PLANNING COMMISSION
Albert Enault, Chair
Kristina Elder, Vice Chair
Herbert Dardon, Member
Vinay Tewari, Member
Terrence West, Member

A G E N D A

SPECIAL MEETING OF THE SUISUN CITY PLANNING COMMISSION

TUESDAY, JANUARY 30, 2024

6:30 PM

Suisun City Council Chambers - 701 Civic Center Boulevard - Suisun City, California

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PLANNING COMMISSION MEETINGS ARE HELD IN-PERSON
PUBLIC PARTICIPATION IS ALSO AVAILABLE VIA ZOOM
ZOOM MEETING INFORMATION:
WEBSITE: https://zoom.us/join
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(Next Resolution No. PC 24-01)

CALL TO ORDER
Chairperson Enault

ROLL CALL
Planning Commissioners

PLEDGE OF ALLEGIANCE

INVOCATION

CONFLICT OF INTEREST NOTIFICATION
(Any items on this agenda that might be a conflict of interest to any Commissioners should be identified at this time.)

REPORTS: (Informational items only.)
1. Interim City Manager/Staff.

PUBLIC COMMENTS

(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 3 minutes unless allowable by the Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

CONSENT CALENDAR

Consent calendar items requiring little or no discussion may be acted upon with one motion.

2. Planning Commission Approval of the Minutes of the Regular Meeting of the Suisun City Planning Commission held on November 14, 2023 - (Vasquez: bvasquez@suisun.com).

PUBLIC HEARING

3. Planning Commission Adoption of Resolution No. PC-2024-01: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Adoption of the Waterfront District Specific Plan Update - (Bermudez: jbermudez@suisun.com).

4. Planning Commission Adoption of Resolution No. PC24-___; A Resolution of the Planning Commission of the City of Suisun City Approving Site Plan/Architectural Review SP/AR 23/24-003 and Making a Finding of Consistency with California Environmental Quality Act (CEQA) Section 15183 for the Almond Gardens Redevelopment Project located at Assessor's Parcel Numbers 0032-101-420 and 0032-102-160 - (Kearns: jkearns@suisun.com).

GENERAL BUSINESS NONE

REPORTS: (Informational items only.)

a. Commission Members
b. Commission Chairperson

ADJOURNMENT

Public Access To Agenda Documents

A complete packet of information containing staff reports and exhibits related to each item for the open session of this meeting, and provided to the City Council, are available for public review at least 72 hours prior to a Council /Agency/Authority Meeting at Suisun City Hall 701 Civic Center Blvd., Suisun City. Agenda related writings or documents provided to a majority of the Council/Board/Commissioners less than 72 hours prior to a Council/Agency/Authority meeting related to an agenda item for the open session of this meeting will be made available for public inspection during normal business hours. An agenda packet is also located at the entrance to the Council Chambers during the meeting for public review. The city may charge photocopying charges for requested copies of such documents. To the extent feasible, the agenda packet is available for online public viewing on the City's website: https://www.suisun.com/Government/City-Council/Agendas

The City Council/Agency/Authority hopes to conclude its public business by 10:00 p.m. No new items will be taken up after 10:00 p.m., unless so moved by a majority of the City Council, and any items remaining will be agendized for the next meeting. The agendas have been prepared with the hope that all items scheduled will be discussed within the time allowed.

Accommodations

If you require an accommodation to participate in this meeting, please contact the City Clerk at (707) 421-7302 or clerk@suisun.com. The City's reasonable accommodation policy is available for review on the City's website at www.suisun.com/government/city-council/, you may request an electronic copy or have a copy mailed to you.

Please note that for accommodations that are not readily available, you must make your request as soon as you can prior to the time of the meeting.

Decorum
All participants are expected to conduct themselves with mutual respect. Conduct that disrupts meetings will be addressed in accordance with Section 54957.95 of the Government Code.

Ordinances
Ordinances are city laws contained in the Suisun City Municipal Code. Enacting a new city law or changing an existing one is a two-step process. Government Code 36934 provides, except when, after reading the title, further reading is waived by regular motion adopted by majority vote all ordinances shall be read in full either at the time of introduction or passage; provided, however, that a reading of the title or ordinance shall not be required if the title is included on the published agenda and a copy of the full ordinance is made available to the public online and in print at the meeting prior to the introduction or passage.

Certification Of Posting
Agendas for regular and special meetings are posted in accordance with the Brown Act at Suisun City Hall, 701 Civic Center Boulevard, Suisun City, CA. Agendas may be posted at other Suisun City locations including:

- Suisun City Fire Station, 621 Pintail Drive, Suisun City, CA;
- Joe Nelson Center, 611 Village Drive, Suisun City, CA;
- Harbor Master Office, 800 Kellogg Street, Suisun City, CA.

I, Donna Pock, Deputy City Clerk, City of Suisun City, declare under penalty of perjury that the above agenda was posted and available for review, in compliance with the Brown Act.

MINUTES

REGULAR MEETING OF THE SUISUN CITY PLANNING COMMISSION

TUESDAY, NOVEMBER 14, 2023

6:30 PM

Suisun City Council Chambers - 701 Civic Center Boulevard - Suisun City, California

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(Next Resolution No. PC 23-06)

ROLL CALL

Chairperson Enault called the meeting to order at 6:32_p.m. with the following Planning Commissioners present:
PRESENT: Commissioners: Elder, Tewari, West, Enault
ABSENT: Commissioners: Dardon

Pledge of Allegiance led by Commissioner Tewari
Invocation led by Principal Planner Kearns

CONFLICT OF INTEREST NOTIFICATION *NONE*

(Any items on this agenda that might be a conflict of interest to any Commissioners should be identified at this time.)

REPORTS: (Informational items only.)

1 Acting City Manager/Staff.

Development Services Director Bermudez updated Commissioners with updates from City Council last week

PUBLIC COMMENTS

(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 3 minutes unless allowable by the Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

Public Comments were made by Steve Olry, George Guynn, and Chuck Phillips.

CONSENT CALENDAR

Consent calendar items requiring little or no discussion may be acted upon with one motion.

2 Planning Commission Approval of the Minutes of the Special Meeting of the Suisun City Planning Commission held on October 11, 2023 - (Pock: dpock@suisun.com).

Commissioner West motioned for approval of minutes held on October 11, 2023 and seconded by Vice Chair Elder. Motion passed by the following vote:

AYES: Commissioners: West, Elder, Enault
ABSTAIN: Commissioners: Tewari
ABSENT: Commissioners: Dardon

3 Planning Commission Approval of the Minutes of the Regular Meeting of the Suisun City Planning Commission held on October 24, 2023 - (Vasquez: bvasquez@suisun.com).

Commissioner Tewari motioned for approval of minutes held on October 24, 2023 and seconded by Commissioner West. Motion passed by the following vote:

AYES: Commissioners: Tewari, West, Elder
ABSTAIN: Commissioners: Enault
ABSENT: Commissioners: Dardon

PUBLIC HEARING *NONE*

GENERAL BUSINESS

4 **Zoning Code Update:** Planning Commission Workshop to Discuss the Comprehensive Zoning Code Update – Part II (Continued from October 24) - (Kearns: jkearns@suisun.com).

Principal Planner Kearns provided a presentation of continuation on Part II of the Zoning Code Update Workshop. Principal Planner Kearns and Development Services Director Bermudez responded to Planning Commissioners clarifying questions.

Public Comments were made by Steve Olry and Chuck Phillips on item 4.

Chairperson Enault asked clarifying questions and Development Services Director Bermudez responded.

REPORTS: (Informational items only.)

5 a. Commission Members
b. Commission Chairperson

ADJOURNMENT

There being no further business the meeting was adjourned at 7:54 p.m.

_____
Bianca Vasquez
Administrative Assistant

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DATE: January 30, 2024

TO: PLANNING COMMISSION

FROM: Jim Bermudez, Development Services Director

RE: **Waterfront District Specific Plan Amendments:** Planning Commission Public Hearing Regarding Comprehensive Amendments

SUMMARY
The City has been granted funds to make comprehensive updates to the Waterfront District Specific Plan (WDSP). The grant's objective is to accelerate housing production and affordability while adhering to state planning principles. A public hearing has been scheduled to review the final changes made after a City Council workshop and a Joint City Council and Planning Commission workshop. Staff is seeking a Planning Commission recommendation for the City Council to adopt the proposed amendments.

STAFF RECOMMENDATION
That the Planning Commission hold a public hearing, and:

1. Recommend a Finding of Consistency with the Approved 2035 General Plan and its Certified Environmental Impact Report (EIR) pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

2. Adopt Resolution No. PC-2024-1; A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Adoption of the Waterfront District Specific Plan Update.

BACKGROUND
In 2017, Governor Brown signed Senate Bill 2 (SB 2), titled the "Building Homes and Jobs Act." Adopted in conjunction with a swath of other housing legislation, this law specifically establishes a permanent, on-going source of funding dedicated to promoting and facilitating affordable housing development. A component of SB 2 is the Public Grants Program (PGP) which is a one-time component of SB 2 that, among other provisions, provides financial and technical assistance to local governments to update planning documents in order to:

- Accelerate housing production;
- Streamline the approval of housing development affordable to owner and renter households at all income levels;
- Facilitate housing affordability, particularly for all income groups;
- Promote development consistent with the State Planning Priorities; and
- Ensure geographic equity in the distribution and expenditure of allocated funds.

On March 28, 2019, the Department of Housing and Community Development (HCD) released the Notice of Funding Availability (NOFA) for approximately $123 million statewide under the PGP. The City Council held a discussion and direction item on September 3, 2019 in order to determine what product or service the City could use the grant funds for. Staff was directed to apply for the grant and include planning activities in the scope of work that were consistent with the intent of the grant. At the October 22, 2019 meeting the City Council adopted a resolution authorizing the City Manager to apply for the grant analyzing the following planning activities:

- Analyze the buildout capacity of the Specific Plan districts (potential program by subarea, vacant/opportunity sites, infill building prototypes, public investment projects).
- Identify short-term infill project opportunity sites, analyze feasibility gaps, and identify public investment strategies.
- Conduct a housing yield and feasibility study.
- Assist the City with a focused Specific Plan amendment to further increase allowable density in the area around the depot and to increase the capacity for housing.
- Update the Specific Plan CEQA analysis to ensure environmental coverage for compact housing development in the target area.

In the summer of 2019, the City received an award letter from the State of California which prompted the selection of AECOM an infrastructure and planning consultant firm to assist the City in achieving the City Council's objectives in spring 2020. AECOM has completed the City's General Plan, Waterfront District Specific Plan and Title 18 "Zoning" updates in recent years.

In October 2023, a workshop was organized with the Planning Commission to discuss the proposed Waterfront District Specific Plan Amendments. The workshop aimed to gather input from the public and Planning Commission, discuss the amendments, and provide direction to staff. In November 2023, a similar workshop was held with the City Council to discuss the context of the amendments. During both meetings, there were discussions about community outreach, affordable housing, proposed density changes, and potential additional amendments.

After reviewing the feedback from the community and the discussion topics, the City Council decided that it would be beneficial to hold a joint meeting with the Planning Commission. The City Council felt that the context of the discussion about land use planning and the overarching questions raised warranted a more fruitful discussion that included the Planning Commission. Therefore, a Joint City Council and Planning Commission meeting occurred on December 11, 2023, to review the proposed amendments.

DISCUSSION/ANALYSIS

The City was awarded $155,000 to complete a comprehensive update to the Waterfront District Specific Plan for the completion of housing-related projects to accelerate future housing production. Over the past couple of years, the City and AECOM have been working on the following comprehensive studies and a set of specific plan amendments to achieve and meet the outcomes outlined in the grant (see Attachments):

Housing Feasibility and Yield Analysis and Recommendations

As part of this grant, AECOM collaborated with the City to examine housing feasibility and estimate the number of compact housing units that could be developed based on demand for housing and the location, infrastructure capacity, and other characteristics of specific infill housing opportunity areas. The 2021 *Housing Yield and Feasibility Analysis and Recommendations* identified additional housing development opportunities, including multifamily housing development in Downtown Suisun City. This report noted that 50-60 units per acre is likely the minimum range that could support relatively more expensive types of construction and presented a conceptual plan for multifamily development that could occur in the northwestern portion of the Specific Plan Area, if properties could be assembled.

Environmental Streamlining

AECOM prepared an updated CEQA analysis under Section 15183, which allows for a streamlined environmental review process, demonstrating that revisions to the Waterfront District Specific Plan are consistent with and covered by the 2015 General Plan EIR.

Fee Study for Parking In-Lieu Fees in the Priority Development Area

AECOM assisted the City in preparing a parking in-lieu fee study that provides options for new development outside of on-site parking, particularly for residential development, including affordable housing development. The study determined that the amount of new development envisioned in the Waterfront District Specific Plan suggests a long-term need for structured parking options. Several parking in-lieu fee options are presented for consideration by the City, including charging more than, less than, or the equivalent cost of parking construction.

Planning Commission and Community Engagement

In July 2021, AECOM presented an overview of the SB 2 planning grant projects, key findings from the housing feasibility study, and next steps to the Planning Commission. In April 2022, the City held an in-person public workshop and circulated a digital survey to gather public input for the planning and design of the 30-acre vacant property in the Downtown area.

Key Changes

AECOM helped the City update its Waterfront District Specific Plan to achieve the grant's goals. The update focused on allowing higher density around the Suisun-Fairfield train depot, increasing overall housing capacity, and revising development standards and permissible uses. The update also included revisions to reflect current development conditions. The specific changes made to the plan are detailed in the following focused amendments:

Chapter 1 – Introduction

As a part of the grant, staff added basic language to the introductory section of this chapter to explain the reasoning and rationale behind the nature of this Specific Plan update. The new language aims to align with the grant’s principles and facilitate housing development in the Downtown area. More specifically,

Facilitate Housing Development Downtown.

- Expand housing opportunities for existing and future residents.
- Infill housing that is close to jobs, services, parks, and other destinations can allow more residents to meet their daily needs without the need for a car, freeing up disposable income that can be spent at local businesses.
- Expand the range of housing options, making the City more competitive for attracting employers, many of whom are interested in a diverse and affordable local housing stock.
- More housing Downtown means more customers for businesses.
- Allow more residents to build physical activity into daily routines.

Chapter 2 – Existing Uses + Regulating Plans
This chapter discusses the current state of the specific plan district and its overall setting. Over time, the character of the planning area has changed due to various developments such as the construction of Marina Village Apartments, Holiday Inn Hotel, and Meridian Subdivision. These changes have been incorporated into this chapter. Moreover, the chapter includes a summary narrative of each planning district, which has remained mostly the same except for development updates aligning with each district's new development.

Chapter 3 – Land Use Regulations
The Chapter on Land Use Regulations outlines the allowed and conditionally allowed uses for residential, commercial, mixed-use, and civic/open space zones. Below are some proposed changes, along with an analysis of the significant changes to this Chapter. The following bullet points provide a brief description of the proposed changes.

- Changed Commercial-Office-Residential (C/O/R) to Downtown Mixed Use (DMU)
- Converting the area north of State Highway 12 from Downtown Commercial (DC) to Downtown Mixed Use (DMU) – City owned 34-acre property.
- Removed Public Facilities zone – replaced with a new Civic zone and expanded to include the City Plaza area.
- Revisions to permitted uses within the Downtown Mixed-Use (DMU) zone – the zone will allow single-family and multi-family residential dwellings, including Accessory Dwelling Units.
- Permit multifamily dwellings in Residential Medium Density (RMD) zone (removed administrative review requirement).
- Updated references to City Zoning Code.
- Removed Section 3.2 District and Opportunity Area Concepts and Figure 3.2 District and Opportunity Area Land Use Concept.
- Removed Section 3.3 Proposed Land Use Changes and Figure 3-3 Illustrative Site Concept Plan.

Upon reviewing the land use designations, staff discovered that the permitted and conditionally permitted uses in the Commercial-Office-Residential (C/O/R) zone are similar to those in the Downtown Mixed-Use Zone (DMU). In order to avoid any ambiguity or confusion when considering future development, it has been decided to eliminate the C/O/R zone and transfer all its permitted and conditionally permitted uses to the DMU zone. This move is aimed at simplifying

the planning process in the long run.

The City conducted an evaluation of the current land use designations to ensure that the planned uses allowed in the specific plan aligned with the key objectives of the grant. After careful consideration, it was concluded that the specific plan needed to provide more flexibility and opportunities for multifamily and secondary housing within the district. Consequently, these two housing options are now permitted within the Downtown Mixed-Use (DMU) and Residential Medium Density (RMD) zones. This decision also aligns with the required objective of the City's Housing Element. It is important to note that this change does not necessitate that all vacant and underutilized properties within the DMU and RMD zones must be built at higher densities with an affordability component.

The City and Housing Authority owns a 34-acre vacant property located north of State Highway 12 and west of Marina Boulevard. The property is currently designated as Downtown Commercial (DC) under the land use plan. However, a proposal is to amend the specific plan to change the land use designation to Downtown Mixed Use (DMU). This change would offer greater flexibility for future commercial opportunities and allow for a mix of multifamily development that aligns with the specific plan, the Priority Development Area regional designation, and the grant's goal.

It's important to note that the adopted Housing Element did not identify the property as an opportunity site. Therefore, the purpose of the addition to the site is not based on an affordability objective. However, if the site captures some affordable units in the future, adding them will help the City fulfill its regional housing needs as HCD requires.

Chapter 4 – Traffic + Circulation

The vehicular section of the plan discusses the current road conditions and gives an overview of the road network. The updated specific plan focuses on two main points: the Railroad Avenue extension, which will pass through the city's 34-acre property, and removing the southern loop that connects Civic Center Drive and Marina Circle/Marina Boulevard. The removal of this southern connection was previously discussed by a prior Council in 2018 and was approved. As a result, the connection will no longer exist in the updated Vehicular Circulation Network Exhibit.

- Vehicular Circulation Diagram - removed proposed extensions in the northwest and southeast.
- Updates to context discussion to reflect current transportation network and circulation
- Replacement of subjective language with objective language to enhance certainty with clear requirements.

Chapter 5 – Open Space + Civic and Services

The proposed amendments aim to rename the current Public Services designation as Civic. The permitted uses under the Public Services designation will be retained within the new Civic designation, while additional public facilities and uses that have been identified or added to the list will be included in the newly titled Civic designation. This change will enhance the City's ability to enforce trespassing regulations within the Harbor Plaza. Additionally, staff is presenting the following non-substantive changes that should be noted:

- Updates to context discussion to reflect current open space facilities and civic services
- Revisions to planned park and open space network, such as new open space/pedestrian/bike trail feature (and not a planned roadway) between Civic Center Boulevard and Marina Boulevard
- Revisions to the stormwater discussion to reflect updates to allowable incentive low impact development (LID) Treatment Reduction Credit
    - Select new development or redevelopment projects are required to incorporate LID measures to treat runoff.
    - Specific Plan includes updates to different categories to clarify applicable projects and applied credit reduction.

Chapter 6 – Development + Design Standards

According to the new state regulations, any policies related to the city's ability to impose particular design requirements must be revised to be objective and not subjective. The proposed design policy changes align with the goals and objectives sanctioned in the Housing Element and regional policies.

- Replacement of subjective language with objective language to enhance certainty
    - Consistent with Senate Bill 330, where housing development projects must be reviewed against objective design standards.
- Removal of Illustrative Site Concept Plan
- Removal of Commercial-Office-Residential (C/O/R) discussion
- Very slight increase in allowable density – RMD max is now 24.9 instead of 24; RHD minimum is 25 now instead of 24.1

Chapter 7 – Specific Plan Administration

This chapter has been updated to reflect recent changes that align with the grant's goal to ensure future housing opportunities exist within the specific plan.

