use Compatibility Plan.

Since there are no restrictions on residential or non-residential land uses, then the City's regulations for density bonuses and family day care centers are considered by staff to be consistent with the Travis Plan requirements in Compatibility Zone E.

RECOMMENDATION

Based on the analysis and discussions above, Staff recommends that the Solano County Airport Land Use Commission find as follows:

Determination: That application ALUC-2016-04 (Benicia Zoning Changes) is consistent with the Travis AFB Land Use Compatibility Plan (Travis Plan)

RESOLUTION NO. 16- 2 (PC)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BENICIA RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO THE BENICIA MUNICIPAL CODE PERTAINING TO AFFORDABLE HOUSING DENSITY BONUS AND OTHER INCENTIVES

WHEREAS, Density Bonuses and Other Incentives, Section 65915 of the California Government Code, was first enacted by the State of California in 1979 to promote the construction of housing for seniors and low-income families; and

WHEREAS, Benicia Municipal Code (BMC) Section 17.70.270 provide regulations to implement the affordable housing density bonus in Benicia; and

WHEREAS, Program 1.09 of the City of Benicia's Housing Element is to "amend the Zoning Ordinance to comply with changes in the State Density Bonus law (Government Code Section 65915) and develop an outreach program to ensure its successful implementation;" and

WHEREAS, the City of Benicia's regulations are inconsistent with current state statute regarding density bonuses and other incentives; and

WHEREAS, the City of Benicia wishes to update its municipal code to establish ongoing consistency with state statutes while preserving already-established local standards that go "above and beyond" state law to provide clarification or advance housing affordability and opportunity; and

WHEREAS, the Planning Commission at a regular meeting on July 14, 2016, conducted a hearing, heard public comment and reviewed the draft ordinance and found it to be consistent with the California Government Code and the City's General Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Benicia hereby recommends the City Council approve by Ordinance, an amendment to the Benicia Municipal Code for consistency with state statute regarding affordable density housing bonus.

BE IT FURTHER RESOLVED THAT the Planning Commission of the City of Benicia finds that the proposed amendments to Title 17 of the BMC are exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to Sections 15061(b)(3) because:

a) The proposed amendment implements Program 1.09 of the Housing Element which was evaluated in the course of environmental review for the 2015-2023 Housing Element and was found to have no significant environmental impact.

b) Per Section 65915 of the Government Code, Benicia is required to comply with the state law regarding affordable housing density bonus. The proposed amendment incorporates Section 65915 by reference and in so doing, establishes ongoing consistency with state regulations.

c) No new provisions of housing density policy are introduced through this amendment; however, existing local regulations that clarify and enhance state statute are carried over.

On a motion of Commissioner Macenski, seconded by Commissioner Oakes, the above Resolution was adopted by the Planning Commission of the City of Benicia at the regular meeting of said Commission held on the 14TH day of July 2016, and adopted by the following vote:

Ayes:	Commissioner Birdseye, Macenski, Oakes, Young and Chair Dean
Noes:	None
Absent:	Commissioner Cohen-Grossman and Radtke
Abstain:	None

_____

Donald Dean
Planning Commission Chair

AGENDA ITEM
PLANNING COMMISSION MEETING: JULY 14, 2016
REGULAR AGENDA ITEMS

DATE : June 27, 2016

TO : Planning Commission

FROM : Amy Million, Principal Planner

SUBJECT : **A ZONING TEXT AMENDMENT TO AMEND THE DENSITY HOUSING BONUS REGULATIONS FOR CONSISTENCY WITH STATE STATUTE, AFTER A DETERMINATION THAT THE TEXT AMENDMENT IS EXEMPT FROM CEQA**

RECOMMENDATION:
Discuss the draft ordinance, accept public comments, and adopt a resolution recommending that the City Council approve the amendments to the Benicia Municipal Code Title 17 pertaining to the affordable density housing bonuses, concessions and other incentives, after a determination that the text amendment is exempt from CEQA.

EXECUTIVE SUMMARY:
Implementation of Program 1.09 of the City of Benicia's Housing Element, which states: "amend the Zoning Ordinance to comply with changes in the State Density Bonus law (Government Code Section 65915) and develop an outreach program to ensure its successful implementation." The proposed ordinance brings Benicia's local density bonus regulations into conformance with California statute while preserving already-established local standards that go "above and beyond" state law to provide clarification and/or advance housing affordability and opportunity.

The Planning Commission's decision will be in the form of a recommendation to the City Council.

ENVIRONMENTAL ANALYSIS:
The proposed amendment implements Program 1.09 of the Housing Element. Per Section 65915 of the Government Code, Benicia is already required to comply with the state law regarding density housing bonuses and incentives in order to increase affordable housing. No new provisions of housing density policy are introduced through this amendment. There are no unusual circumstances surrounding the proposed regulations, or the properties to which they would apply, which would result in the possibility that the activity would have a significant effect on the environment.

The proposed amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), the "general rule" exemption, which states that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is exempt from CEQA. The City has determined that the proposed project will not have a significant effect on the environment. Through adoption of the state statute by reference, the zoning amendment establishes ongoing consistency with California state statute governing density housing bonuses and incentives. Further, implementation of the proposed ordinance was evaluated in the course of environmental review for the 2015-2023 Housing Element and was found to have no significant environmental impact.

BACKGROUND:
Section 17.70.270 of the Benicia Municipal Code contains regulations for affordable housing density bonus, concessions and other incentives. This section of the Code was most recently amended in 2006 and is now significantly out of date with current state housing law. Statutes relating to density bonuses and affordable housing incentives are regularly amended. For example, the most recent amendment, AB2222, was adopted in 2014; AB 2501, presently under consideration, would further amend the regulations.

The density bonus law was first enacted in 1979. By incentivizing developers, the law promotes the construction of housing for seniors and low-income families. It requires that a city or county grant a density bonus, concessions and incentives, prescribed parking requirements, as well as waivers of development standards upon a developer's request when the developer includes a certain percentage of affordable housing in a housing development project.