- Updates to procedures based on recent State legislation including Senate Bill 9, Senate Bill 330, and Density Bonus Law
    - Ensuring it is clear that applicable projects, like qualifying lot splits, two-unit developments, affordable housing developments, or projects where at least two-thirds of the square footage of the development is designated for residential use, are not bound by subjective review.
- Revisions to Site Plan and Architectural Review process and Administrative Review and Conditional Use Permits discussion
    - Clarifying text to allow select projects such as affordable housing, multi-family housing, mixed-use, and smaller projects to bypass conditional use permit review process.
- Updates to discussion referencing existing City Zoning Code for consistency.

ENVIRONMENTAL REVIEW

The City previously prepared and certified an Environmental Impact Report (EIR) for the 2035 General Plan, which was adopted in 2015, and analyzed the impacts of development anticipated under the Waterfront District Specific Plan (WDSP). The 2035 General Plan and its EIR

specifically contemplated the WDSP would be subject to streamlining under CEQA based on consistency with those documents. 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. After conducting a review and assessment, the Development Services Department of the City of Suisun City finds the proposed project is consistent with the adopted 2035 General Plan and its EIR.

After conducting a review and environmental assessment, the Development Services Department also finds no substantial new evidence in the record that this project may have additional significant impacts that were not analyzed as significant adverse effects in the EIR prepared for the 2035 General Plan. Additionally, there is no substantial new evidence of potentially significant off-site impacts or cumulative impacts that were not discussed in the EIR prepared for the 2035 General Plan, and no potentially significant adverse effects peculiar to the project. Finally, there are no previously identified significant effects, which as a result of substantial new information that was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the EIR for the 2035 General Plan.

Therefore, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, the City, as the lead agency, intends to find that the updated WDSP is consistent with the 2035 General Plan and the EIR certified for the 2035 General Plan, and that no additional environmental review is required by CEQA.

CONCLUSION

The main objective of the SB 2 grant program is to provide funding to all local governments in California to support the preparation, adoption, and implementation of plans that streamline housing approvals and accelerate housing production. The proposed specific plan amendments aim to improve the timing, cost, feasibility, approval, and amount of development through various mechanisms, such as changes in land use zoning designations, zoning amendments that permit residential areas in non-residential zones, modifications in development standards, non-discretionary reviews, approval streamlining, and other mechanisms that remove or mitigate regulatory barriers. The updated specific plan will result in the development of diverse housing options that are located near jobs, transit, and services. These options are consistent with the previous Council's decision in 2019 and align with the goals, policies, and objectives of the Housing Element and the regional Priority Development Area policies.

ATTACHMENTS

1. Waterfront District Specific Plan
2. Redline – Waterfront District Specific Plan
3. Resolution No. PC-_____; A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Adoption of the Waterfront District Specific Plan Amendments
4. Housing Yield and Feasibility Analysis and Recommendations
5. City of Suisun Parking In-lieu Fee
6. California Environmental Quality Act Updated Waterfront District Specific Plan Consistency Analysis
7. California Environmental Quality Act Exemption Findings

City of Suisun City

Waterfront District Specific Plan



January 2024







City of Suisun City

Waterfront District Specific Plan

January 2024

City of Suisun City
Development Services Department

Jim Bermudez, Development Services Director
John Kearns, Principal Planner

Specific Plan Consultation

AECOM
2020 L Street, Suite 300
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

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ACRONYMS AND ABBREVIATIONS

AAD	Annual Average Day
ABAG	Association of Bay Area Governments
afy	acre-feet per year
BCDC	San Francisco Bay Conservation and Development Commission
BMPs	best management practices
C	Civic
CEQA	California Environmental Quality Act
City	City of Suisun City
CIWMB	California Integrated Waste Management Board
DC	Downtown Commercial
DMU	Downtown Mixed Use
FEMA	Federal Emergency Management Agency
FIRMS	flood Insurance Rate Maps
FSSD	Fairfield-Suisun Sewer District
gpm	gallons per minute
HC	Historic Commercial
HR	Historic Residential
HVAC	Heating Ventilation and Air Conditioning
JPA	Joint Powers Authority
LID	low impact development
MRP	Municipal Review Permit
MSMU	Main Street Mixed Use
MTC	Metropolitan Transportation Commission
MWELO	Model Water Efficient Landscape Ordinance
NPDES	National Pollutant Discharge Elimination System
OS	Open Space
P/OS	Park or Open Space
PBDE	polybrominated diphenyls ether
PDA	priority development area
PG&E	Pacific Gas and Electric Company
RHD	Residential High Density
RLD	Residential Low Density
RMD	Residential Medium Density
SID	Solano Irrigation District
Specific Plan Area	Waterfront District Specific Plan Area
SR 12	State Highway 12
SSWA	Suisun-Solano Water Authority
SWP	State Water Project

UWMP	Urban Water Management Plan
WC	Waterfront Commercial
WDSP	Waterfront District Specific Plan
WWTP	Wastewater Treatment Plant
Zoning Code	Suisun City Zoning Code

CHAPTER 1 | INTRODUCTION

1.1 Background/Content

The Waterfront District Specific Plan (WDSP), previously called the Downtown Waterfront Specific Plan, was adopted in 1983 and comprehensively amended in 1999. The creation of a specific plan for the WDSP Area (Specific Plan 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 the preparation and adoption of a Specific Plan for Old Town and the waterfront. Since that time, many actions identified in the Specific Plan have been implemented.

In 2015, the City of Suisun City (City) adopted a comprehensive revision to the 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 Specific Plan Area as a planned priority development area (PDA) under the PDA grant program administered by the Metropolitan Transportation Commission (MTC), ABAG, and other 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 residents with housing, community amenities, and services in a pedestrian-friendly environment.

In 2014, the City received grant funding from the Solano Transportation Authority to prepare an update to the WDSP. This update addressed the Specific Plan Area, which expanded on the previous WDSP boundaries to include the properties north of State Highway 12 (SR 12) – at the northwest corner of Marina Boulevard and SR 12 and the properties between Main Street and SR 12, including the "Denverton Curve" property in the northwest of the Specific Plan Area (Figure 1-1). The expanded Specific Plan 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 Specific Plan Area on both sides of SR 12. This update also addressed

current market conditions, the current regulatory environment, and recent City policy updates, and was adopted in November of 2016.

In 2020, the City received another grant – this time from the State of California, through a program administered by the California Department of Housing and Community Development. The purpose of the State's "SB 2" planning grant program is to streamline housing approvals and accelerate housing production. The City used the SB 2 grant funds to prepare this update to the 2016 WDSP policies and development standards to better facilitate housing development, particularly in areas with high-quality transit and within walking distance of employment, services, and entertainment.

1.2 Location

Suisun City is in central Solano County, midway between the cities of Sacramento and San Francisco (Figure 1-1). The City is bounded by the city of Fairfield to the north and west, Travis Air Force Base to the east, and Suisun Marsh to the south. Suisun City is adjacent to and bisected by State SR 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 Specific Plan Area. The Specific Plan Area straddles both sides of SR 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: Regional Context Map

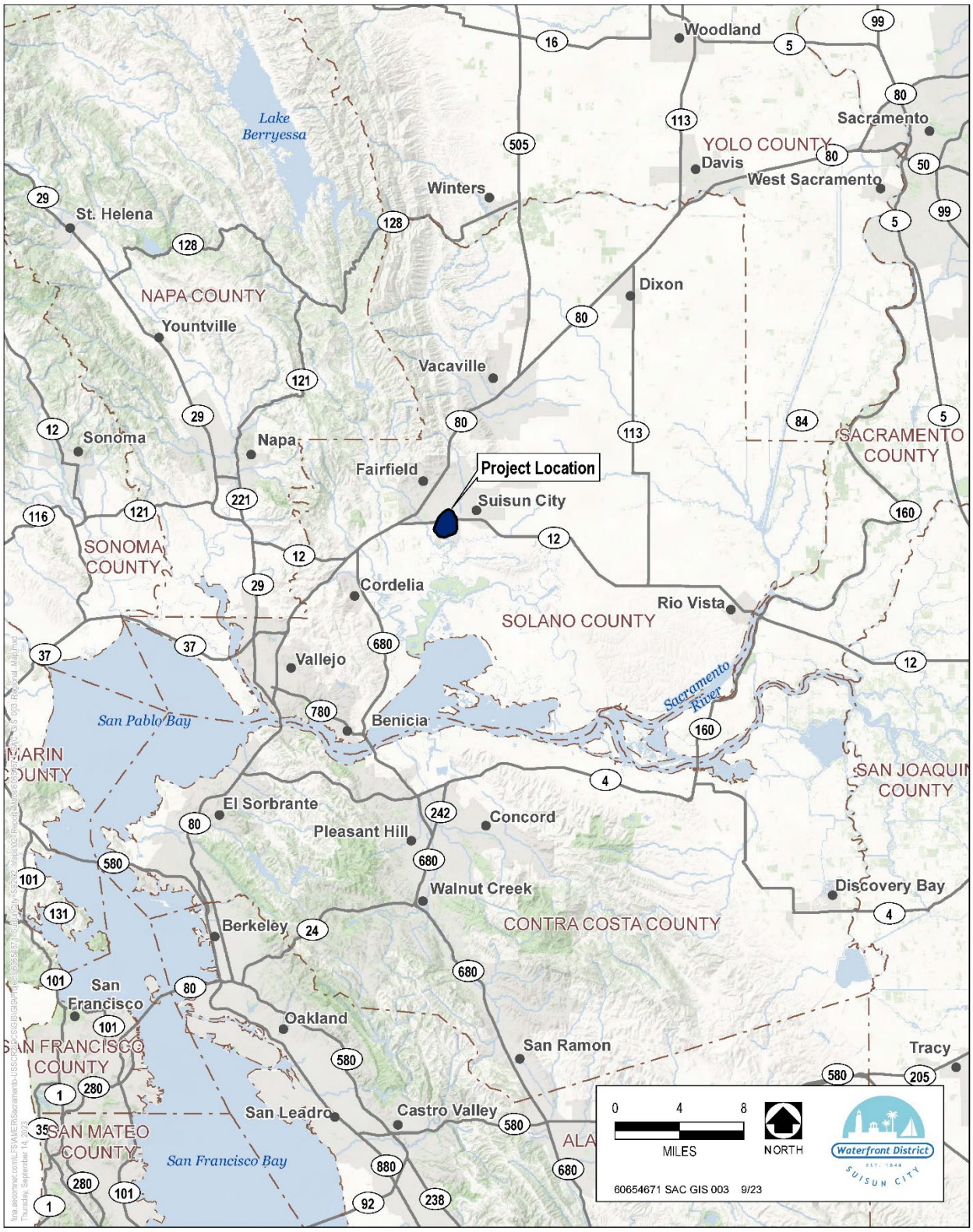
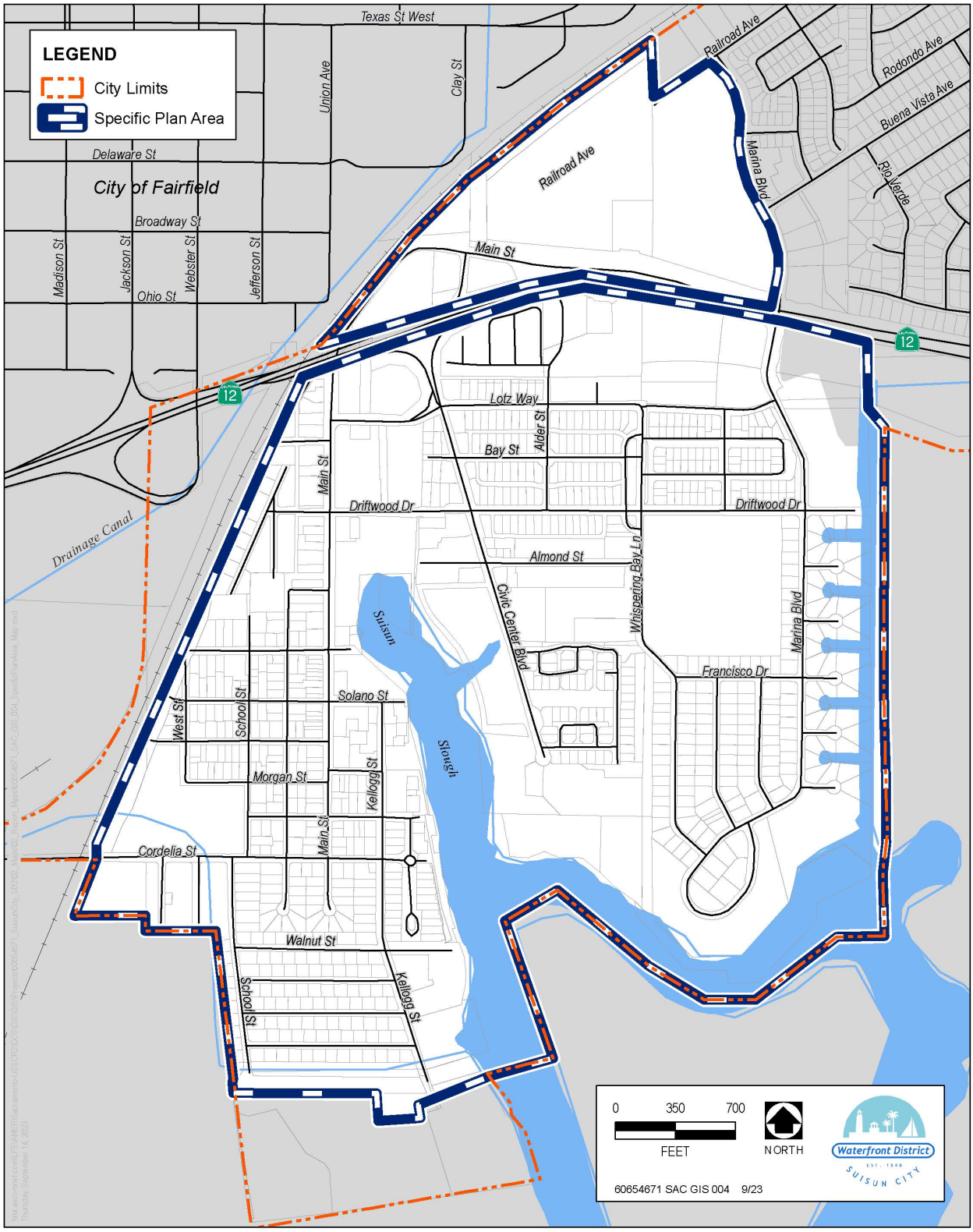


Figure 1-2: Specific Plan Area



Source: Metropolitan Transportation Commission, AECOM 2023

1.3 Specific Plan Vision

The Specific Plan implements the General Plan's direction to:

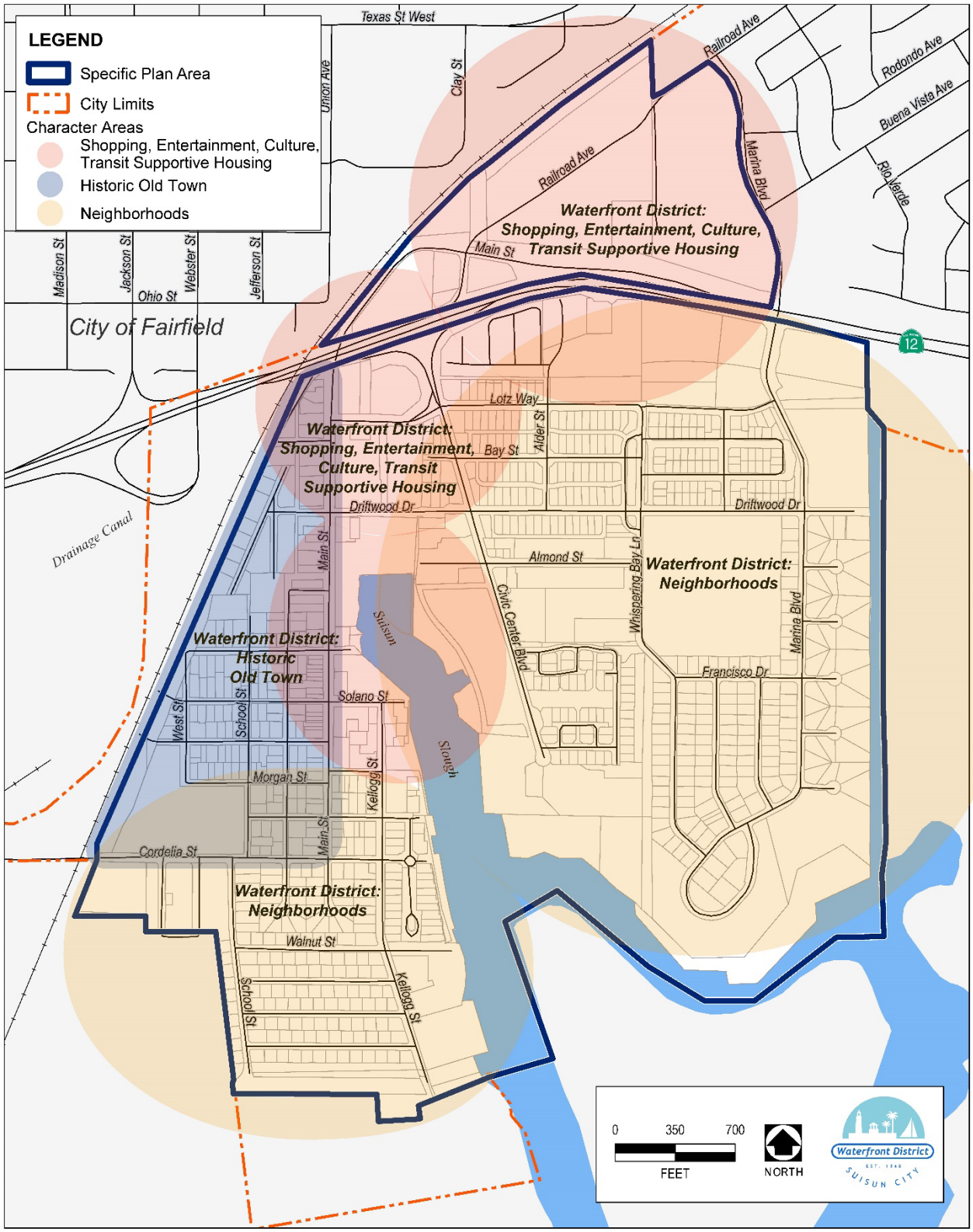
- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as 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 character areas (Figure 1-3), intended to function as their names imply, including the:

- "Shopping, Entertainment, Culture, and Transit-Supportive Housing" area, comprising the commercial, mixed-use, and civic portions of the Downtown Waterfront District on both sides of SR 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 standards in this Specific Plan are intended to enhance the function of these character areas as the Specific Plan Area develops.

Figure 1-3: Waterfront District Character Areas



Source: Suisun City, AECOM 2023

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 input from the community and City leaders, the regulatory environment, existing market conditions and market trends.

Suisun City's 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 attractive for development that complements the unique character of the area.



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. Downtown is a place that attracts new residents, jobs, businesses, diners, shoppers, and visitors.***

   Significantly increased residential and economic development in the region has created market support for transit-supportive housing, 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 difficult to access from employment centers, is now within an acceptable commute distance, including commuting by rail, to the Bay Area and Sacramento. Intercity rail service along the Capitol Corridor enhances that position and will continue to increase demand for housing near the Suisun City train depot.

   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...



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



A gateway to the open waterways and wetlands of the California Delta and San Francisco Bay and a unique stop on the Bay Area Water Trail.