SUMMARY:
The City of Benicia is required to comply with Section 65915 of the California Government Code pertaining to density bonuses and incentives for affordable housing. Staff has evaluated the amendment and consulted with the California Department of Housing and Community Development (HCD) as to the areas of inconsistency. Two alternatives were evaluated: updating the provisions of the current ordinance for compliance with the law as it stands today; or adoption of the state density bonus and incentives law by reference.

HCD staff informed the City that the California Legislature is presently considering AB 2501 which would further amend the regulations, rendering line-by-line amendments to the current ordinance potentially obsolete in the coming months. Therefore, staff is recommending the enclosed draft amendment which takes the approach of incorporating state statute by reference, thus allowing Benicia to remain perpetually consistent with state law

governing affordable housing density bonus and incentives.

The proposed amendment would strike Section 17.70.270 in its entirety and replace it with the proposed language. In addition, several current components of Benicia's local ordinance are carried over including the purposes and provisions that clarify or enhance the state statute in the following areas:

- *Projects divided by district boundaries:* clarify how density is calculated and allocated for parcels or projects divided by zoning district boundaries.
- *Construction and location of affordable units*: ensure that affordable units are comparable in appearance and size to market rate units, affordable units are not clustered within a development, and that residents of affordable units are not charged for amenities that are not charged to other residents (recreational, parking, interior).
- *Affordable housing density bonus agreement*: require an affordable housing agreement for any project that receives a density bonus, development concession, or reduction in parking standards per Government Code 65915. The agreement shall specify total number of units, period of affordability (which exceeds state law), evidence of income qualification for residents of affordable units, etc.
- *Transfer of density permit requirements*: allow for transfer of density rights exceeding 125% of allowable density in base zoning district between contiguous and noncontiguous property, subject to Planning Commission public hearing and City Council approval.

NEXT STEPS:
Following the Planning Commission's recommendation on this matter, the ordinance will be forwarded to the City Council for action.

Attachments:

- Draft Resolution
- Draft Density Bonus Ordinance
- Program 1.09, 2015-2023 Housing Element

DRAFT RESOLUTION

RESOLUTION NO. 16- (PC)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BENICIA RECOMMENDING CITY COUNCIL APPROVAL OF AN AMENDMENT TO THE BENICIA MUNICIPAL CODE PERTAINING TO AFFORDABLE HOUSING DENSITY BONUS AND OTHER INCENTIVES

WHEREAS, Density Bonuses and Other Incentives, Section 65915 of the California Government Code, was first enacted by the State of California in 1979 to promote the construction of housing for seniors and low-income families; and

WHEREAS, Benicia Municipal Code (BMC) Section 17.70.270 provide regulations to implement the affordable housing density bonus in Benicia; and

WHEREAS, Program 1.09 of the City of Benicia's Housing Element is to "amend the Zoning Ordinance to comply with changes in the State Density Bonus law (Government Code Section 65915) and develop an outreach program to ensure its successful implementation;" and

WHEREAS, the City of Benicia's regulations are inconsistent with current state statute regarding density bonuses and other incentives; and

WHEREAS, the City of Benicia wishes to update its municipal code to establish ongoing consistency with state statutes while preserving already-established local standards that go "above and beyond" state law to provide clarification or advance housing affordability and opportunity; and

WHEREAS, the Planning Commission at a regular meeting on July 14, 2016, conducted a hearing, heard public comment and reviewed the draft ordinance and found it to be consistent with the California Government Code and the City's General Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Benicia hereby recommends the City Council approve by Ordinance, an amendment to the Benicia Municipal Code for consistency with state statute regarding affordable density housing bonus.

BE IT FURTHER RESOLVED THAT the Planning Commission of the City of Benicia finds that the proposed amendments to Title 17 of the BMC are exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to Sections 15061(b)(3) because:

a) The proposed amendment implements Program 1.09 of the Housing Element which was evaluated in the course of environmental review for the 2015-2023 Housing Element and was found to have no significant environmental impact.

b) Per Section 65915 of the Government Code, Benicia is required to comply with the state law regarding affordable housing density bonus. The proposed amendment incorporates Section 65915 by reference and in so doing, establishes ongoing consistency with state regulations.

c) No new provisions of housing density policy are introduced through this amendment; however, existing local regulations that clarify and enhance state statute are carried over.

On a motion of Commissioner , seconded by Commissioner , the above Resolution was adopted by the Planning Commission of the City of Benicia at the regular meeting of said Commission held on the 14TH day of July 2016, and adopted by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Donald Dean
Planning Commission Chair

DRAFT DENSITY BONUS ORDINANCE

CITY OF BENICIA

ORDINANCE NO. 16-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BENICIA AMENDING SECTION 17.70.270 (AFFORDABLE HOUSING DENSITY BONUS) OF CHAPTER 17.70 (GENERAL REGULATIONS) OF TITLE 17 (ZONING) OF THE BENICIA MUNICIPAL CODE FOR CONSISTENCY WITH CALIFORNIA GOVERNMENT CODE STATUTES FOR AFFORDABLE HOUSING DENSITY BONUSES AND OTHER INCENTIVES.

Section 1. Section 17.70.270 (Affordability Housing Density Bonus) of Chapter 17.70 (General Regulations) of Title 17 (Zoning) of the Benicia Municipal Code is hereby stricken in its entirety and amended to read as follows:

17.70.270 Affordable housing density bonus and other incentives.
A. Purpose. The purpose of the affordable housing density bonus[1] is to expand housing opportunities for very-low-[2], low[3]- and moderate[4]-income persons throughout the city. Additional purposes are as follows:

1. To provide increased residential densities to developers who guarantee that a portion of their housing development will be affordable by households of very low, low or moderate income;

2. To provide increased residential densities to developers that donate land to develop units for very-low-, low- or moderate-income households;

3. To ensure affordable units are constructed and located to appear similar to market-rate units;

4. To provide increased residential densities to developers that provide child care facilities; and

5. To provide concessions when needed to offset the costs of developing affordable housing for very-low-, low- and moderate-income households.

B. Adoption by Reference. The provisions of California Government Code Section 65915 through 65918 regarding affordable housing density bonuses, concessions and other incentives are adopted by reference the same as though fully set forth in this section and shall incorporate all modifications and amendments made by the State legislature to these Code sections in the future.

C. Amendments. The following additional requirements, which are intended to advance affordability and housing opportunity, shall also apply:

1. Projects Divided by District Boundaries. If the project involves land divided by district boundaries, including noncontiguous properties, the number of dwelling units permitted in the development shall be the sum of the dwelling units permitted in each of the districts. Within the project, the permitted number of dwelling units may be distributed without regard to the underlying density regulations subject to subsection 4 below.

2. Construction and Location of Affordable Units. All units that are constructed for very-low-, low- or moderate-income households shall meet or exceed the following standards:

a. Distribution. Affordable dwelling units shall be reasonably interspersed among market-rate units within the same development.

b. Comparable Units. Affordable dwelling units must be generally comparable to market-rate units including total square footage, bedroom size, closet space, amenities, and number of bathrooms, except in quality of interior "finish" materials (for example, floor and wall coverings). Affordable dwelling units shall measure no less than 90 percent of the average square footage of market-rate units with the same number of bedrooms.

c. Comparable Design. Affordable units shall be designed to reasonably reflect the exterior design of market-rate units in the same development.

d. Comparable Amenities. Residents of affordable units may not be charged for amenities not charged to other residents including, but not limited to, access to recreational facilities, parking, cable TV, and interior amenities like dishwashers and microwave ovens. Optional services for all residents must be the same. Tenants of affordable units cannot be required to purchase additional services.

3. Affordable Housing Density Bonus Agreement. All applicants for projects that receive an affordable housing density bonus, development concession and/or reduction in parking standards shall enter into an affordable housing density bonus agreement with the city of Benicia. All such agreements, prior to execution, are subject to approval by the city attorney. The affordable housing density bonus agreement shall be consistent with all other provisions of this section. Agreements shall also include the following provisions:

a. The total number of units that will be constructed and the number of units that will be made affordable to very-low-, low- or moderate-income households shall be clearly stated;

b. The affordable rental units shall remain available to, and occupied and affordable by, very-low- and low-income households for at least 55 years

and for moderate-income households at least 10 years or the life of the structure;

c. The units affordable by very-low-, low- or moderate-income households shall be reasonably interspersed throughout the development and shall be identified on building plans submitted to the community development department and described in the application for a density bonus;

d. Units offered for sale shall be subject to an equity sharing agreement consistent with Government Code Section 65915;

e. If reduced parking standards have been applied to the project, the number of bedrooms of each unit shall be identified;

f. The city or designee shall consider the assets and income of prospective households, pursuant to the state's Housing and Community Development (HCD) standards set forth in the definition of "income eligibility";

g. The applicant shall provide documented evidence to the city of Benicia community development department that initial occupants of all very-low- and low-income rental units meet the necessary income qualifications. The property owner shall provide an annual report to the Benicia housing authority certifying tenants of qualifying rental units meet the income and rent limit requirements;

h. Every purchaser of an owner-occupied unit shall certify the unit will be the purchaser's primary place of residence, and every renter shall certify the unit will be occupied by the household renting the unit;

i. Initial sales price and fair market value of units at time of initial sale shall be stipulated for all units constructed for moderate-income owner occupants; and

j. The applicant shall provide documented evidence to the city community development department that initial owner occupants of very-low-income, low-income and moderate-income units that qualified the applicant for the award of the density bonus meet the necessary income qualifications. Subsequent sale of affordable units shall be limited to very-low, low- or moderate-income households, as approved by the city community development department.

4. Transfer of Density Permit Requirements. A noticed public hearing shall be required for any proposal to transfer density rights between contiguous or noncontiguous properties if the resulting density exceeds 125 percent of the number of units normally permitted by the base district. The planning commission

may recommend, and the city council may approve, such a transfer of density if the following findings can be made:

a. That the project as proposed will materially assist in accomplishing the goal of providing affordable housing opportunities in the city;

b. That the project would not lead to overconcentration of persons and families of moderate, low, or very low income; and

c. That granting the increased density will not adversely affect the general plan, cause significant adverse effects on the environment, adversely affect solar access to the neighboring property, or violate relevant regulations of this code.

FOOTNOTES:

1. Density bonus shall be a density increase over the maximum residential density otherwise allowed by the base zoning district.

2. Very-low-income households are those households earning 50 percent or less than the area median income, consistent with Section 50105 of the Health and Safety Code. Very-low-income households shall include extremely low-income households.

3. Low-income households are those households earning 80 percent or less than the area median income, consistent with Section 50079.5 of the Health and Safety Code. Low-income households shall include very-low- and extremely low-income households.

4. Moderate-income households are those households earning between 81 percent and 120 percent of the area median income, as defined by Section 50093 of the Health and Safety Code.

Section 2.

Severability. If any section, subsection, phrase or clause of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

*****

On motion of Council Member , seconded by Council Member , the foregoing ordinance was introduced at a regular meeting of the City Council on the____ day of _____, 2016, and adopted at a regular meeting of the Council held on the ___day of _____, 2016, by the following vote:

Ayes:

Noes:

Absent:

Attest:

_____
Elizabeth Patterson, Mayor

_____
Lisa Wolfe, City Clerk

_____
Date

DRAFT

PROGRAM 1.09
2015-2023 HOUSING ELEMENT

Benicia Housing Element 2015-2023

Program 1.09

Amend the Zoning Ordinance to comply with changes in the State Density Bonus law (Government Code Section §65915) and develop an outreach program to ensure its successful implementation.