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

3. ***The City should market the Waterfront District 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. Priority should also be given to 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.***

The waterfront is an extraordinary amenity offering both an urban waterfront and an unusual in-town wetlands habitat. The waterfront 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 Waterfront District landscape needs to celebrate and accentuate its relationship to the water's edge by emphasizing public access and views along both sides of the Channel and Whispering Bay.

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

The Suisun Channel is the gateway to the large open waterways and wetlands of the California Delta and San Francisco Bay and is a unique stop on the Bay Area Water Trail. The channel is unique in its mix of hard and soft edges, allowing for a rare blend of commercial and marine-related activities along one side of the Channel, and expansive wildlife habitats along the other side. Pedestrians walking along 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. Important to capitalizing on this strength is ensuring all areas of the waterfront are provided inviting and attractive 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.***

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 near 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 as it is located in a modest structure tucked behind on-street parking, a landscaped plaza with tall trees, and SR 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 in Suisun City and 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. 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, in addition to new transit-oriented housing development Downtown, 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 Specific Plan 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 SR 12, Railroad Avenue, the marina, and the train depot should be enhanced to ensure a positive first visual impression.***

The grade separation of SR 12 through the Specific Plan 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 SR 12 and Marina Boulevard and the property at the southwest corner of Railroad Avenue and Marina Boulevard should incorporate vertical landscape elements and vertical architectural design details to demark entry to the Specific Plan



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

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



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

Area at Marina Boulevard and Main Street, traveling westbound on SR 12, and Railroad Avenue traveling southbound on Marina Boulevard. These features should be designed to market and draw visitors into the Waterfront District.

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 Standards 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 the Waterfront District.***

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

1.4 Specific Plan Goals

The following goals were initiated in the 1983 Specific Plan, included in the 1991, 1999, and 2016 amendments, and are being revised in this update to the WDSP.

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, 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. ***Facilitate housing development Downtown.***

   The City has a tremendous opportunity to expand housing opportunities for existing and future residents Downtown, while also creating many other co-benefits. Housing can be more affordable by design, allowing households that might have been previously priced out to relocate to Suisun City. Housing that is close to jobs, services, parks, and other destinations can allow more residents to meet their daily needs without the need for a car, freeing up disposable income that can make housing more affordable or that can be spent at local businesses.

   Establishing transit-supportive housing options in Suisun City, but in the Specific Plan Area in particular, would expand the range of housing options, making the City more competitive for attracting employers, many of whom are interested in a diverse and affordable local housing stock. Placing more housing Downtown means more customers for existing and future businesses. Facilitating housing development in areas near transit and destinations will reduce the need for vehicular trips and associated transportation noise, air pollutant emissions, and greenhouse gas emissions, and improves public health by allowing more residents to build physical activity into their daily routines.

3. ***Preserve and enhance the area's historic character.***

   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.

Visitors are naturally attracted to areas of historic significance. Reviving the original design and 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 Standards" of this Specific Plan.

4. ***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. To facilitate use of the Channel, marina and shoreline improvements and 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.

5. ***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 be designed and located in a way that does not degrade this valuable resource, especially considering climate change. Preserving the environmental integrity of the Channel and marshes will enhance wildlife habitat and contribute to the area's attractiveness for both living and working in.

6. ***Foster participation between the public and private sector in carrying out a program of revitalization for the Specific Plan Area.***

Revitalization and economic development will not occur by the efforts of either the public or private sectors 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. The public sector relies on private investment to provide the economic activity necessary to carry out needed improvements. Public and private entities can collaborate on a revitalized, vibrant, and healthy environment for the Specific Plan Area.

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 + Civic and Services
- Chapter 6, Development Standards + Design Standards
- Chapter 7, Specific Plan Administration
- Appendix A, Historic Residential and Historic Commercial Zones Architectural Review, Demolition + Renewal Procedures
- Appendix B, Waterfront District Specific Plan Financing Plan

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CHAPTER 2| EXISTING USES + REGULATING PLANS

2.1 Existing Uses

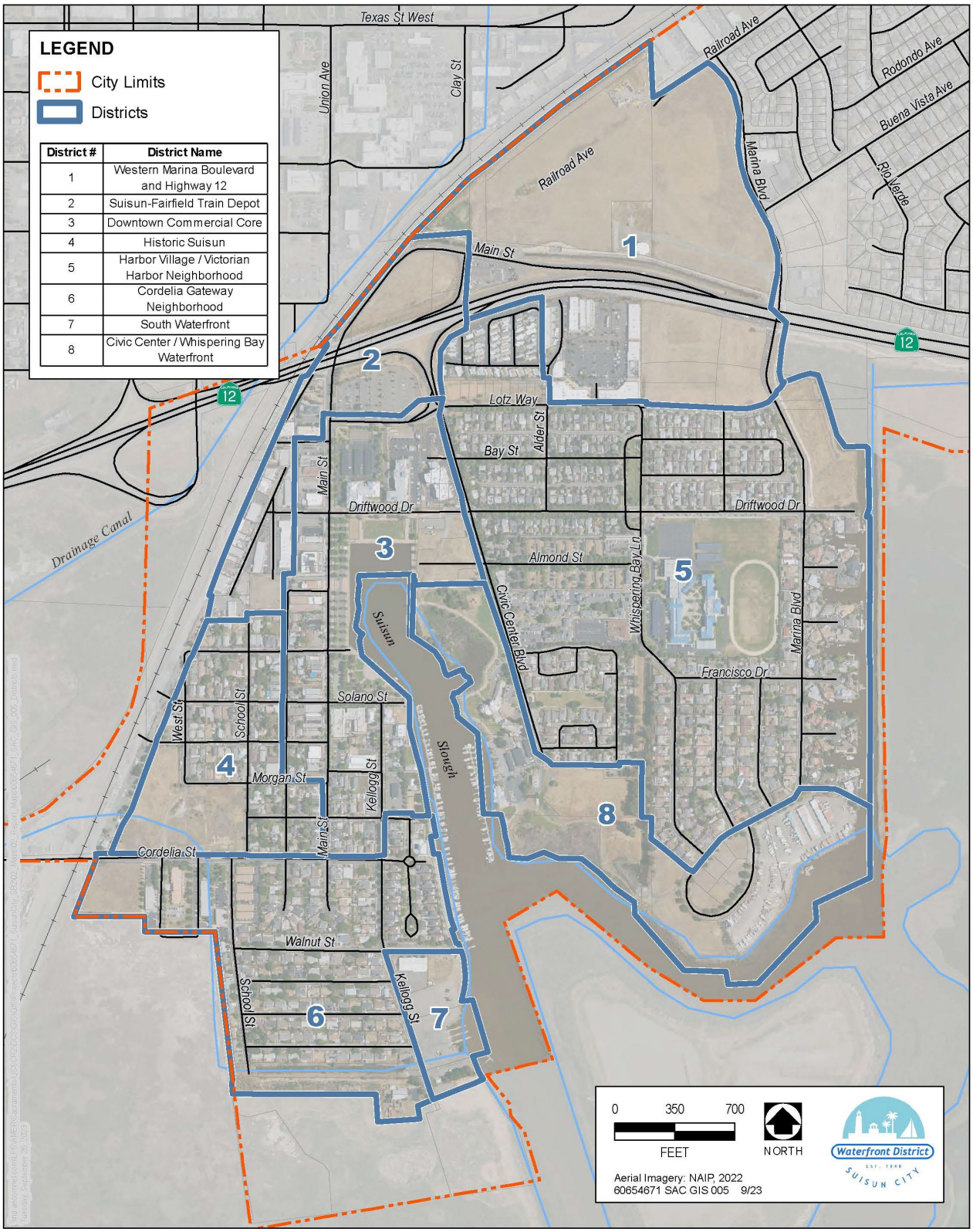
The City of Suisun City is bisected by State Highway 12 (SR 12). North of SR 12 are residential areas and neighborhood-serving uses. The historic "Old Town," mixed-use waterfront, and marshland are south and west of the highway. The Waterfront District Specific Plan (WDSP) Area (Specific Plan Area) is centered on the City's Historic Downtown Waterfront and Old Town areas, located at the head of the Suisun Channel (Figure 2-1). The Specific Plan Area is 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 Specific Plan 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 Specific Plan Area also includes a neighborhood shopping center, a mobile home park, and vacant properties north of SR 12.

SR 12 provides access into the Specific Plan 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 Specific Plan Area from the southwest is from Cordelia Road, which becomes Cordelia Street as it enters the city. 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

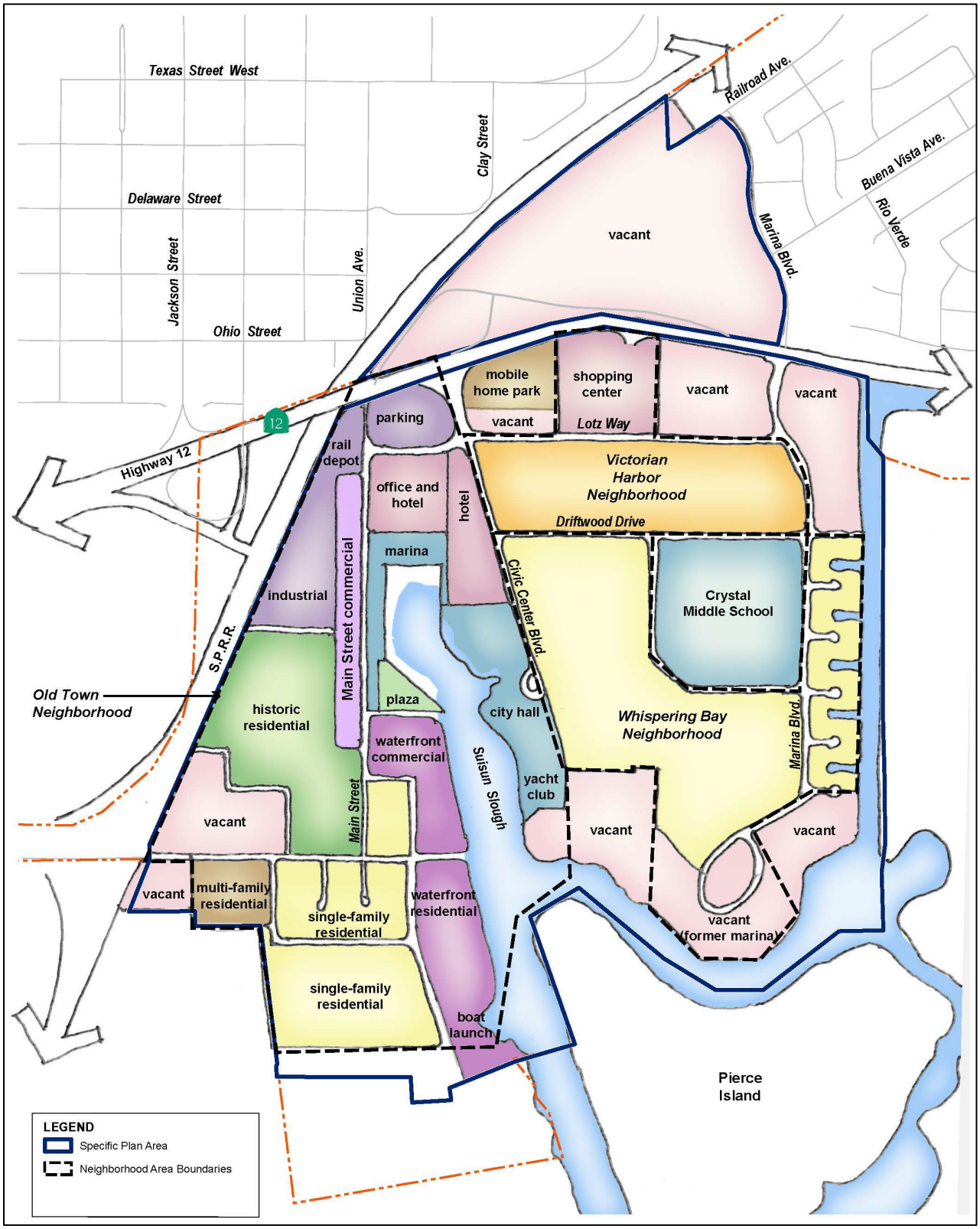
Eight planning districts are identified for the Specific Plan Area (Figure 2-1). Figure 2-2 shows a general depiction of existing uses in the Specific Plan Area.

Figure 2-1: Planning Districts



Source: AECOM 2023

Figure 2-2: Existing Land Uses



Source: AECOM 2023

District 1, Western Marina Boulevard and SR 12

District 1 encompasses several large, vacant, or underutilized parcels along both sides of SR 12 zoned for 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 and north of Lotz Way include a small shopping center and a vacant commercial parcel between the shopping center and Marina Boulevard. Future development of District 1 should anticipate working cooperatively and collaboratively with the County of Solano and the City of Fairfield to explore opportunities to enhance regional flood controls and stormwater improvements.

District 2, Suisun-Fairfield Train Depot

District 2 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 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 properties along Benton Court west of Main Street that are currently in low-scale light industrial use.



Districts 1 and 2 Existing Site Context

District 3, Downtown Commercial Core

District 3 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 City

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



District 4 Existing Site Context

District 5, Harbor Village/Victorian Harbor Neighborhood

District 5 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 is south of the Main Street commercial area and 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 is at the southern edge of the Suisun Channel. At the corner of Walnut Street and Kellogg 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 includes the civic center area, anchored by City Hall, and the Whispering Bay waterfront, which wraps the southeastern edge of the Specific Plan Area. This district is bordered by Marina Boulevard / Marina Circle and Civic Center Boulevard to 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 deteriorated and were removed. Siltation, lack of maintenance, and dredging have limited the site to its current use as a surface parking and storage facility. The limited utility of the site currently, along with its location within a mile of transit, makes 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 has 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 establishes goals and policies that are designed to guide development and conservation throughout the City's Planning Area. The is required by State law to be consistent with the General Plan. The land use designation in the General Plan for the Area is "Downtown Waterfront 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 Specific Plan Area.

General Plan guiding principles that have the greatest general bearing on development in the Specific Plan 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 Specific Plan Area and areas adjacent to the Specific Plan Area. The Bay Plan, which was initially adopted by the BCDC in 1968, signed into law by the California Legislature in1969, last updated in 2012, and amended in October 2019, encompasses the San Francisco, San Pablo, and Suisun Bays and the portions of the Sacramento-San Joaquin Delta as far east as Collinsville.

The *San Francisco Bay Plan*'s objectives 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 freshwater 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 permitted and conditionally permitted uses within each of the residential, commercial, mixed-use, and civic/open space land use zones in the Waterfront District Specific Plan (WDSP) Area (Specific Plan Area).

This Chapter should be referenced in conjunction with Chapter 6, which describes the development standards and design standards governing development in the Specific Plan Area, and Chapter 7, which describes the methods for administering the Specific Plan, including the process for administrative review, conditional use, and temporary use permits.

3.1 Land Use Zones

Figure 3-1, Land Use Map, identifies the land use zones governing development within the Specific Plan Area. These land use zones govern the use of property and shall replace and supersede all previous zoning designations for the Specific Plan Area.

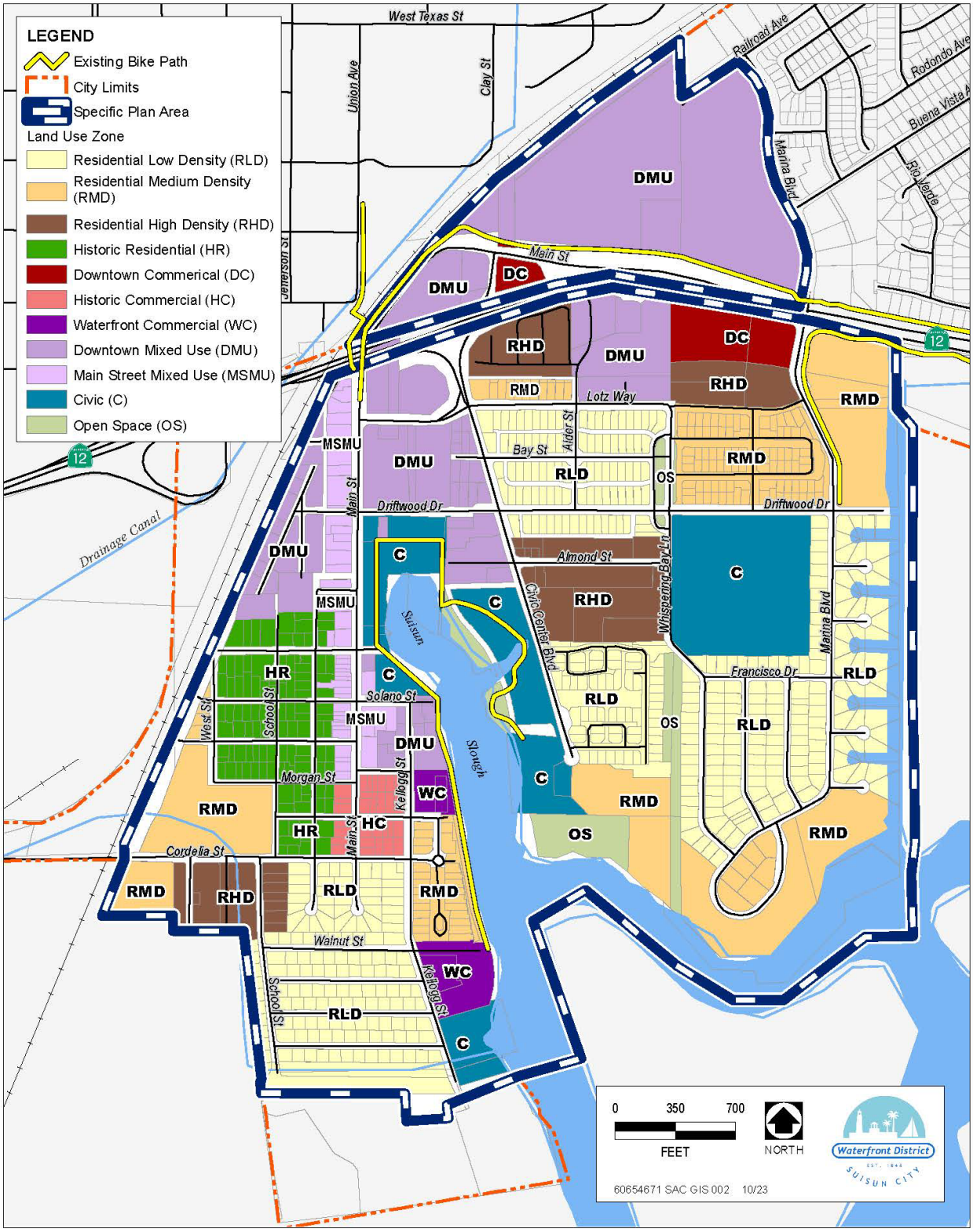
The City's Development Services Department, Planning Division is responsible for General Plan administration and interpretation and other adopted planning documents, including this Specific Plan and the Zoning Code. See Section 7.4 for further details on Specific Plan administration.

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 2023

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 implements the General Plan's policies for the preservation of Old Town's residential neighborhood historic character.

Existing development that was legal when established but does not conform to some of the standards in Table 3-1 through Table 3-4 or other Specific Plan regulations 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. Section 7.6.2 outlines the use permit process, including conditions of approval and findings required to grant use permits, that are applicable to nonconforming uses.

A. Residential Low Density (RLD) Zone

This zone provides for lower-density residential development at up to 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 ▪ Accessory 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 WDSP Section 3.1.4) ▪ 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 shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

B. Residential Medium Density (RMD) Zone

This zone provides for a wide variety of residential development of between 12.1-24.9 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., apartments, condominiums) ▪ Accessory dwelling units or guest houses ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 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 shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

C. Residential High Density (RHD) Zone

This zone provides for a wide variety of multi-family residential development types between 25-54 dwelling units per net acre. This zone is also intended to support high-density infill development in appropriate locations throughout the Specific Plan 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., apartments, condominiums) ▪ Live-work units ▪ Rooming and boarding houses ▪ Accessory 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 3.1.4 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 shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

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 several 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 craftsmanship.

The Cultural Resources chapter within Volume II, Technical Background Reports of the General Plan (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 comprises 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 eighteen (18) dwelling units per net acre.

No mobile home, 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 18.54 of the City Zoning Code and with the design standards 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 ▪ Accessory 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 3.1.4 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 ▪ Multi-family dwellings (i.e., apartments, condominiums)
▪ Any other neighborhood-oriented uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

3.1.2 Commercial Zones

Five commercial land use zones are established:

- MSMU – Main Street Mixed Use
- HC – Historic 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.

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 ▪ Artist studios; art supply stores ▪ Lodging services ▪ Business services ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ General merchandise and hardware store ▪ Movie theater ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops[1]	Administrative Review: ▪ Food and grocery stores ▪ 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 ▪ Residential dwellings[2] ▪ Convenience market (with or without alcohol) ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	
Notes: 1. Specialty retail shops are small retail stores that offer distinctive merchandise, typically sourced locally or regionally, and intended to cater to visitors, rather than primarily serving the local population. Specialty retail shops do not include the sale of age-restricted goods or the provision of age-restricted services. 2. Permits the same type of residential dwellings as the RHD zone. Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

B. Historic Commercial (HC) 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. Allowed uses permitted within the HC zone are indicated in Table 3-6.

Table 3-6: Historic Commercial Zone Allowed Uses

Permitted Uses	Administrative Review and Conditionally Permitted Uses
▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums)[1] ▪ Nursing home, rest home, convalescent home ▪ Accessory 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 ▪ Specialty retail shops[2]	Administrative Review: ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.1.4 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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other neighborhood-oriented commercial retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	

Notes:

1. Permits the same type of residential dwellings as the HR zone.
2. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services.

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

Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.

C. Downtown Mixed Use (DMU) Zone

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 ▪ Lodging services ▪ Business services ▪ Clothing and costume stores ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Food and grocery stores ▪ General merchandise and hardware store ▪ Medical and veterinary services ▪ Theater (i.e., motion picture or live) ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops[1] ▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums) ▪ Accessory dwelling units or guest houses	Administrative Review: ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Structured parking 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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	

Notes:

1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services.

Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.

D. Downtown Commercial (DC) Zone

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 ▪ Finance, insurance, and real estate offices ▪ General retail and merchandise stores ▪ Medical health care facility ▪ Optical shop or optometrist ▪ Lodge, fraternal organization or club ▪ Parks and open space ▪ Personal services ▪ Professional or medical offices ▪ Theater (i.e., motion picture or live) ▪ Specialty retails shops[1]	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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services.
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	

Notes:

1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services.
2. Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.

E. 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	Conditionally Permitted Uses
▪ Uses as permitted within the Main Street Mixed Use zone (outlined in Table 3-5, above) ▪ 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 recreational vehicles only ▪ 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	Conditionally Permitted: ▪ Boat repair and service, not accessory to a sales operation ▪ Boat storage ▪ Manufacture/assembly of boating products ▪ Gas sales for boat use only ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, public/quasi-public uses similar in nature, function, and operations to the permitted and conditionally permitted uses listed above shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

3.1.3 Civic/Open Space Zones

Civic and open space land use zones to be established include:

- C – Civic
- OS – Open Space

The allowed uses within each of these zones follow in Table 3-10 and Table 3-11. Chapter 5 provides a more detailed description of the parks and open space concepts and facilities envisioned within the Specific Plan Area.

A. Civic (C) Zone

The Land Use Map designates locations of existing and planned civic facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The C 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: Civic Zone Allowed Uses

Permitted Uses [1]	Administrative Review and Conditionally Permitted Uses
▪ Parks and publicly accessible open space ▪ Public plaza area ▪ 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 shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4	

B. Open Space (OS) Zone

The Land Use Map also designates the location for open space within the Specific Plan 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.

Table 3-11: Open Space Zone Allowed Uses

Permitted Uses [1]	Administrative Review and Conditionally Permitted Uses
▪ Open/undeveloped natural areas and wetlands ▪ Resource protection and restoration ▪ Resource related recreation ▪ Minerals or natural minerals removal	Administrative Review: ▪ Agricultural uses ▪ Parks ▪ Nursery, plants ▪ Campground ▪ 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 shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the Specific Plan Area, unless otherwise noted in Section 3.1.4.	

3.1.4 Special Use Regulations

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

- Live-work development shall be permitted in accordance with the regulations in Zoning Code Chapter 18.52.
- Home occupations shall comply with the standards in Zoning Code Chapter 18.50.



Live-work example in the Delta Landing neighborhood

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CHAPTER 4 | TRAFFIC + CIRCULATION

4.1 Vehicular Access

4.1.1 Regional Vehicular Access

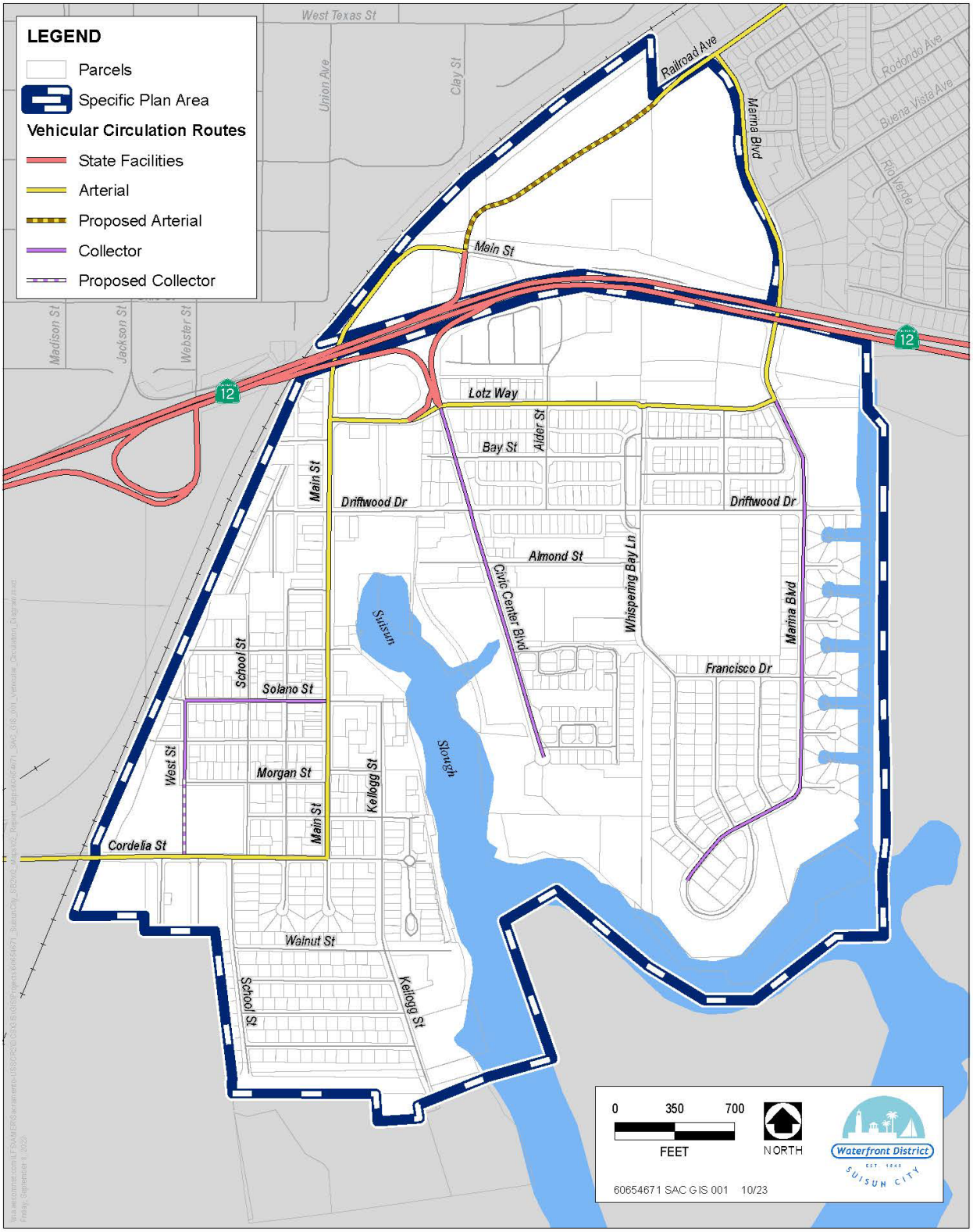
Regional access to the Waterfront District Specific Plan (WDSP) Area (Specific Plan Area) is shown in Figure 4-1. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. To access the Specific Plan Area, most drivers must get on Highway 12 (SR 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.

- **SR 12** is a four-lane, east-west oriented highway that provides access for Suisun City to Interstate 80 about two miles to the west. Near Suisun City, it has two at-grade intersections with Marina Boulevard and Pennsylvania Avenue.
- **Cordelia Street** is a two-lane rural arterial roadway that runs east-west from Interstate 80 to the west and to Main Street to the east. It is relatively narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with on-street parking and sidewalks.

4.1.2 Local Vehicular Access

Within and adjacent to the Specific Plan Area, existing and planned vehicular access roadways are shown in Figure 4-1, by their proposed classification as either an expressway, arterial, collector, or local street. Primary street segments in the Specific Plan Area are briefly summarized in the bullets that follow.

Figure 4-1: Vehicular Circulation Network



Source: Metropolitan Transportation Commission, AECOM 2023

- **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.
- **Driftwood Drive** is a two-lane local collector that is oriented east to west, connecting Marina Boulevard and Civic Center Boulevard with Main Street and Benton Court.
- **Lotz Way** is a two-lane, east-west arterial 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 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 SR 12 and two lanes wide, with bike lanes, south of SR 12.
- **Railroad Avenue** is an arterial 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 street is planned to continue to the west as a future four-lane arterial to connect with the extension of Main Street/Denverton Road.

4.1.3 Planned Vehicular Circulation Improvements

As the Specific Plan Area continues to develop, new multi-modal facilities will enhance the circulation network. The timing and construction of these projects will be dependent on available grant funding, Capital Improvement Program budgeting, and private development applications.

Circulation system improvements are indicated by dashed lines in Figure 4-1. Street sections for typical streets in the Specific Plan Area are provided in Figures 4-2 through 4-8.

- A new collector is proposed parallel to and 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 west side of Main Street (Figure 4-2).

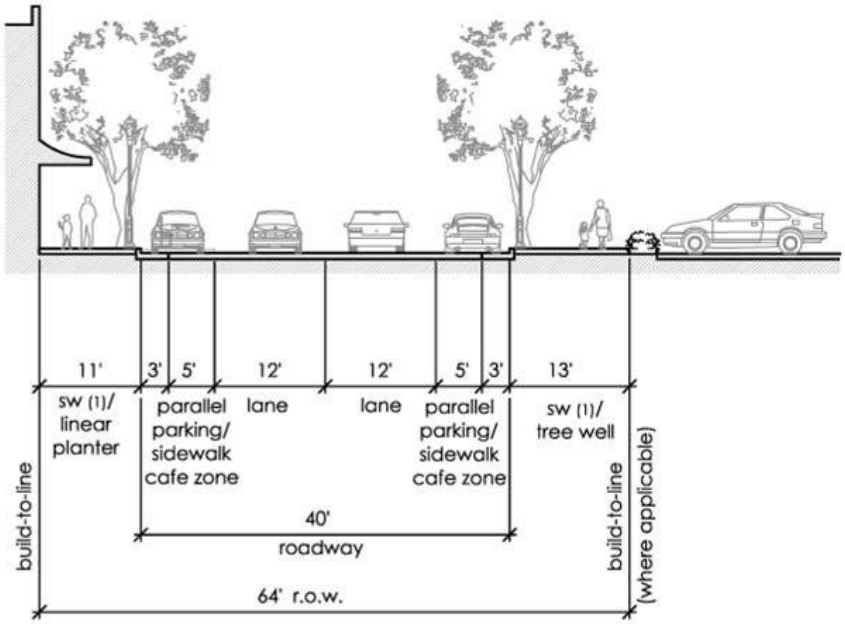
- New streets to serve the 30-acre commercial property, north of SR-12 to include:
  - Extension of Railroad Avenue, west of Marina Boulevard to the extension of Main Street/Denverton Road as a four-lane divided street with bike lanes (Figure 4-3).
  - An at-grade crossing of the railroad tracks, to connect with Clay Street in Fairfield.
- Improvements or enhancements to existing Downtown arterial and collector streets to support safe multimodal travel and access (Figures 4-4 through 4-6).
- New local neighborhood roadways and alleys to connect and serve new residential and mixed-uses development within opportunity sites in the Specific Plan Area (Figure 4-7 and 4-8).

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 convenience.

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

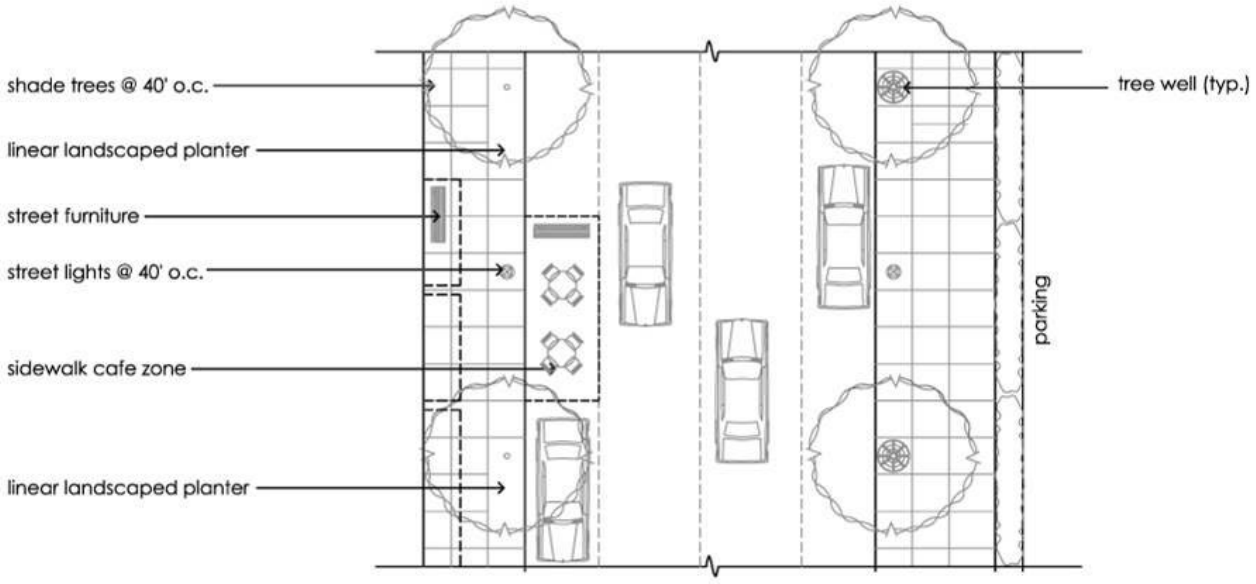
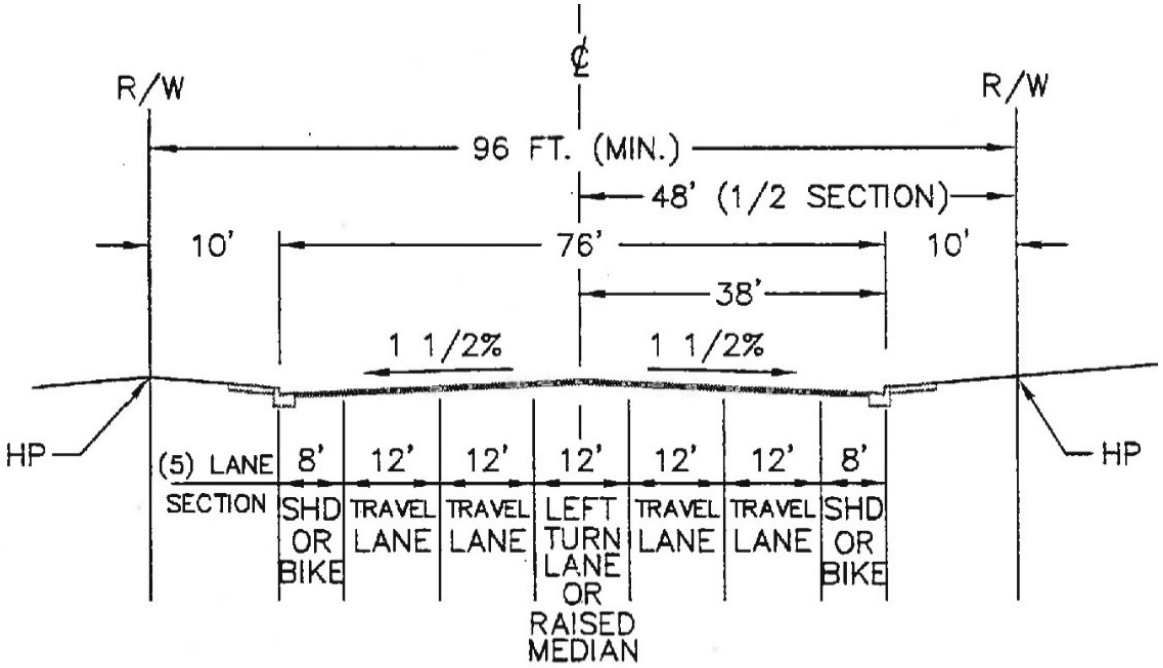


Figure 4-3: Arterial Street on 30-acre Property (Railroad Avenue)



Railroad Avenue at full buildout will include four lanes (two in each direction), two bicycle lanes of at least five feet in width in each direction and may include other streetscape elements. Please see designs on file with the City Public Works Department. The proposed right-of-way is 96 feet.