Funding Source:	General Fund
Responsible Agency:	Community Development Department
Timeframe:	Any amendments will be completed within two years of Housing Element adoption.

Outreach program will be initiated within three years of Housing Element adoption.

Quantified Objective: 5 units

RESOLUTION NO. 16-4 (PC)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BENICIA RECOMMENDING CITY COUNCIL APPROVE A ZONING TEXT AMENDMENT TO MODIFY REGULATIONS FOR LARGE FAMILY DAY CARE USES

WHEREAS, in fall of 2015, the issue of the City's 500-ft notification radius came up during an appeal of a large family day care which resulted in a larger discussion on the City's regulations for large family day care; and

WHEREAS, on December 15, 2015, Council directed staff to evaluate the entire ordinance including research of common practice and bring the Planning Commission's recommendation to Council; and

WHEREAS, California Health & Safety Code section 1597.46(a)(3) limits the regulatory role that local governments can play in the review and approval of large family day care homes; and

WHEREAS, the Planning Commission at a regular meeting on August 11, 2016 conducted a public hearing, considered all testimony and documents and reviewed the proposed text amendment.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Benicia hereby recommends the City Council approve by Ordinance, an amendment to the Benicia Municipal Code and Downtown Mixed Use Plan to streamline the approval process for large family day care homes consistent with staff recommendations for an administrative non-discretionary permit for these facilities that comply with seven specified requirements. The Planning Commission also recommends the following change:

1. Reduce the public notification radius from 500 feet to 300 feet for large family day care homes which require use permit approval.

BE IT FURTHER RESOLVED THAT the Planning Commission of the City of Benicia finds that:

a) The proposed project is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), since it does not have the potential for causing a significant effect on the environment. The proposed zoning text amendment would simplify the requirements for establishment of large family day care homes in Benicia's residential districts and support the state's policies of providing day care facilities for children in residential surroundings.

b) The proposed zoning text amendment is consistent with the objectives and other provisions of the Downtown Mixed Use Master Plan and Title 17 of the Benicia Municipal Code and the purposes of the Residential zoning districts.

c) The proposed zoning text amendment is consistent with the goals, policies, programs, and maps of the General Plan.

* * * * *

On a motion of Commissioner Birdseye, seconded by Commissioner Oakes, the above Resolution was adopted by the Planning Commission of the City of Benicia at the regular meeting of said Commission held on the 11th day of August, 2016, and adopted by the following vote:

Ayes	Commissioner Birdseye, Macenski, Oakes, Young and Chair Dean
Noes:	None
Absent:	Commissioner Radtke
Abstain:	Commissioner Cohen-Grossman

Donald Dean
Planning Commission Chair

AGENDA ITEM
PLANNING COMMISSION MEETING: AUGUST 11, 2016
REGULAR AGENDA ITEMS

DATE : July 28, 2016

TO : Planning Commission

FROM : Amy Million, Principal Planner

SUBJECT : **AMENDMENT TO SECTION 17.24.020(P) OF THE BENICIA MUNICPAL CODE AND CHAPTER 4 (FORM BASED CODE) OF THE DOWNTOWN MIXED USE MASTER PLAN PERTAINING TO LARGE FAMILY DAY CARE, AFTER DETERMINING THAT THE PROJECT IS EXEMPT FROM CEQA**

RECOMMENDATION:
Discuss the draft ordinance, accept public comments, and adopt a resolution recommending that the City Council approve the amendments to the Benicia Municipal Code Title 17 and Downtown Mixed Use Master Plan pertaining to Large Family Day Care, after a determination that the project is exempt from CEQA.

EXECUTIVE SUMMARY:
At the December 15, 2015 City Council meeting, the Council directed staff to evaluate the review process for large family day care, and engage the community and the Planning Commission in the discussion. A zoning text amendment has been drafted for the Planning Commission's consideration which streamlines the process for large family day care facilities for those facilities that comply with the specified requirements. The Planning Commission's decision will be in the form of a recommendation to the City Council.

BUDGET INFORMATION:
The costs associated with evaluating changes to the BMC and draft the amendments are in staff time and direct expenses related to public notification. If the draft ordinance is adopted, staff is recommending that a new reduced fee be created for the new administrative permit. Under the current code, a Large Family Day Care application requires a Use Permit. The current fee of $750 for a Use Permit is too high for the proposed administrative review, which is similar to the process for a sign permit or a mobile food vending permit. The fee for these administrative permits is $150. The current fee of $750 would continue to be appropriate for project subject to a Use Permit referral to the Planning

Commission.

ENVIRONMENTAL REVIEW:
The proposed text amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), since it does not have the potential for causing a significant effect on the environment. The proposed zoning text amendment would simplify the requirements for establishment of large family day care homes in Benicia's residential districts and support the state's policies of providing day care facilities for children in residential surroundings.

GENERAL PLAN:
Relevant General Plan Goals and Policies include:

- GOAL 2.5: Facilitate and encourage new uses and development which provide substantial and sustainable fiscal and economic benefits to the City and the community while maintaining health, safety and quality of life.

STRATEGIC PLAN:
Relevant Strategic Plan Issues and Strategies include:

- Strategy 3.3: Retain and attract businesses
- Issue 5: Maintain and Enhance a High Quality of Life

BACKGROUND:
2011 Zoning Text Amendment
Benicia's large family day care regulations were last amended in 2011. The modifications allowed large family day care homes without a minimum parcel size requirement and replaced the two previously existing day care use classifications with four separate classifications that were consistent with the California Health and Safety Code.

2016 Zoning Text Amendment
In fall of 2015, the issue of the City's 500-ft notification radius came up during an appeal of a large family day care. During this time, Gerry Raycraft submitted a letter requesting that the public notification radius for large family day care facilities be changed to 100-ft. This letter was included in the Commission's October 8, 2015 agenda packet. It was argued that the potential impacts of such a use would not reach properties beyond the 100-ft radius. The appeal along with issue of the City's notification radius sparked a larger discussion on the City's regulations for large family day care.