Figure 4-4: Typical Collector

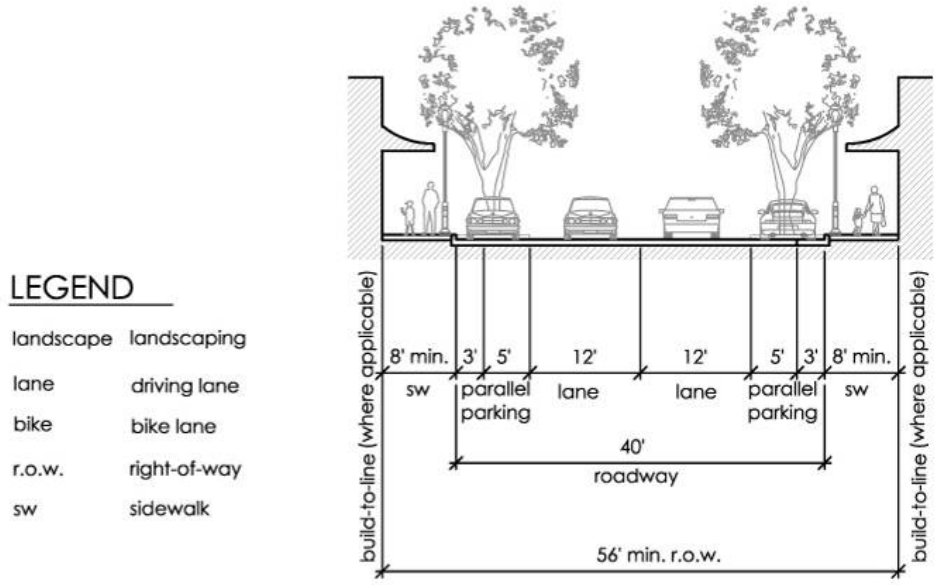


Figure 4-5: Typical Downtown Neighborhood Arterial

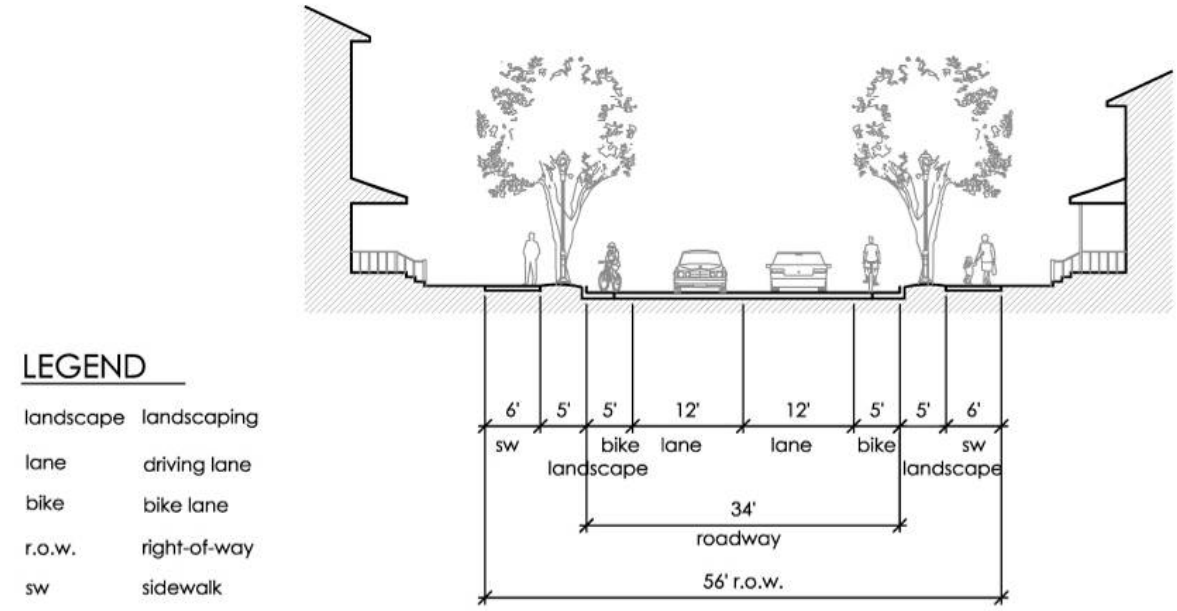


Figure 4-6: Typical Downtown Neighborhood Collector (Parking on One or Both Sides)

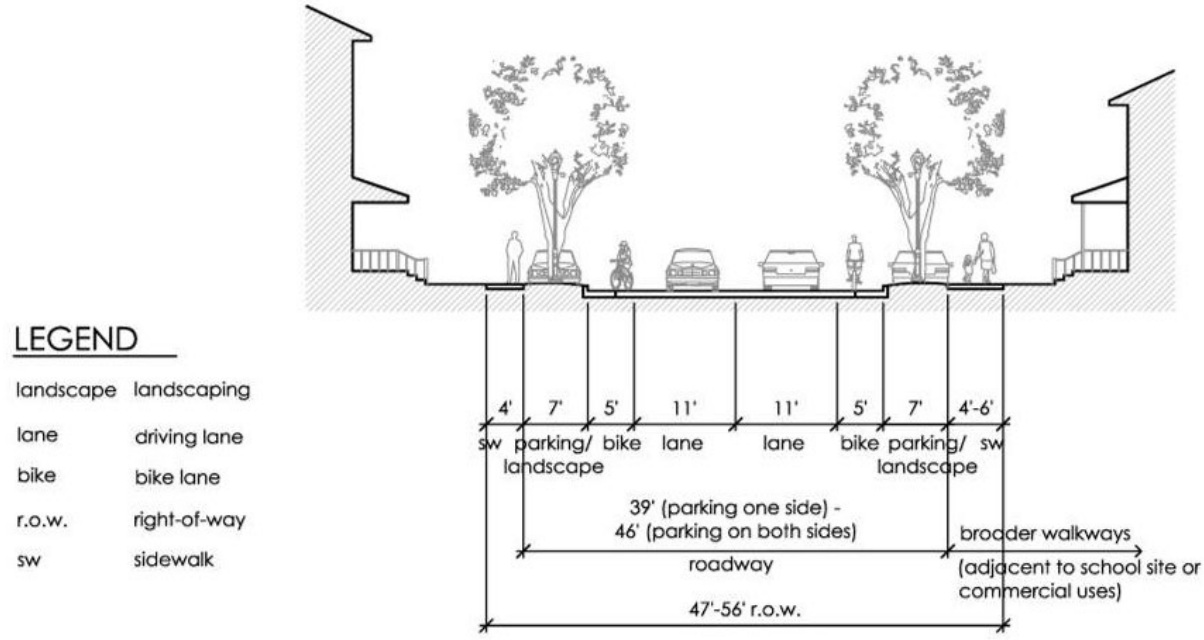


Figure 4-7: Typical Local Street (Parking on One or Both Sides)

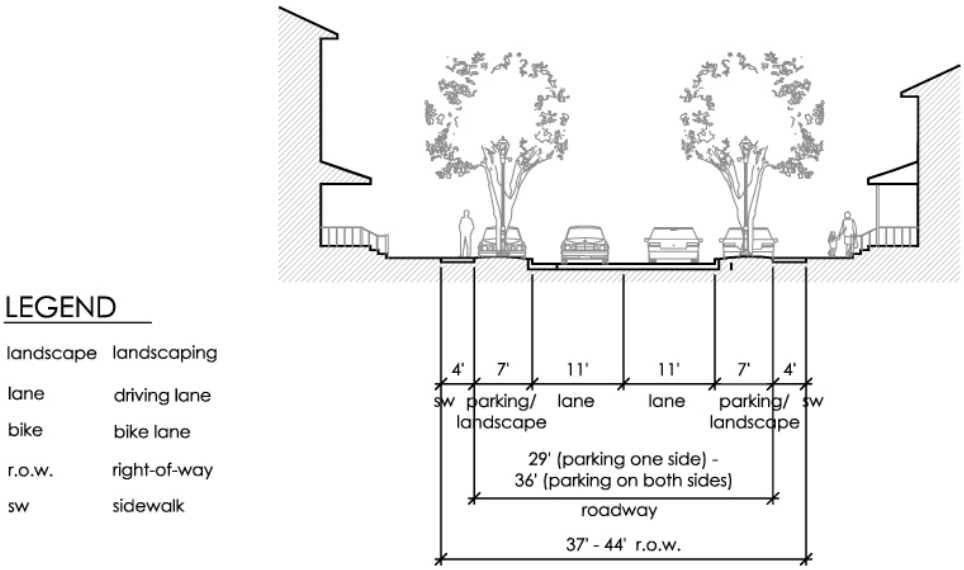
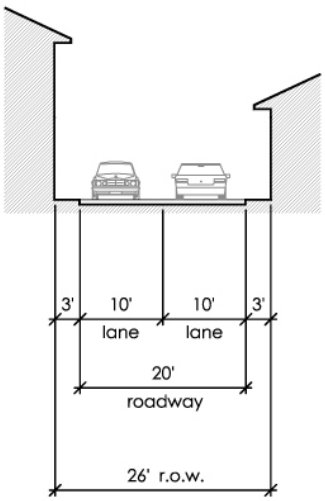


Figure 4-8: Typical Alley



General Circulation Standards

1. All public streets shall connect into the larger circulation pattern. Block lengths shall be 300 feet or less. The use of cul-de-sacs shall not be permitted.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices shall be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands shall be used for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

A. Commercial Streets and Main Street

1. Sidewalks along commercial streets shall support outdoor activities, such as seating and dining. Sidewalks adjacent to seating and dining areas must leave five (5) feet or more of vacant sidewalk space between the edge and the curb to provide adequate pedestrian circulation.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza shall 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

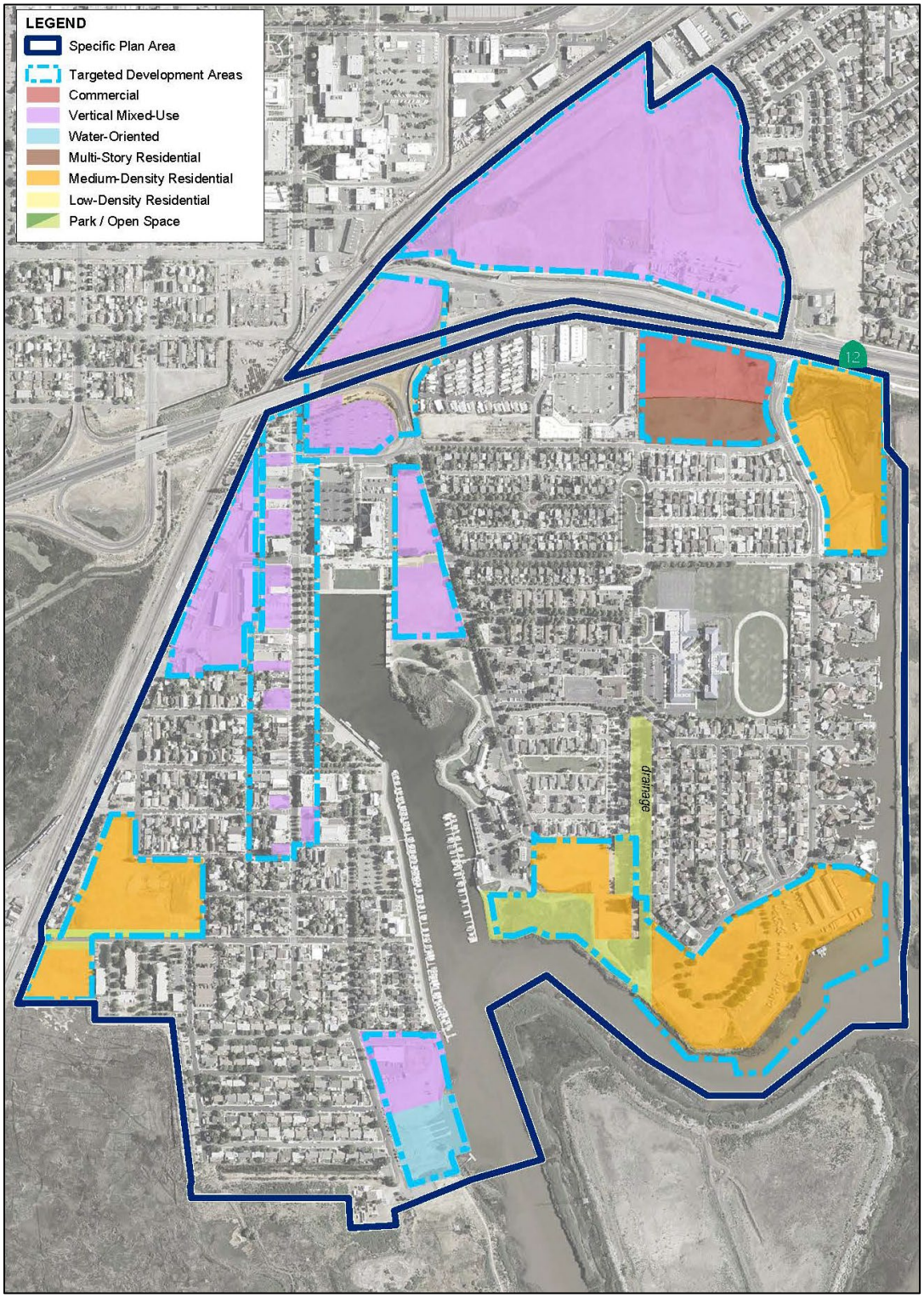
width of ten (10) feet when landscape planters or tree wells are incorporated and attached to the sidewalk.

4. Consistent street trees and light fixtures shall 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 shall be planted at intervals of forty (40) feet or less; selected for characteristics that include proven durability in street environments; branch at heights greater than fifteen (15) feet; have light, feathery leafing; and allow for ease of maintenance. Storefronts must maintain transparent windows that allow visibility into the store. Light fixtures shall include attachments for banners and planters. Fixtures shall be high-pressure sodium vapor for the best rendition of natural colors.
5. Sidewalk cafes along Main Street shall be permitted to extend into the parking zone with an administrative review permit (Figure 4-2).
6. Driftwood Drive between Main Street and Civic Center Boulevard shall 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.

B. 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 fifty (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 street width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For developments within areas identified in Figure 4-9, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of seven (7) feet, and minimum sidewalk width of five (5) feet. There shall 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 shall be oriented towards the waterfront, in order to provide both public access and views from the street to the water.

Figure 4-9: Targeted Development Areas



C. *Motor Courts/Alleys*

1. Motor courts or alleys, which provide rear-loaded access to lots, are required for new developments 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 twenty (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 exist, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano 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 Specific Plan Area shall be required to provide parking in accordance with the parking standards provided in Section 6. 5.4. The City encourages new shared parking areas to serve new development, particularly infill development on relatively smaller parcels. Use of on-street parking should be maximized.

Commercial and mixed-use development in the Specific Plan Area, south of SR 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 to be accommodated through a combination of surface, garage, and tuck under parking configuration. Parking to serve development on the 30-acre property, north of Highway 12, is to consist of a combination of on-street parking, 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 and freight rail traffic.

Regional commuter trains stop at the depot between Main Street and the tracks. East of Main Street and north of Lotz Way is a 265-space "Park-n-Ride" lot owned by Caltrans. This lot is used by both rail passengers and visitors to Specific Plan Area.

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 Slough 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.

4.3 Bike and Pedestrian Circulation

4.3.1 Bike and Pedestrian Facilities

With the relatively compact development pattern with buildings primarily built close the front property line, the grid and modified grid transportation network, the lack of overly wide streets, and other features, the Specific Plan Area is a relatively bicycle- and pedestrian-friendly area.

Existing bike routes within the Specific Plan 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 SR 12 on the Grizzly Island Trail that connects from the Specific Plan 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 Specific Plan Area are also generally low-traffic, low-vehicle-speed, safe areas for biking.

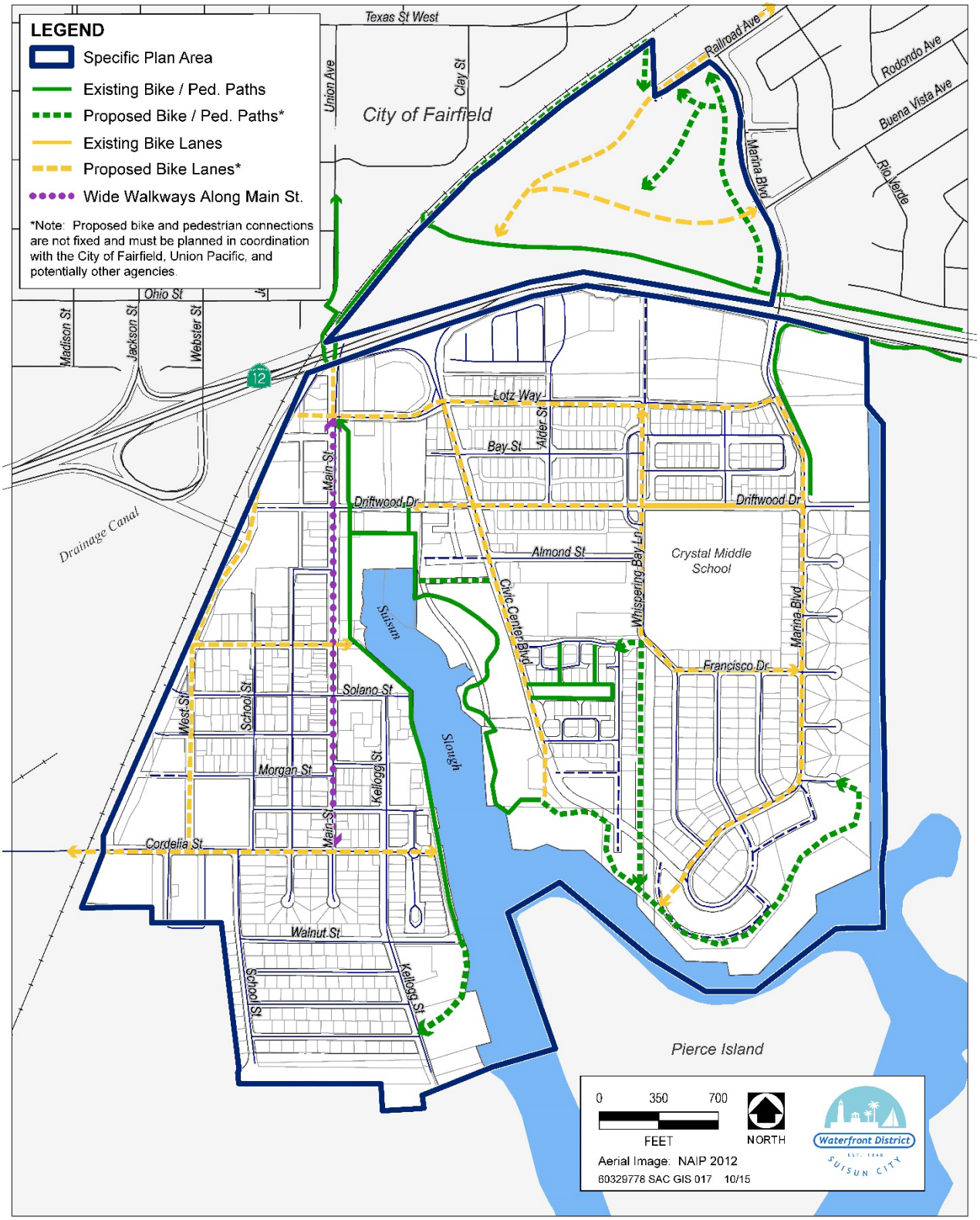
Most streets in the Specific Plan Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard along the channel. A linear pedestrian walkway/bicycle path circles around the Channel between City Hall and the cul-de-sac at the end of Walnut Street, north of the 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 Specific Plan Area as collectors and arterials that require striping and signage for Class II bike paths or Class I bike routes, consistent with and the WDSP standards. The bike/pedestrian circulation system, shown in , indicates the general location of these facilities.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM 2023

New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements, include:

- Providing bike lanes on Lotz Way, Driftwood Drive, Marina Boulevard, Civic Center Boulevard, Sacramento Street, Cordelia Street, and Railroad Avenue.
- Supporting future development of the property at the northwest corner of SR 12 and Marina Boulevard with on- and off-street bicycle facilities that ensure internal safe and convenient bicycle movements and connect externally to surrounding regional trails, Main Street, and Downtown Fairfield.
- Providing continuous north-south on-street bike lanes along Railroad Avenue, parallel to the train tracks, Whispering Bay Lane, and an off-street path connecting Civic Center Boulevard with 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 Specific Plan 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 the Civic Center to the current terminus of Civic Center Boulevard, is now in place. Additional improvements include:
  - Extension of the trail at its eastern terminus through the waterfront open space along Whispering Bay and following the drainage canal, south of Whispering Bay Lane.
  - Extension of the pedestrian promenade that 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 Specific Plan Area.
- Identifying opportunities to provide shaded areas with drinking fountains, benches, and other amenities to further encourage the use of the City's off-street bicycle and pedestrian facilities.
- Collaborate with local and State agencies, such as the City of Fairfield and Caltrans, to improve the safety of the existing pedestrian environment, including intersection median enhancements and other improvements to pedestrian facilities.

When complete, the path system will follow the entire waterfront frontage from the boat launch ramp on Kellogg Street to the Marina neighborhood, adjacent to Whispering Bay. These improvements, along with connections they provide to other pedestrian/bicycle facilities, meet the Suisun City General Plan Guiding Principles, including:

- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Encourage a healthy living environment.

In addition, with future development, 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 new development areas.

CHAPTER 5| OPEN SPACE + CIVIC AND SERVICES

5.1 Open Space + Civic and Services

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

Park, open space, and civic facilities in the Specific Plan 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, which is done periodically by the Army Corps of Engineers, as the channel is under federal control. 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 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 a permanent tidal wetland. The remainder of the island is managed as a permanent dredge material disposal site. Levee and dike improvements are planned 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 on the waterfront.

Figure 5-1: Recreation and Open Space Diagram



- **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 envision enhancing the marina facilities, improving landscaping, retaining the parking capacity, creating clear pedestrian and vehicular circulation, extending the waterfront promenade, and accommodating new mixed-use development. 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 and smaller buildings for water recreation and storage. This site could also accommodate a public viewing area/pier, plazas 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 (e.g., lighting, benches, trash receptacles, etc.), in coordination with more recent streetscape improvements on the east side of the street. Streetscape features along Harbor Plaza, Main Street, and the Transportation Center will have a consistent 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 is an existing one-acre park with open turf area and waterfront views at the northern head of the Suisun

Channel and adjacent to the waterfront promenade and hotel and office uses.

  - North of City Hall is Mike Day Park, is a three-acre park with 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 Specific Plan 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.
- **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 SSWA, resulting in the reconstruction and modernization of the old Suisun Water System.

The City handles the local billing and requests for water and sewer service and the SID delivers 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 of 32,400 at 2035 General Plan build-out 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

There are four storage tanks in the water system, including:

- **Cement Hill Tank (2 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.
- **Gregory Hill Tank (2 million gallons).** 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.
- **Sports Complex Tank (1.5 million gallons).** The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm.
- **Suisun City Corporation Yard Tank (1 million gallons).** 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 percent 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 from 2015 to 2035. Although Table 5-4 shows that water supply in single 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, 2020–2035

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
	Multiple-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.

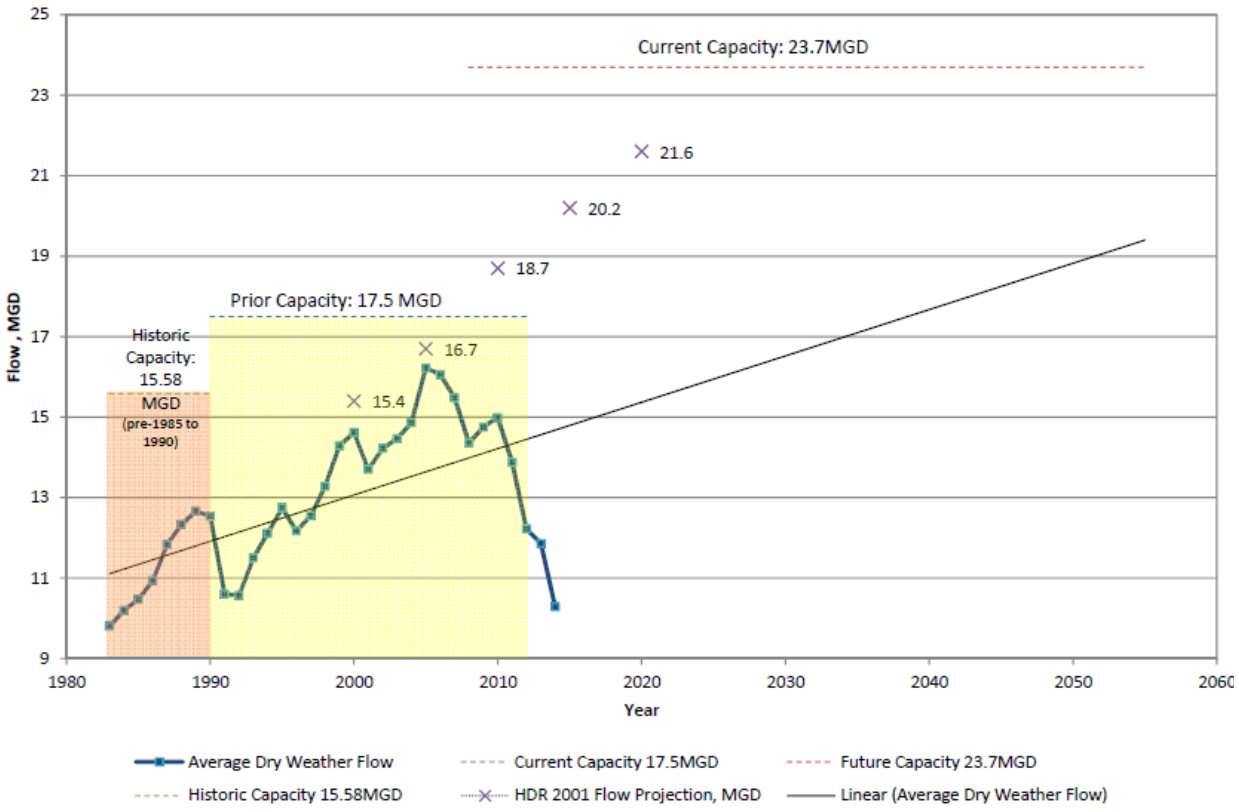
To date, system evaluation and capacity assurance of the City's collection system has consisted of observation of sewer system performance during dry and wet weather and enforcement of the City's design standards for new sewers. Capacity assessment has been handled historically by the Fairfield Suisun 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 to 2055



Source: City of Suisun City 2016

5.2.3 Stormwater

The City of Suisun City Public Works 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 to 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 percent 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 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

[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.

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.

For any Special Project, the allowable incentive LID Treatment Reduction Credit is the maximum percentage of the amount of runoff identified for the Special Project's drainage area, that may be treated with tree box high flowrate biofilters and/or vault-based high flowrate media filters. 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 projects may qualify for a 100 percent LID Treatment Reduction Credit – these projects are designed to be pedestrian friendly; create or replace less than ½ acre of impervious surface area; located in a downtown area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.
- Category B projects may qualify for a LID Treatment Reduction Credit between 50 and 100 percent depending on their proposed lot coverage – these projects are designed to be pedestrian friendly; create or replace between ½ acre and two acres of impervious surface area; located in a downtown area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.
- Category C projects may qualify for a LID Treatment Reduction Credit between 10 and 50 percent depending on their location and design – these projects are transit-oriented, non-auto related uses; designed to be pedestrian friendly; that would create or replace between ½ acre and two acres of impervious surface area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.

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:

- **Downtown/Main Street.** 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 SR 12. School Street, west from Sacramento to the south, drains to another watershed. The Main Street pump station protects the northern section of the old downtown area and was just replaced this year as part of the downtown plaza. It now has a capacity of 8,500 GPM using two parallel submersible pumps. The station is controlled by a PLC using a bubbler system for level control. The calculated runoff is 4,100 GPM.

- **Wildlife/Kellogg Street 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. It pumps the water collected from the southern part of the old downtown area into the Suisun Slough. There is one main outlet into the Wildlife Channel, which is the School Street storm drain. The pump station and discharge line were replaced in 1997 with a submersible pump station, built next to the old station, and a new larger discharge line. The old pump, check valve, and MCC were removed and the old wet well and discharge line were left intact for possible future adaptation with a portable diesel pump for emergency use. The station includes a medium size detention basin allowing for some storage during short, high rainfall events. The new station has a capacity of 4,600 GPM with one pump, 8,000 GPM with two pumps, and 9,900 GPM with three pumps. Currently two pumps are installed with all piping and the MCC ready to accept a third pump. The calculated runoff is 7,800 GPM.
- **Whispering Bay/Mulberry Street 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. The pump station has two independent propeller pumps with ultrasonic level controls. New discharge pipes and bar screens were installed in 1988. The estimated runoff is 15,700 GPM for a 6-hour event. He station was rebuilt in 2000 with capacity to exceed these flows. The station has a large detention basin allowing the required capacity to be lowered, if desired.
- **Heritage Park Subdivision/Chipman Lane Pump Station.** There is a pump station along SR 12, about midway on Chipman Lane. This drains a large portion of the Heritage Park Subdivision. The Chipman Lane pump station collects storm water in the north-south area between Chipman Lane and the railroad tracks and pumps it under SR 12 into a channel. The station has three independent propeller pumps controlled by float switches, with a total capacity of 30,300 GPM. The estimated runoff is 8,300 GPM.

5.2.4 Solid Waste

The 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 Company (PG&E) 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 Specific Plan 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 Specific Plan Area. However, there may be opportunities during implementation of the Specific Plan to use technology within the WDSP Area to enhance security, for example, through Bluetooth access for security communication or through the installation of emergency call boxes.

Fire protection is provided by the City of Suisun City Fire Department, which provides fire protection services in the incorporated area of the City. The Department has one fire station at 621 Pintail Drive and has considered alternative locations to better serve residents and address citywide goals to respond to 90 percent of all calls within five minutes. The Department 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, and high school students. The Specific Plan Area is served by Crescent Elementary School, a K–5 school east of the Specific Plan Area and south of SR 12. Crystal Middle School serves students from grades 6-8 and is located within the Specific Plan Area, at the southeast corner of Driftwood Drive and Whispering Bay Lane. The Specific Plan Area is within the school boundaries of Armijo High School.

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 Suisun City 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 + DESIGN STANDARDS

6.1 Introduction

This chapter establishes the development and design standards governing proposed development within the Waterfront District Specific Plan (WDSP) Area (Specific Plan Area). When reviewing project plans, the reviewing body (Development Services Director, Planning Commission, or City Council, as the case may be) shall refer to the WDSP development and design standards. 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.

6.1.1 Community Design Approach

Development standards provide clear direction on the scale and location of new buildings constructed within the Specific Plan Area. Design standards emphasize the 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; a comprehensive open space system; and other techniques.

Design standards 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 Historic Residential (HR). Please refer to Chapter 3 for a more detailed discussion of the Land Use Zones.

Design standards for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project.



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



Building heights above the first two stories shall be stepped back, if needed, to respect the heights of existing adjacent residential development.



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



Garages shall be at the rear of the lot and accessed by an alley or motorcourt.

6.2 Residential Development + Design Standards

6.2.1 Intent

Residential development and design standards focus on developing a traditional downtown setting that fosters community activities, social interaction, and a strong cohesive image for the Downtown Waterfront District. Design standards will maintain the pedestrian-oriented environment, where the fundamental intent is to reduce the impact of the vehicles by requiring 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 City 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

Development standards for residential uses within the Specific Plan 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 and design standards 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 have the minimum lot sizes and setbacks indicated in Table 6-1, except that porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

Table 6-1: 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

- Building heights above the first two stories shall be step back, if needed, to respect the heights of existing adjacent residential development, particularly along Lotz Way.
- The height of a new development shall be limited to the building height maximum identified in each zoning district. Building height shall be grade to the peak of the roof.
- Guesthouses and accessory dwelling units shall be subject to the land use and development standards in Table 6-2 and regulations in Chapter 18.30.170 of the City's Zoning Code.

A. Residential Garages

1. Garages shall 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 shall 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.

B. Fences

1. Backyard fences shall be along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences shall 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. Front yard fences are shall 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 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.



Front yard fences shall be set back, landscaped, and designed to be visually open above the first three feet.

Table 6-2: Residential Development

Land Use District	Residential Low Density (RLD)	Residential Medium Density (RMD)	Residential High Density (RHD)	Historic Residential (HR)
A. LOT / SITE DESIGN				
4. Lot Coverage[1]	70% max	80% max	80% max	70% max
5. Density[2]	4-10 du/gross ac (5-12 du/net ac)	10.1-20 du/gross ac (10-24.9 du/net ac)	20.1-45 du/gross ac (25-54 du/net ac)	5-15 du/gross ac (6-18 du/net ac)
6. Floor Area Ratio	N/A	N/A	N/A	N/A
7. Lot Area	3,000 sf min	1,500 sf min	N/A	2,500 sf min
8. Lot Width	40' min	25' min	none	40' min
9. 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
Accessory Dwelling Setback				
1. Front Setback	15' min or equal to primary building setback			
2. Side Setback (street)	4' min			
3. Side Setback (interior)	4' min			
4. Rear Setback	4' min			
5. Height Limit[6]	20' max			
C. ENCROACHMENTS INTO SETBACKS				
1. Front Setback	6' max, where applicable			
2. Side Setback	3' max			
3. Rear Setback	3' max, where applicable			

Notes:

du/ac = dwelling units per 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 can 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 accessory 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.

6.2.3 Residential Site and Design Standards

A. *Neighborhoods*

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



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

B. *Parks and Open Space*

1. A variety of parks and open space shall be located within the Specific Plan Area, designed and located to help promote public health. Refer to Chapter 5 for park, open space, and public facility concepts.
2. Parks or play areas shall be dispersed and located to be easily accessible to each neighborhood area.
3. 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.
4. Pocket parks (of one-half acre or less) shall be landscape amenities and as a means to give a distinct identity to residential areas.
5. New small play areas, parks, and plazas shall be provided to support future residential growth in the Specific Plan Area, as suggested by the park and open space concept in Figure 5-1. These facilities shall 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.



Parks or play areas shall be dispersed and easily accessed on foot.

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



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

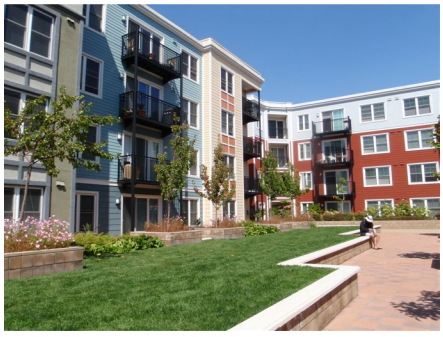
C. *Landscaping*

1. A combination of trees, shrubs, and ground cover is required to allow maximum winter sun and summer shade. Plantings may be deciduous.
2. Sustainable landscaping, with climate-appropriate plantings with efficient water use is required.

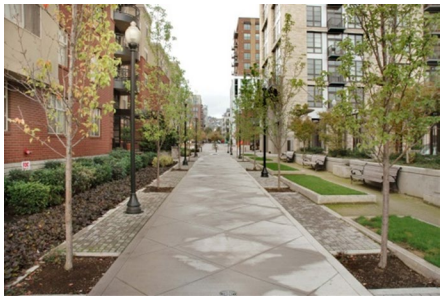


Deciduous plantings shall be used to provide maximum winter sun and summer shade.

3. The use of impervious paving surfaces (concrete, asphalt) shall be limited to sidewalks, walkways, patios, driveways, and parking spaces that meet the parking requirement. Permeable surfaces and paving materials shall be utilized for not less than 20 percent of the applicable paving surfaces.
4. Outdoor lighting on private lots shall be designed and directed away from common boundaries and neighboring uses.
5. Shade trees and landscape trees shall be of appropriate species, including those that provide shade, stormwater management, aesthetic benefits, and screening to soften the impacts of large expanses of pavement and vehicle movement, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature and shall be spaced such that, at maturity, the drip lines do not overlap.
6. Yard areas facing the street shall be designed using landscape elements of 40 percent hardscape and 60 percent softscape.
7. Landscape design must consider water conservation strategies, consistent with the State of California State Model Water Efficient Landscape Ordinance.



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



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

6.2.4 Residential Building Design Standards

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 shall be incorporated in new development. These features and exterior colors shall be varied between units and from house to house along a street.
2. Flat roofs shall be avoided on single-family homes and garages.
3. Compatibility of color with the soft browns, blues, and greens that dominate the waterfront shall be emphasized.
4. Buildings shall be sited so that the first floor rests directly on grade. A minimum lift of 10 inches off the pad is encouraged in order to provide the home with a more substantial presence on the street.

6.3 Commercial Development + Design Standards

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



Downtown Suisun City has a historic architectural character that should be preserved and enhanced.

As noted previously, design standards for commercial and mixed-use (residential and non-residential) development apply based on the Land Use Zone of the proposed project.

6.3.1 Intent

The City's intent is to preserve the historic architectural character 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 6-3.

Table 6-3: Commercial and Mixed-Use Development Standards[1]

Land Use District	Downtown Commercial (DC)	Downtown Mixed Use (DMU)	Main Street Mixed Use (MSMU)	Historic Commercial (HC)	Waterfront Commercial (WC)
LOT / SITE DESIGN					
1. Lot Coverage[2]	80% max	80% max	100% max	70% max	50% max
2. Density[3]	N/A	N/A	N/A	N/A	N/A
3. Floor Area Ratio	0.25-2.0	0.30-3.0	0.75-2.0	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	30 min	30 min	40' min
6. Lot Depth	70' min	60' min	60' min	60' min	60' min
BUILDING PLACEMENT AND HEIGHT					
Primary Building Setback[4]					
1. Front Setback	0' min-20' max	0' min-15' max	0' min-15' max[4]	5' min-15' max[5]	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 (non) 15' min (res)	0' min (non) 15' min (res)	0' min (non) 15' min (res)	5' min (1-2 stories); 15' min (3+ stories)	0' min (non) 15' min (res)
4. Rear Setback[6]	15' min	15' min	0' min (non) 15' min (res)	5' min	0' min (non) 15' min (res)
5. Height Limit	60' max	60' max[7]	16' min; 50' max[7]	35' max	35' max

Notes:

du/ac = dwelling units per acre, min = minimum, max = maximum, sf = square feet, non = nonresidential, res = residential

[1] Residential development within a commercial or mixed-use zone shall be subject to the development standards for the Residential High Density Zone (RHD), 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 Model Water Efficient Landscape Ordinance.

[5] Front setbacks shall be within five feet of 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 shall be stepped to respect the heights of existing adjacent residential development.

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

The following design standards apply to the Main Street Mixed Use and Downtown Mixed Use Zones. 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 in Section 6.1 shall govern. Refer to Chapter 4 for street and streetscape design standards for Main Street and other Downtown commercial and residential areas.



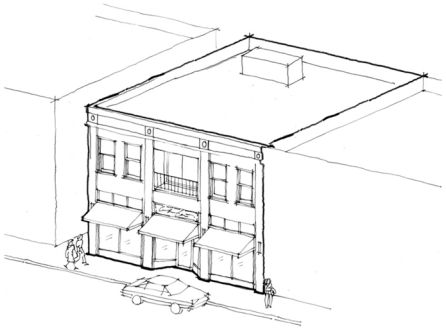
Downtown commercial structures are typically rectilinear and built to the edge of the sidewalk.

A. Building Height, Placement, and Setbacks

1. The height of new street-facing facades shall 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 shall be designed to focus on the street to create more activity along the sidewalk.
5. Businesses and buildings on Main Street shall face and orient toward Main Street.



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.