At the October 20, 2015, City Council meeting, Mayor Patterson brought a 2-step process request to the Council to consider agendizing a discussion of changes to the Benicia Municipal Code (BMC) regulating large family day care

facilities. The Council directed staff to agendize the discussion of potentially reducing the notification requirement from 500-ft to 100-ft, and to provide a work plan, including community outreach for exploring possible further changes to the BMC for Council consideration.

On December 15, 2015, Council directed staff to evaluate the entire ordinance including research of common practice, public outreach, and to bring the Planning Commission's recommendation to Council. It was noted that the Planning Commission may or may not include changes to the notification radius.

California Code Requirements
California State Code 1597.43(c)(3) limits the regulatory role that local governments can play in the review and approval of large family day care homes to one of three options:

1) Allow large family day care homes to be established by right (no local land use permit is required).
2) Require a nondiscretionary permit, with no hearing, as long as the proposal meets "prescribed reasonable standards" related to only four potential impact factors: parking, traffic, noise, and spacing or concentration of homes with similar facilities.
3) Require a conditional use permit and process with the following restrictions:
   a. May only address the four "prescribed reasonable standards" for potential impacts from parking, traffic, noise and spacing or concentration of homes with similar facilities.
   b. Require public noticing within 100-ft of the proposed location.
   c. Must hold a hearing only if requested by an affected party.
   d. Must be approved if the applicant meets the State's four prescribed reasonable standards.

Benicia Municipal Code Requirements
The BMC 17. 24.020 currently requires the state code's third option, a use permit by the Community Development Director. BMC 17.104.040 regarding Use Permit notification states that a notice must be mailed to property owners within a 500-ft radius. The City's interpretation of state code is that the 100-ft radius is the minimum distance for notification.

SUMMARY/ANALYSIS:
Based on Council's direction, Staff evaluated State law, the City's ordinance and the regulations of other jurisdictions. Staff conducted research from a sampling of 17 jurisdictions throughout California, including all cities within Solano County. The research reveals that few jurisdictions require a use permit process with a public hearing for large family day care homes. A summary of

staff's research is below in Table 1. Most jurisdictions allow large family day care either by right or with a nondiscretionary permit.

Of the jurisdictions studied, five did not require any public hearing or public notice and another six conducted a public hearing only upon request of the applicant or a neighbor. The notification radius used by these jurisdictions ranges from 100-ft to 500-ft.

Table 1. Summary of Review Process

Jurisdiction		Permit Requirement	Public Hearing	Approval Authority	Notification Requirement
Solano County	Benicia	Use Permit	Yes	Zoning Administrator	500 feet
	Suisun City	Use Permit	Yes	Planning Commission	100 feet
	Vallejo	Use Permit	Yes	Staff	200 feet
	Rio Vista	Use Permit	Yes	Planning Commission	newspaper only
	Fairfield	Permitted by Right	No	-	None
	Dixon	Administrative Permit	No, unless requested by neighbor or applicant	Director	100 feet
	Vacaville	Administrative Permit	No, unless referred to the Planning Commission	Director	None
East Bay	Berkeley	Use Permit	Yes	Zoning Administrator	300 feet
	Pinole	Use Permit	Yes	Planning Commission	300 feet
	Martinez	Permitted by Right	No	-	None
	Pleasant Hill	Permitted by Right	No	-	100 feet
	Dublin	Permitted by Right	No, unless referred to the Planning Commission	Director	None
	Walnut Creek	Administrative Permit	No, unless requested by neighbor or applicant	Zoning Administrator	300 feet
	Concord	Use Permit	No, unless requested by neighbor or applicant	Staff or Zoning Administrator	100 feet
Southern California	Chula Vista	Administrative Permit	No, unless requested by neighbor or applicant	Zoning Administrator	500 feet
	Santa Monica	Permitted by Right	No	Director	None
	Irvine	Administrative Permit	No	Staff	None

Economic and Quality of Life Impacts

Staff notes that Benicia has had very few use permit applications for large family day care homes. A total of six applications have been processed since 2004, and all have been approved. There have been no complaints filed with the City about any of the operating large family day care homes.

In recent years, staff has noticed that the neighbors of any given proposed large family day care have raised concerns about anticipated issues. Contrary to the arguments made by those who worry that the day care will negatively impact the quality of life in a community; the fears have proven to be substantially unfounded and not based on actual experiences with regulated large family day care homes. A family day care home may bring a few extra cars into the neighborhood at the beginning and end of the day and often these cars belong to families who already live in the neighborhood. Children usually arrive and leave on staggered schedules, so demands for parking are both short term and sequential.

The National Association for Family Child Care's statement adopted in January 2008 states that, although family day care is by definition a business, it cannot exist outside of a residential setting. Family day care can only be provided in a home environment. Family day care is also an important community asset. Both families and employers depend on child care to enable parents to go to work. Family child care homes offer parents the choice of a setting where their children can be cared for in a home environment in their own community with other children[1].

The American Planning Association's (APA) 1999 policy on childcare[2] states that the "APA advocates the inclusion of child care policies as part of local planning policies [and] *APA encourages communities to consider amending local zoning ordinances to remove obstacles to the provision of regulation group and family child care in all zoning districts, in locations that are appropriate and safe for children.*"

Proposed Ordinance Changes

Based on staff's experience with large family day care in the City of Benicia and the research of other jurisdictions, staff is recommending an amendment to simplify the review process for large family day care facilities that comply with specific requirements. The proposed process is consistent with the state's second option, which is to allow a nondiscretionary permit, with no hearing, as long as the proposal meets "prescribed reasonable standards".

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1 National Association for Family Child Care Zoning and Restrictive Covenants Statement Adopted January 2008

2 Provisions of Child Care https://www.planning.org/policy/guides/adopted/childcare.htm

The proposed process requires the issuance of a permit for a large family day care facility, without a public hearing, upon determining that it complies with the seven requirements below. For those that do not conform to these requirements, the application is required to be forwarded to the planning commission for a Use Permit and public hearing and the City's standard 500-foot notification radius.