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. Architectural character-defining features of buildings that are eligible historical resources shall be maintained or replaced in-kind in any renovation or remodeling work.
3. When a new building is proposed to replace a historic structure, key architectural elements of the original building shall be used in the construction of the new building.
4. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of historic Suisun City by containing design elements that procure historic elements within the commercial styles in a modern



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



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

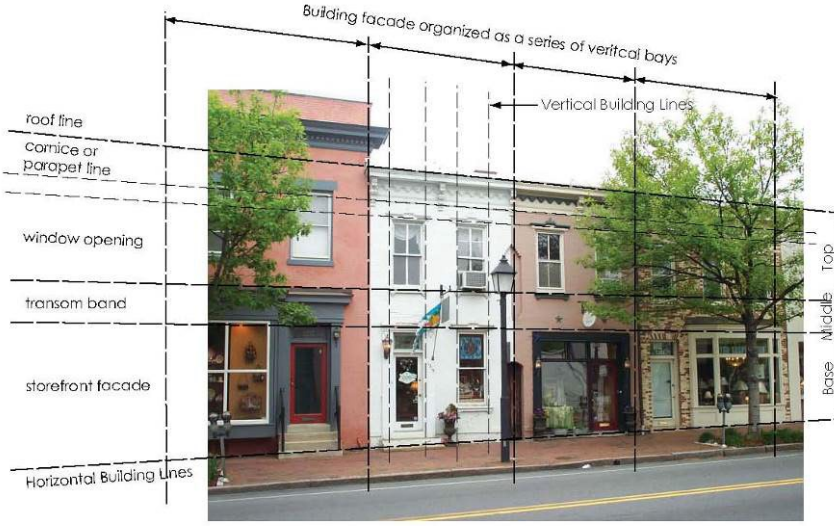


Canvas awnings attached above street level storefronts and windows shall be used.

context. 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.

C. *Exterior Walls*

1. Exterior walls shall 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 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 shall approximate the rectangular shape, proportions, and architectural character of adjacent historic buildings. Storefronts with recessed entries shall 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 shall have a solid wall space above the storefront and a cornice, with or without a parapet. Two-story buildings shall usually have a horizontal band and a second floor with windows and cornice. All of the above bands shall align with those of adjacent buildings to the extent possible.
4. If provided, awnings shall be regularly cleaned and maintained.



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

Awnings shall go through design review. Metal and glass awnings are not permitted. Free form and geometric form awnings or other sidewalk covers are discouraged. Care shall 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. Protrusions such as balconies, canopies, and porches must undergo architectural design review, to ensure compatibility with the style of historic structures along Main Street. Other important architectural features shall not be obscured or destroyed in the building of these features.
6. Retail continuity along Main Street's west side is essential. Storefronts shall be varied in design and architectural character, but continuous where possible along each block. Storefronts shall 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) shall 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 architectural character of the structure and surroundings.
8. The backs and sides of buildings that are visible from public streets shall incorporate window and door openings, where possible. For new construction, backs and sides shall be as carefully designed as front facades. On existing buildings, original openings shall be restored or compatible new ones provided where feasible.

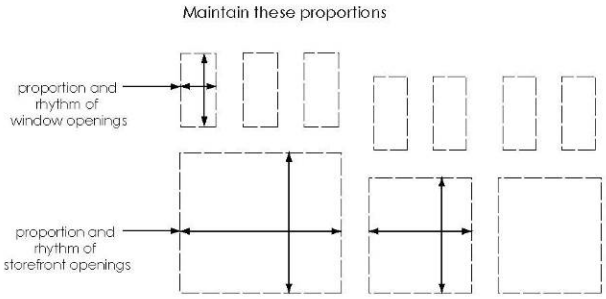


Traditional design features, such as wooden balconies, canopies, and porches shall be used.



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





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



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

D. *Windows and Doors*

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



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

6. Original or existing storefront areas and window openings shall 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 shall 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 shall be maintained to the maximum extent feasible.
7. At least 50 percent of the ground floor shall include windows, door, glazing that is transparent and allows views of the interior.
8. At least one main entrance shall be directly from the street.



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

E. *Roofs*

1. Building roofs shall reflect the historic styles in the Downtown Core and shall be either gable, gambrel, hip, or shed. False fronts or parapet walls shall conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings shall be unobtrusive.

2. Pitched roofs shall include dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.

3. Rooftops with mechanical equipment shall be concealed.

F. Color

1. Choice for building exteriors may express individual taste, but shall always contribute to the historical character of the area. Exterior colors shall harmonize with other colors on the same building and on the streetscape.
2. Exterior colors shall complement the colors of neighboring buildings or storefronts and shall add to the overall character of the streetscape.
3. Where brick has been painted, repainting is appropriate. Where brick remains unpainted, use of paint on the exterior is prohibited.
4. Colors for building walls and storefronts shall be uniform for a shop, which occupy multiple storefront buildings.
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 shall be repainted complementing colors when rehabilitation or change in tenancy occurs.
6. 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 shall be coordinated wherever possible. Patterned or multi-colored awnings shall be used with care and in consideration of the color(s) of adjacent awnings.



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

6.3.4 Historic Commercial Zone

The buildings that front on Main Street between Morgan Street and Cordelia Street and the areas within the HC zone are predominantly residential. These structures are expected to convert to retail or limited commercial uses over time. The following sections address these "transitional" buildings and provide standards for their renovation for commercial use. Standards 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.



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



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



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



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

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.
2. Additions to existing structures shall not exceed the height of the original building by more than 80 percent and shall not exceed the square footage of the original building by more than 50 percent.
3. Building setbacks shall be provided from all property lines. The front yard and side setback from the street shall approximate that of adjacent residential buildings on the block. Rear and side setbacks shall 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.
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 shall 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 shall not destroy the residential character of the building. Where modifications are necessary to improve access, they shall 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 prohibited.
2. New construction and additions to existing buildings shall utilize the major residential form-giving elements described above.
3. Roof forms shall 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 shall be consistent with those of the original structures.

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

   In order to avoid changes in scale that would overwhelm adjoining residential structures, new buildings shall 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.

C. *Material Finishes and Colors*

1. Exterior wall materials shall be limited to those commonly used for residential buildings, including wood siding and brick.
2. Additions to existing buildings shall 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 shall be retained. Large expanses of glass shall 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 shall be addressed in less visible ways, such as internal alarm systems, which will not detract from the visual image of the area.
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. If used, awnings shall 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 prohibited.



Exterior wall materials shall use traditional residential building materials, such as wood siding, stone,



Use of fabric shall be used, where appropriate to the building design.





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



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



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

6.3.5 Waterfront Commercial Land Zones

A. Waterfront Commercial Zone Design Standards

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

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.

The following design standards shall be observed within the Waterfront Commercial zone.

1. Roofs shall be pitched, without parapet facades. Flat roofs are prohibited.
2. Extensive areas of glazing or storefronts shall be utilized where the building faces a public street, common area, or the waterfront.

6.3.6 Downtown Mixed Use Zone within ½ mile of the Suisun-Fairfield Train Depot

B. Building Height, Placement, and Setbacks

1. The height of new buildings shall 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 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.
3. Building facades and openings shall be designed to front onto Main Street or Downtown side streets rather than facing the railroad tracks.
4. 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.
5. Public open space shall be internally located and buffered from rail or freight traffic.

C. Building Form and Style

1. Building massing shall relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it shall 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 Specific Plan Area and shall maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures shall be utilized in this district, while respecting the traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

D. *Exterior Walls*

1. Exterior walls shall 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 shall be designed to be compatible with the appearance of adjacent structures.
3. The back and side of buildings, visible from public streets, shall incorporate window and door opening In new construction, backs and sides shall be carefully designed as front facades. On existing buildings or building renovations, original openings shall be restored or compatible new ones provided, where feasible. Interesting details, awnings, painting, and landscaping shall be used to add visual interest to these areas.

E. *Windows and Doors*

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

F. *Color and Material Finishes*

1. Choice for building exteriors may express individual taste, but shall contribute to the character of the Waterfront District.





Contemporary design and reuse of industrial structures shall be used.



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



Windows shall be organized into multiple bays.



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



Public spaces shall 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 shall front onto the sidewalk to maintain an active edge for shoppers and pedestrians.



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

2. Exterior colors shall 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 shall 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 shall be coordinated, wherever possible.

A. Downtown Commercial and Downtown Mixed Use within the Western Marina Public Space and Pedestrian Amenities

1. Public spaces, such as plazas, courtyards, and outdoor dining spaces shall be designed to enhance the vitality of the district and support commercial patronage.
2. Public spaces, plazas, and courtyards shall 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, shall be provided along walkways, to support a pleasant urban retail experience.
4. Public art shall be considered for focal points or gateway entrances into the commercial district.
5. Textured or colored pavement shall 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 shall be no more than sixty (60) feet, as measured from the sidewalk to the top of the building roof line.
2. Commercial buildings shall 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 shall be designed to front onto the commercial main street or internal common space. Setbacks shall be landscaped and buildings shall

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 shall be clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections shall be designed to "mark the corner" with architectural features, such as towers.



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

D. *Exterior Walls*

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



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



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

E. Windows and Doors

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

F. Color and Material Finishes



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

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

6.3.7 Civic and Open Space Standards

Table 6-4: Civic and Open Space Development Standards

Land Use District	Civic (C)	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:

min = minimum, max = maximum

[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 within five feet of setbacks of adjacent buildings on the street. Garage shall be no closer than 15 feet from the front property line.

6.4 General Development Standards

6.4.1 General Requirements

A. Buildings

1. Where originally constructed building facades remain, their appearance shall not be altered. Such facades shall be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.
2. 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 the requirements of Section 6.3.3.D. Awnings, where provided, shall be regularly cleaned and maintained.

B. Landscaping

Landscaping is an transitional feature between the public and private realms, and shall be maintained and improved.

1. 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 setback areas and in setback areas around the perimeter of buildings and parking areas, where provided.
2. 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?

1. 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.
2. 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.
3. 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.

6.4.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Specific Plan Area. Additional signage standards, included in Chapter 18.44 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. Signs shall be designed to directly relate to the exterior design of the building. Signs shall not cover important features or cross transitions between features. Signs shall be at the first floor level, shall not project above the cornice or facia line, and shall be primarily oriented to the pedestrian. However, painted lettering on second story windows, to identify separate uses located there, is appropriate.
2. Signs shall 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 signs painted on canvas awnings are permitted. Symbolic three-dimensional signs, such as barber poles, can be utilized. 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. Where an otherwise illuminated sign is not possible.

B. Sign Area

1. A maximum area of one (1) square foot of signage 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.
2. A maximum of one-half (1/2) square foot of signage 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.
3. Projecting signs shall not exceed twenty (20) square feet per sign face and shall not project more than four (4) feet from the wall.
4. The maximum areas noted above shall apply to all wall, window, and projecting signs and signs painted on awnings.
5. 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.
6. 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 shall 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 shall be simple and bold. Lettering styles shall be in keeping with the area's historic character.

E. Illumination

1. Illumination shall be indirect such as that provided by "goose necked" light fixtures.
2. Fluorescent, flashing, intermittent, and interior-illuminated signs are prohibited.

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, they shall give written notice of such conditions to the property owner 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 property owner upon which the sign is located.

6.4.3 Parking Standards

Parking regulations are established to ensure adequate parking facilities are provided 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 Zoning Code Chapter 18.42, Parking and Loading Areas. The parking standards in Table 6-4 apply to any new building or use, except as follows:

1. 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 6-5.

- Off-street parking for projects proposed on parcels within the one-quarter mile radius of the Suisun City train depot will be waived.

Table 6-5: 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[1]	
Studio	1 space per unit
One-Bedroom	1 space per unit
Two+ Bedrooms	1.5 space per unit
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 than 1 space per 300 gross square feet. Proposed buildings of less than 5,000 square feet with adjacent on-street parking shall not be required to provide any off-street parking.

Notes:

[1.] 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 Specific Plan Area, peak demand periods will vary, allowing opportunities for shared facilities by more than one use or property.

1. Required parking for all existing uses at the date of adoption of this Specific Plan are satisfied by existing private on-site facilities and public parking on Main Street and Harbor Plaza.
2. New uses established after the adoption of this Specific Plan shall be required to meet parking standards with either on-site parking, on-street parking, or a combination of on-site and on-street parking, consistent with the requirement of this Specific Plan. Off-site parking may be used, 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 on-site or 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.

D. Reduced Parking Requirement

An exception reducing the required parking spaces to less than the above standards may be approved by the Administrator 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.
3. If a new building or structure, the probable long-term occupancy 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 farther 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 18.42.090 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, shall be screened with vegetation and/or fencing. Access drives shall be located besides the building or at the rear of the building on corner lots.
2. Parking lots shall be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas, which abut residential uses or zones, shall be screened

with a dense hedge and/or a fence. Lighting shall 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 their delegate.

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 18.84 for the process for appeals.

7.1.3 Administration - Consistency with Applicable General Plan Policies and Programs

Prior to issuance of a building permit, applicants must demonstrate consistency with applicable General Plan Policies and Programs listed in Section 4 of the City's Specific Plan Consistency Analysis (under the California Environmental Quality Act or "CEQA"), as relevant and appropriate to the activity requiring the permit. The City's Specific Plan Consistency Analysis is on file with the Development Services Department under separate cover. Notwithstanding other provisions of this Specific Plan and the Specific Plan Consistency Analysis, all development and associated public improvements and environmental mitigations shall be consistent with the current adopted version of the Travis Air Force Base Land Use Compatibility Plan Update.

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.

7.2.1 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 18.82, "Amendments."

7.2.2 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. A Specific Plan Amendment may be initiated by the City.

7.2.3 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 which could create new environmental impacts or substantially increase environmental impacts beyond that reported in the Specific Plan Consistency Analysis.

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

- A proposed 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, and policies of the Specific Plan.

- A change to the development and design standards 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 percent or less of quantifiable or measurable standards contained in the WDSP.
- Changes not expected to substantially increase any environmental impact beyond the levels identified in the 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.

7.2.4 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.

7.2.5 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 18.82 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 do 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 their 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 decide to approve the application.

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

7.3 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.

7.3.1 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, yards, 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.

7.3.2 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.

7.3.3 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.

7.3.4 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.

7.4 Nonconforming Uses and Structures

7.4.1 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.

7.4.2 Regulation

Nonconforming uses shall be regulated consistent with Chapter 18.68 of the Zoning Code and the standards addressed in this section.

7.4.3 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 18.68 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.

7.4.4 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 18.68 of the Zoning Code.

7.4.5 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.

7.4.6 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 another calamity, 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.

C. All applicable provisions of State law relating to rebuilding nonconforming residences, including multifamily dwellings damaged or destroyed by fire, shall supersede local requirements, including the City shall not enact or enforce any ordinance, regulation, or resolution that would prohibit the reconstruction, restoration, or rebuilding of a multifamily dwelling that is involuntarily damaged or destroyed by fire, other catastrophic event, or another calamity.

D. Permits

7.4.7 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.

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. **Commercial and Mixed-Use Zones (DC, HC, WC, DMU, MSMU) and Historic Residential Zone (HR).** 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. **Other zones.** For all projects, except individual single-family residences not a part of a proposed subdivision or development project that involve new construction or exterior alterations, additions, and signs.

3. **Exceptions:**

    a. Multi-family housing projects that qualify for streamlined approval under State law (excluding projects within historic or landmark districts), including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.

    b. Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s).Infill developments as follows:

        i. Horizontal or vertical additions equivalent to 50 percent or less for buildings with less than 1,000 square feet of existing gross floor area;

        ii. Horizontal or vertical additions equivalent to less than 25 percent for buildings with 1,000 to 10,000 square feet of existing gross floor area;

iii. Horizontal or vertical additions equivalent to less than 15 percent for buildings with more than 10,000 square feet of existing gross floor area.

C. Procedure

Site Plan and Architectural Review shall consist of the procedures described in Chapter 18.76 of the Zoning Code.

1. **Renewal.** The Administrator may renew Site Plan and Architectural 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 and Design Standards.** Alternative approaches to the development and design standards (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 and design standards may be permitted, if the applicant can demonstrate that the deviation(s) would still accomplish the intent of the Specific Plan standards 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 and Architectural 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.

7.4.8 Planned Unit Development (PUD) Permit

A. Purpose

1. To provide for development of parcels greater than two acres in land area, 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 18.72 of the Zoning Code.

7.4.9 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. Administrative review applications may be reviewed and approved by the Administrator or their 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.

3. **Exceptions:**

   a. Multi-family housing projects that qualify for streamlined approval under State law, including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.

   b. Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s).

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 the commencement of construction or use.

C. Regulation

Upon request regarding whether a use is allowed within a particular WDSP zone, 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, density, intensity, and compatibility to a use or uses permitted within the zoning district for the property and whether the use is permitted, requires administrative review, conditionally permitted, or disallowed within the 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 relevant data required to grant the application. The Administrator or their designee shall review all applicable information and within thirty (30) days of receiving all relevant information, decide 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 their 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 18.73 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 18.73.080 of the Zoning Code.

7.4.10 Temporary Use Permit

A Temporary Use Permit, authorizing certain temporary use classifications, shall be subject to the provisions in Section 18.73.120 of the Zoning Code.

7.4.11 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 HC 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 HC 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 18.80 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 HC districts that exceed 500 square feet. Refer to Appendix A of the Specific Plan for demolition and review procedures in the HR and HC 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 18.80 of the Zoning Code. Additionally, notices shall be provided to all property owners within 600 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 18.80.020 of the City Zoning Code.

2. Exceptions

a. Exceptions to development standards in the HR and HC 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.

7.5 Approval to Extend with the Land

7.5.1 Approvals

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

7.5.2 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.

7.5.3 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.

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.

7.6 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.

7.6.1 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 or as required by the current Zoning Ordinance requirement.

7.6.2 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.

7.6.3 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.

7.7 Enforcement

Enforcement of this Plan shall be subject to the enforcement standards for the Zoning Code, addressed in Chapter 18.86, "Administration and Enforcement" of the Zoning Code.

7.8 Appeals

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

7.9 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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CHAPTER 8| PREPARERS

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APPENDIX A

HISTORIC RESIDENTIAL AND HISTORIC COMMERCIAL ZONES ARCHITECTURAL REVIEW, DEMOLITION + RENEWAL PROCEDURES

APPENDIX A | HISTORIC RESIDENTIAL AND HISTORIC COMMERCIAL ZONES ARCHITECTURAL REVIEW, DEMOLITION + RENEWAL PROCEDURES

A.1 In General

Any proposed alteration, enlargement, construction, removal or demolition of any structure in the Historic Residential (HR) and Historic Commercial (HC) 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.

A.3.1 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 HC 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.

A.3.2 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 HC District. In reviewing an application, the following general design principles shall be considered:

- **Height and Scale.** New buildings shall 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 shall be retained.
- **Relationship of Materials and Textures.** Choice of building materials and textures (smooth and rough) shall enhance desired neighborhood qualities such as compatibility, similarity, and continuity.

- **Relationship of Architectural Details and Roof Shapes.** Choice of architectural details and roof shapes shall 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 shall be used to form continuous cohesive walls of enclosure along the street in keeping with the historic character of the district.
- **Landscaping.** Landscaping shall 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 shall 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 shall also be compatible with the adjacent structures.

A.3.3 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.

A.3.4 Maintenance of Structures and Premises

All property owners in the HR or HC 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
WATERFRONT DISTRICT SPECIFIC PLAN FINANCING PLAN

APPENDIX B | FINANCING PLAN

B.1 Background/Content

Implementation of the Waterfront District Specific Plan (WDSP) will require construction of a number of public improvements and facilities. The major infrastructure projects are listed in Table B.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. The remaining projects in Table B.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.

Table B.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 1.5-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.
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.	$460,000	Grant Funded. Work to begin 2025.
Various Bikeway and Sidewalk Gap Projects identified in 2020 Solano County Active Transportation Plan	Various proposed bikeway and sidewalk gap improvements proposed within the Specific Plan Area.	Various	Not funded, but may use development impact fees and/or partner with Solano Transportation Authority on relevant funding sources.