The requirements for the proposed administrative nondiscretionary permit are as follows:

(1) A minimum 300-foot separation is required between all large family day care facilities located on the same street. The separation shall be measured from the closest property lines. For corner properties, the separation shall be measured from the property line of all street frontages.
(2) No signs, name plates or other advertising shall be affixed to the premises.
(3) The hours of operation shall not exceed 6:00 a.m. to 8:00 p.m. Monday through Friday.
(4) The applicant shall maintain a valid State license for a large family day care.
(5) Noise. The location of the facility, including outdoor play areas, shall be sited to minimize noise impacts on neighboring properties. Noise levels shall comply with the standards identified in the general plan.
(6) Outdoor Play Areas. Outdoor play areas shall be:
    a. Fully enclosed by a natural barrier, wall, solid fence, or other solid structure having a maximum height of six feet; and
    b. Physically separated from driveways, streets, and parking.
(7) Adequate parking shall be provided for employees of the large family day care and for pick-up and drop-off of children at the home in accordance with the following standards:
    a. Parking shall comply with BMC 17.74.030 Off-street parking and loading spaces required;
    b. Adequate space shall be available for the safe pick-up and delivery of children to the day care home; and
    c. Vehicles for all day care employees, visitors, and potential clients associated with the day care shall not block driveway entrances and shall park in a legal parking space along the street.

The draft changes apply city-wide resulting in large family day care homes being regulated the same inside and outside the Downtown Mixed Use Master Plan area.

CONCLUSION:
Family day care homes are a benefit to individuals and the community as a whole. Streamlining the process by which large family day care homes can be safely permitted is in the interest of the City, in that it maintains and enhances the quality of life and serves to retain and attract new businesses.

Staff is recommending that the process for reviewing large family day care homes be streamlined for those facilities that comply with the seven requirements, as outlined above.

FURTHER ACTION:
Planning Commission action will be a recommendation to the City Council.

Attachments:
- Draft Resolution
- Draft Ordinance

RESOLUTION NO. 16- (PC)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BENICIA RECOMMENDING CITY COUNCIL APPROVE A ZONING TEXT AMENDMENT TO MODIFY REGULATIONS FOR LARGE FAMILY DAY CARE USES

WHEREAS, in fall of 2015, the issue of the City's 500-ft notification radius came up during an appeal of a large family day care which resulted in a larger discussion on the City's regulations for large family day care; and

WHEREAS, on December 15, 2015, Council directed staff to evaluate the entire ordinance including research of common practice and bring the Planning Commission's recommendation to Council; and

WHEREAS, California Health & Safety Code section 1597.46(a)(3) limits the regulatory role that local governments can play in the review and approval of large family day care homes; and

WHEREAS, the Planning Commission at a regular meeting on August 11, 2016 conducted a public hearing, considered all testimony and documents and reviewed the proposed text amendment.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Benicia hereby recommends the City Council approve a zoning text amendment to streamline the process for large family day care homes.

BE IT FURTHER RESOLVED THAT the Planning Commission of the City of Benicia finds that:

a) The proposed project is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), since it does not have the potential for causing a significant effect on the environment. The proposed zoning text amendment would simplify the requirements for establishment of large family day care homes in Benicia's residential districts and support the state's policies of providing day care facilities for children in residential surroundings.

b) The proposed zoning text amendment is consistent with the objectives and other provisions of the Downtown Mixed Use Master Plan and Title 17 of the Benicia Municipal Code and the purposes of the Residential zoning districts.

c) The proposed zoning text amendment is consistent with the goals, policies, programs, and maps of the General Plan.

* * * * *

On a motion of Commissioner , seconded by Commissioner , the above Resolution was adopted by the Planning Commission of the City of Benicia at the regular meeting of said Commission held on the 11th day of August, 2016, and adopted by the following vote:

Ayes
Noes:
Absent:

_____
Donald Dean
Planning Commission Chair

CITY OF BENICIA

ORDINANCE NO. 16- (REDLINED)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BENICIA AMENDING SECTION 17.24.020 (RS, RM, AND RH DISTRICTS - PROPERTY DEVELOPMENT REGULATIONS) OF CHAPTER 17.24 (RESIDENTIAL DISTRICTS) OF TITLE 17 (ZONING) OF THE BENICIA MUNICIPAL CODE AND CHAPTER 4 (FORM-BASED CODE) OF THE DOWNTOWN MIXED USE MASTER PLAN TO AMEND THE REGULATIONS PERTAINING TO LARGE FAMILY DAY CARE USES

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BENICIA DOES ORDAIN as follows:

Section 1.
Section 17.24.020 (RS, RM, and RH districts – Land use regulations) of Chapter 17.24 (Residential Districts) of Title 17 (Zoning) of the Benicia Municipal Code is amended to update the regulations for Large Family Day Care as noted below. All other regulations shall remain the same.

17.24.020 RS, RM, and RH districts – Land use regulations.

RS, RM, and RH Districts: Land Use Regulations

P – Permitted
U – Use Permit
L – Limited (See "Additional Use Regulations")
– – Not Permitted

	RS	RM	RH	Additional Regulations
Residential				
Family Day Care, Large	~~U~~P	~~U~~P	~~U~~P	(P)

(P) Community development director shall issue a ~~may approve use~~ permit~~s~~ for large family day care homes caring for nine to 14 children, as defined in Chapter 3.4 of the California Health and Safety Code, upon determining that the proposed large family day care complies with the requirements below. The director shall refer any application to the planning commission for a Use Permit and public hearing if the proposed large family day care will not be able to conform to the following ~~same~~ requirements:

(1) A minimum 300 foot separation is required between all large family day care facilities located on the same street. The separation shall be measured from

the closest property lines. For corner properties, the separation shall be measured from the property line of all street frontages.

(2) No signs, name plates or other advertising shall be affixed to the premises.

(3) The hours of operation shall not exceed 6:00 a.m. to 8:00 p.m. Monday through Friday.

(4) The applicant shall maintain a valid State license for a large family day care.

(5) Noise. The location of the facility, including outdoor play areas, shall be sited to minimize noise impacts on neighboring properties. Noise levels shall comply with the standards identified in the general plan.

(6) Outdoor Play Areas. Outdoor play areas shall be:

a. Fully enclosed by a natural barrier, wall, solid fence, or other solid structure having a maximum height of six feet; and

b. Physically separated from driveways, streets, and parking.

(7) Adequate parking shall be provided for employees of the large family day care and for pick-up and drop-off of children at the home in accordance with the following standards:

a. Parking shall comply with BMC 17.74.030 Off-street parking and loading spaces required;

b. Adequate space shall be available for the safe pick-up and delivery of children to the day care home; and

c. Vehicles for all day care employees, visitors, and potential clients associated with the day care shall not block driveway entrances and shall park in a legal parking space along the street.

The criteria above shall be incorporated as required operational standards for all large family day care homes.

A permit for a large family day care home that is not operated in compliance with these regulations or that is in violation of any law or ordinance in connection with large family day care homes or has a currently suspended or revoked State license, shall be revoked by the community development director after 30 days' written notice unless the large family day care is altered to comply.

Section 2.

The Downtown Mixed Use Master Plan, Chapter 4: Form Based Codes, Town Core Standards, is amended to modify the regulations for Large Family Daycare as follows:

Table 4.1: Town Core (TC) Zone Allowed Land Uses and Permit Requirements (page 4-8)

Land Use Type[1]	Permit Required	Specific Use Regulations
Services: General		
Day care center: Large family	P[2]	A

End Notes

[1] A definition of each listed use type is in the Glossary.

[2] Allowed only on upper floors or behind ground floor use.

Specific Use Regulations
A – See BMC 17.24.020 P.

Section 3.

The Downtown Mixed Use Master Plan, Chapter 4: Form Based Codes, Town Core-Open Standards, is amended to add Supportive and Transitional Housing as follows:

Table 4.2: Town Core-Open (TC-O) Zone Allowed Land Uses and Permit Requirements (page 4-14)

Land Use Type[1]	Permit Required	Specific Use Regulations
Services: General		
Day care center: Large family	~~UP~~ P	B

Specific Use Regulations
B – See BMC 17.24.020 P

Section 4.

The Downtown Mixed Use Master Plan, Chapter 4: Form Based Codes, Neighborhood General Standards, is amended to add Supportive and Transitional Housing as follows:

Table 4.4: Neighborhood General (NG) Zone Allowed Land Uses and Permit Requirements (page 4-20)

Land Use Type[1]	Permit Required	Specific Use Regulations
Services: General		
Day care center: Large family	~~UP~~ P	B

Specific Use Regulations
B – See BMC 17.24.020 P

Section 5.
The Downtown Mixed Use Master Plan, Chapter 4: Form Based Codes, Neighborhood General-Open Standards, is amended to add Supportive and Transitional Housing as follows:

Table 4.5: Neighborhood General (NG-O) Zone Allowed Land Uses and Permit Requirements (page 4-24)

Land Use Type[1]	Permit Required	Specific Use Regulations
Services: General		
Day care center: Large family	~~UP~~ P	B

Specific Use Regulations
B – See BMC 17.24.020 P

Section 6.

Severability. If any section, subsection, phrase or clause of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

* * * *

On motion of Council Member _____, seconded by Council Member _____, the ordinance was introduced at a regular meeting of the City Council on the ____ day of _____, 2016, and adopted at a regular meeting of the City Council held on the_____ day of _____, 2016, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

_____
Elizabeth Patterson, Mayor

ATTEST:

_____
Lisa Wolfe, City Clerk

_____
Date

RECEIVED

AUG 17 2016

COUNTY OF SOLANO
RESOURCE MANAGEMENT

Solano County Airport Land Use Commission

675 Texas Street Suite 5500
Fairfield, CA 94533
Tel 707.784.6765
Fax 707.784.4805

LAND USE COMPATIBILITY DETERMINATION: APPLICATION FORM

TO BE COMPLETED BY STAFF	
APPLICATION NUMBER:	FILING FEE: 200.00
DATE FILED:	RECEIPT NUMBER: 1036879
JURISDICTION:	RECEIVED BY:
PROJECT APN(S):	

TO BE COMPLETED BY THE APPLICANT		
I. GENERAL INFORMATION		
NAME OF AGENCY: City of Benicia		DATE: 8/12/16
ADDRESS: 250 East L Street, Benicia, CA 94510		
E-MAIL ADDRESS: amillion@benicia.org	DAYTIME PHONE: 707-746-4372	FAX: 707-747-1637
NAME OF PROPERTY OWNER: N/A		DATE:
ADDRESS: N/A		DAYTIME PHONE:
NAME OF DOCUMENT PREPARER: Amy Million, Principal Planner		DATE: 8/12/16
ADDRESS: 250 East L Street, Benicia, CA	DAYTIME PHONE: 707-746-4372	FAX: 707-747-1637
NAME OF PROJECT: City of Benicia Zoning Text Amendments		
PROJECT LOCATION: City of Benicia - citywide		
STREET ADDRESS: N/A		

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

TO BE COMPLETED BY THE APPLICANT

II. DESCRIPTION OF PROJECT

This application includes two amendments to the Benicia Zoning Ordinance.

1. Large Family Day Care
2. Housing Density Bonus

Please see enclosed Planning Commission item and draft amendments.

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

TO BE COMPLETED BY THE APPLICANT

II. DESCRIPTION OF PROJECT (CONT'D)

POTENTIAL PROJECT EMISSIONS: (i.e. smoke, steam, glare, radio, signals):

N/A

PROJECT AIRPORT LAND USE COMPATIBILITY PLAN:	COMPATIBILITY ZONE:
Travis AFB	D and E
PERCENTAGE OF LAND COVERAGE:	MAXIMUM PERSONS PER ACRE:
N/A	N/A

THE FOLLOWING INFORMATION MUST BE SUBMITTED AS A MINIMUM REQUIREMENT:

- ☐ JURISDICTION REFERRAL LETTER:
- ☐ ENVIRONMENTAL DOCUMENTATION:
- ☐ LOCATION MAP:
- ☐ ASSESSOR'S PARCEL MAP, with subject property marked in red:
- ☐ SITE PLAN, drawn to scale and fully dimensioned including topographical information, and 8 1/2 x 11 inch reduction(s):
- ☐ ELEVATIONS, if located in APZ, clear zones and A,B,C compatibility zones or over 200' in height, plus 8 1/2 x 11 inch reduction(s) :
- ☐ WIND TURBINE STUDY, including cumulative impact studies. Such studies shall include an analysis of (1) the individual effects of the proposed project, and (2) as required by law, an analysis of the cumulative effects of the proposed project considered in connection with the effects of past projects, the effects of other current projects and proposed projects, and the effects of probable future projects, including (i) the probable build out for wind energy development of the remaining vacant parcels within the wind resource areas described in the Solano County General Plan and (ii) any probable replacement of existing turbines or meteorological towers with structures having different dimensions.
- ☐ SUPPLEMENTAL INFORMATION:
- ☐ FEES:
- ☐ ELECTRONIC COPIES OF ALL APPLICATION MATERIALS ONA CD:

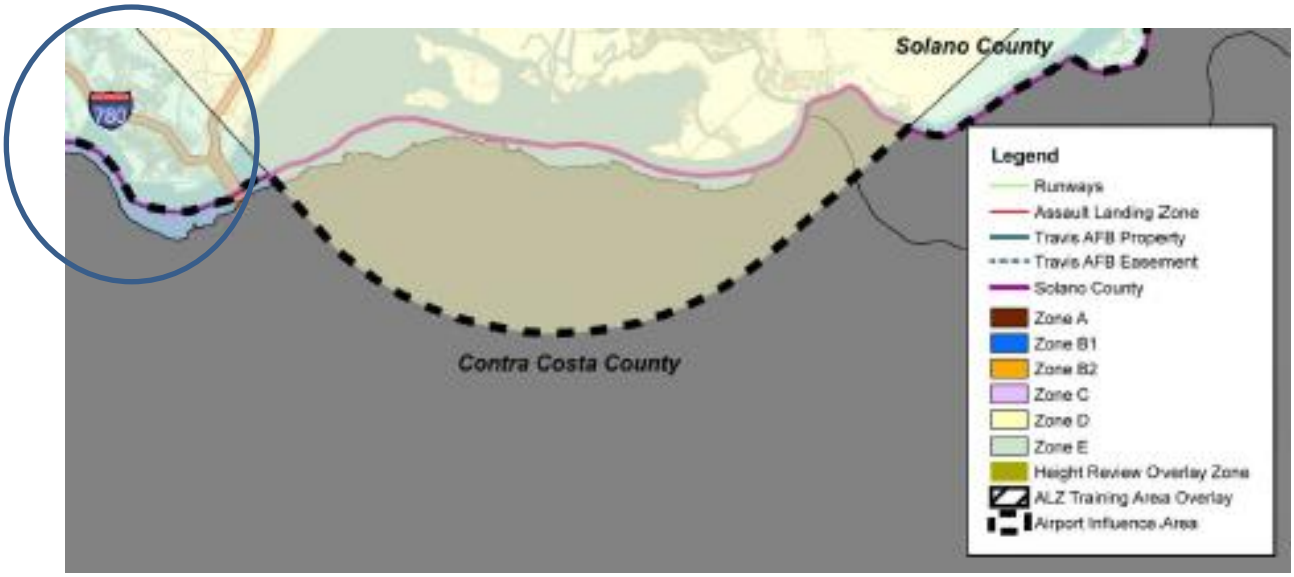
APPLICANT SIGNATURE: DATE:

x _____ 8/12/16

DOES THE PROJECT PROPOSE THE DEMOLITION OR ALTERATION OF ANY EXISTING STRUCTURES ON THE PROJECT SITE? ☐ YES ☑ NO If yes, describe below:

PLEASE CALL THE APPOINTMENT DESK AT (707) 784-6765 FOR AN APPLICATION APPOINTMENT.

Attachment C: Travis AFB Land Use Compatibility Plan (Southern Portion Only)



Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com

Agenda Submittal

Agenda #:		**Status:**	ALUC-Regular-NW
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-016	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	Receive an update from staff regarding potential regulation of drones		

Governing body:

District:

Attachments:

Date	Ver.	Action By	Action	Result

RECOMMENDATION:

Receive an update from staff regarding potential regulation of drones.

Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com

Agenda Submittal

Agenda #:		**Status:**	ALUC-Regular-NW
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-017	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	Receive an update from staff regarding the update to the Rio Vista Airport Land Use Compatibility Plan		

Governing body:

District:

Attachments:

Date	Ver.	Action By	Action	Result

RECOMMENDATION:

Receive an update from staff regarding the update to the Rio Vista Airport Land Use Compatibility Plan.

Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com

Agenda Submittal

Agenda #:		**Status:**	ALUC-Regular-NW
Type:	ALUC-Document	**Department:**	Airport Land Use Commission
File #:	AC 16-018	**Contact:**	
Agenda date:	9/8/2016	**Final action:**	
Title:	Receive an update from staff regarding the implementation program for the Travis AFB Land Use Compatibility Plan		

Governing body:

District:

Attachments:

Date	Ver.	Action By	Action	Result

RECOMMENDATION:

Receive an update from staff regarding the implementation program for the Travis AFB Land Use Compatibility Plan with respect to the Wildlife Hazards policies and the Windfarm RePower policies