Table B.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	**Description**	**Cost**	**Funding Source**
Dredging & Harbor Maintenance	The previous Dredging & Harbor Maintenance Project completed the following work: Phase I was completed in late 2018 to prepare Pierce Island for accepting dredge spoils from the Phase II dredging work. Phase I included a biological assessment of the island, a topographic survey and geotechnical report. Phase II was completed in late 2019 and included dredging the Harbor and channels. The California Department of Fish and Wildlife permit expires on December 31, 2027, while the U.S. Army Corps of Engineers permit expires on December 31, 2028.	Varies by year	Various funding sources
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.
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.

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.

B.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. New development that may occur with implementation of the WDSP would be subject to the development impact fees in Section 3.16 of the City Zoning Code.

B.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.

B.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 ability to finance transportation improvements, using meter revenue as one of

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

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. 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 or other multimodal transportation improvements, although both could be established for that purpose under the law.

The Parking In-lieu Fee Study carried out by AECOM in 2023 estimated the potential costs of providing off-street parking for residents and businesses. The study adapted the parking requirements in the Specific Plan and the City's parking ordinances to address the demand estimated by land use, adjusted by time and season, to meet the need through a shared parking strategy. Once a new development has been built or planned, collected parking in-lieu fees can help fund a public parking structure needed to meet collective demand or contribute towards funding for multimodal alternatives to driving and parking, such as pedestrian, bicycle, and transit-related improvements. Both a survey of recently built parking facilities in nearby jurisdictions and a pro forma construction cost estimate indicated that the price of building a single new parking space in a centralized parking structure is approximately $34,000, including all hard and soft costs of development. The City could set fees at a level that is equivalent to construction costs, at a level sufficient to also cover land acquisition and maintenance, or at a level that is lower than construction costs in order to encourage participation.

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]

B.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.

B.5 GRANTS

The City can continue to seek outside grant funding to implement or contribute to improvements that would support reinvestment and development in the WDSP Area. For example, since 2015, the City has received approximately $11.4 million dollars in funding from programs such as

the Active Transportation Program, Highway Safety Improvement Program, Senate Bill 1, Transportation Fund for Clean Air, One Bay Area Grant, Transportation Development Act, and Pavement Technical Assistance Program. These are just a few of many sources that City staff can monitor and use for funding, in collaboration with other agencies and organizations.

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City of Suisun City

Waterfront District Specific Plan



January 2024







City of Suisun City

Waterfront District Specific Plan

January 2024

City of Suisun City
Development Services Department

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ACRONYMS AND ABBREVIATIONS

AAD	Annual Average Day
ABAG	Association of Bay Area Governments
afy	acre-feet per year
BCDC	San Francisco Bay Conservation and Development Commission
BMPs	best management practices
C	Civic
CEQA	California Environmental Quality Act
City	City of Suisun City
CIWMB	California Integrated Waste Management Board
DC	Downtown Commercial
DMU	Downtown Mixed Use
FEMA	Federal Emergency Management Agency
FIRMS	flood Insurance Rate Maps
FSSD	Fairfield-Suisun Sewer District
gpm	gallons per minute
HC	Historic Commercial
HR	Historic Residential
HVAC	Heating Ventilation and Air Conditioning
JPA	Joint Powers Authority
LID	low impact development
MRP	Municipal Review Permit
MSMU	Main Street Mixed Use
MTC	Metropolitan Transportation Commission
MWELO	Model Water Efficient Landscape Ordinance
NPDES	National Pollutant Discharge Elimination System
OS	Open Space
P/OS	Park or Open Space
PBDE	polybrominated diphenyls ether
PDA	priority development area
PG&E	Pacific Gas and Electric Company
RHD	Residential High Density
RLD	Residential Low Density
RMD	Residential Medium Density
SID	Solano Irrigation District
Specific Plan Area	Waterfront District Specific Plan Area
SR 12	State Highway 12
SSWA	Suisun-Solano Water Authority
SWP	State Water Project

UWMP	Urban Water Management Plan
WC	Waterfront Commercial
WDSP	Waterfront District Specific Plan
WWTP	Wastewater Treatment Plant
Zoning Code	Suisun City Zoning Code

CHAPTER 1 | INTRODUCTION

1.1 Background/Content

The ~~first~~ Waterfront District Specific Plan (WDSP), ~~previously called the~~ Downtown Waterfront Specific Plan, was ~~adopted~~ adopted in 1983 and ~~last~~ comprehensively amended in 1999. ~~(it was previously called the "Downtown Waterfront Specific Plan").~~ ~~Creation~~ The creation of a specific plan for the~~is~~ WDSP Area (~~Planning~~ Specific Plan 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 the preparation and adoption of a Specific Plan for Old Town and the waterfront. Since that time, many ~~portions~~ actions identified in the ~~of the~~ Specific Plan have been implemented.

In 2015, the City of Suisun City (City) adopted a ~~comprehensively revised~~comprehensive revision to the 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 Planning~~Specific Plan 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~~ residents with housing, community amenities, and services 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~~ an update to the WDSP. This update ~~addresses~~ addressed the ~~Planning~~ Specific Plan Area, which ~~expands~~ expanded on the previous WDSP ~~Specific Plan~~ boundaries to include the properties north of State Highway 12 (SR 12) – at the northwest corner of Marina Boulevard and SR 12 ~~Highway 12~~ and the properties between Main Street and SR 12~~Highway 12~~, including the

"Denverton Curve" property in the northwest of the ~~Planning~~ Specific Plan Area (Figure 1-1). The expanded ~~WDSP Planning~~Specific Plan 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~~ Specific Plan Area on both sides of SR 12~~Highway 12~~.

~~In addition to expanding the boundaries of the Suisun City Downtown Waterfront PDA, itthe previous Specific Plan updatesd the 1999 Amended Downtown Specific Plan to address several matters that included~~This update also addressed current market conditions, the current regulatory environment, and recent City policy updates, and~~. This version of the Specific Plan that initiated in 2014~~ was adopted in November of 2016.

In 2020, the City received another grant – this time from the State of California, through a program administered by the California Department of Housing and Community Development. The purpose of the State's "SB 2" planning grant program is to streamline housing approvals and accelerate housing production. The City ~~is~~used ~~using~~ the SB 2 grant funds to prepare this update ~~This Specific Plan update This document constitutes both~~includes ~~revisions~~ to the 2016 WDSP policies and ~~concepts~~ development standards to ~~of the earlier~~ November of 2016 Specific Plan. It seeks to better facilitate ~~compact~~ housing development, particularly in areas with high-quality transit and within walking distance of employment, services, and entertainment. ~~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~~ Suisun ~~City of Suisun City (the~~ City~~)~~ is ~~located~~ in central Solano County, midway between the cities of Sacramento and San Francisco (Figure 1-1). The ~~City~~ City is bounded by the ~~c~~~~C~~c~~C~~ity of Fairfield to the north and west, Travis Air Force Base to the east, and Suisun Marsh to the south. ~~The~~ Suisun City is adjacent to and bisected by State SR 12~~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~~ Specific Plan Area. The ~~Planning~~ Specific Plan Area straddles both sides of ~~Highway 12~~SR 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~~ Regional Context Map

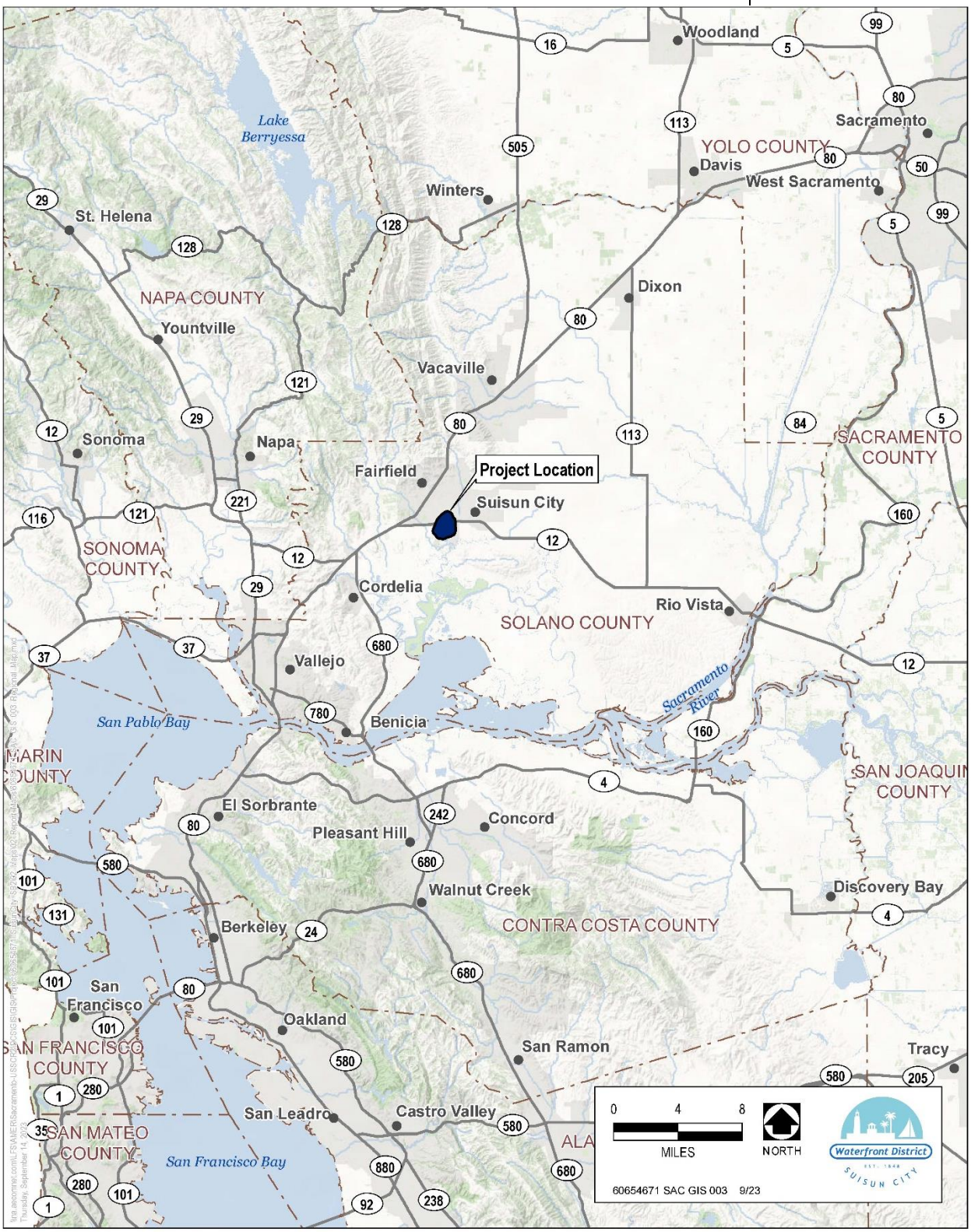
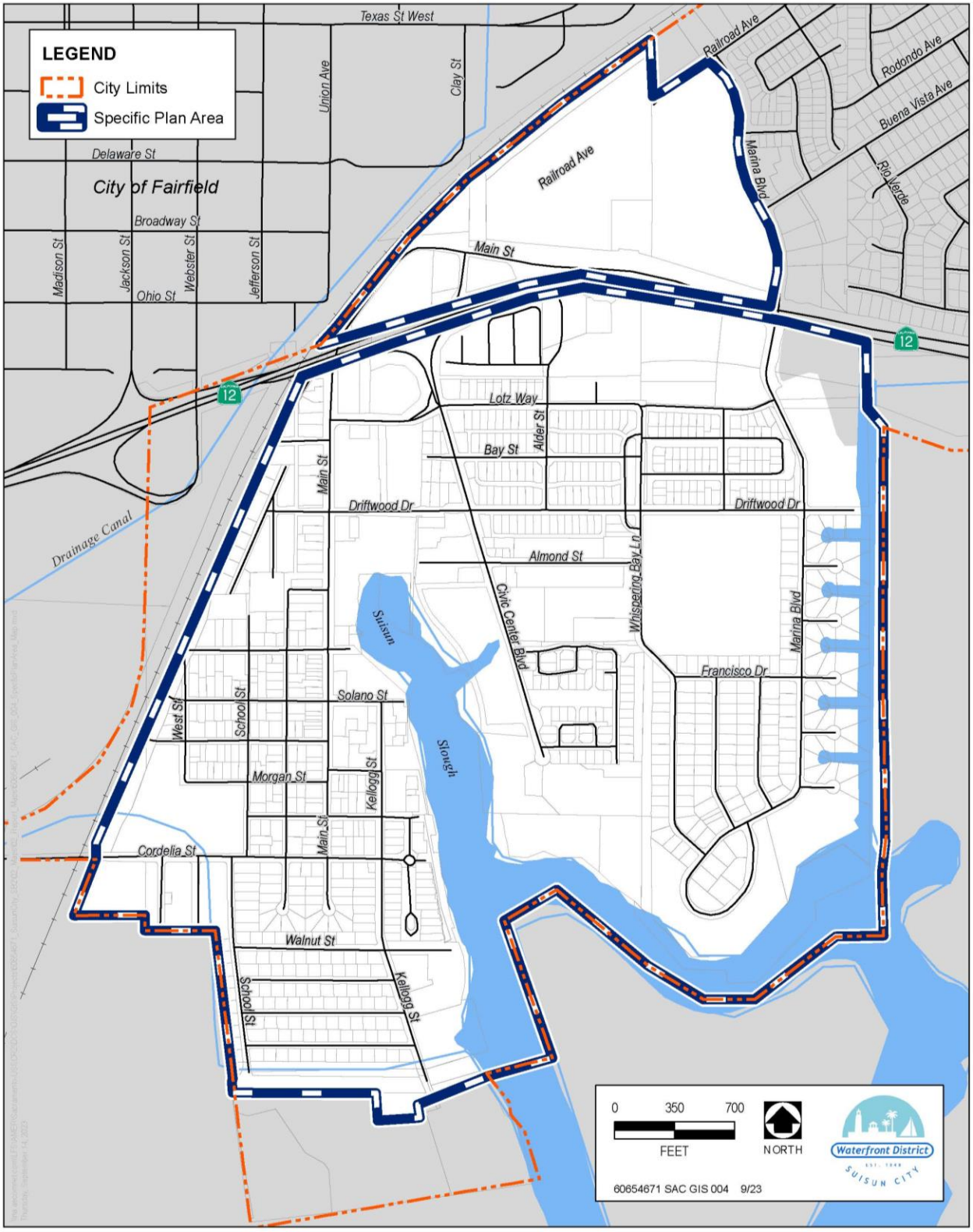


Figure 1-2: Specific Plan Area



Source: Metropolitan Transportation Commission, AECOM , 2023~~October 2015~~

1.3 Specific Plan Vision

The~~is updated~~ Specific Plan implements the General Plan's direction to:

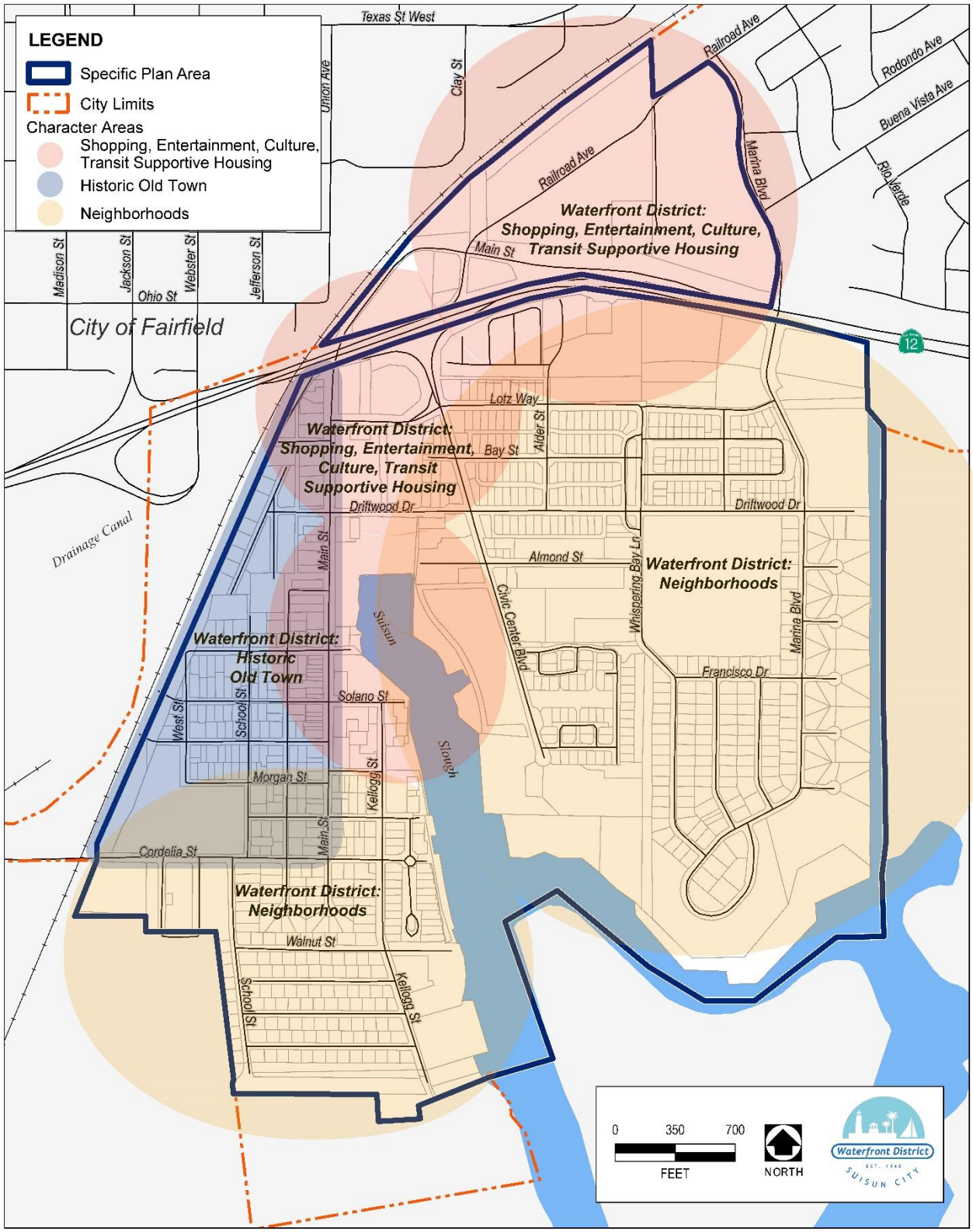
- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as 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~~Figure 1-3~~~~Figure 1-3~~), intended to function as their names imply, including the:

- "Shopping, Entertainment, ~~and~~ Culture, and Transit-Supportive Housing" area, comprising the commercial, mixed-use, and civic portions of the Downtown Waterfront District on both sides of ~~Highway 12~~SR 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~~ standards in this Specific Plan are intended to enhance the function of these character areas as the ~~Planning~~ Specific Plan Area develops.

Figure 1-3: Waterfront District Character Areas



Source: Suisun City, AECOM, ~~March 2016~~2023

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 and market trends.

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~~ attractive for development that complements the unique character of the area~~the path of regional growth~~.

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~~is a place that attracts new residents, jobs, businesses, diners, shoppers, and visitors.***

   Significantly increased residential and economic development ~~and employment growth along the Interstate 80 and State Highway 12 corridors~~ in the region has ~~have~~ created ~~a new~~ market support for transit-supportive housing, 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~~difficult to access from employment ~~opportunities~~centers, is now within an~~in the~~ acceptable commute distance, including commuting by rail, to the Bay Area and Sacramento. Intercity rail service along the Capitol Corridor enhances that position and will continue to increase demand for housing near the Suisun City ~~Fairfield~~ train depot.

   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.

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



A unique waterfront community with a marina.~~;~~



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

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

3. ***The ~~entire~~ City should market the 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.~~,~~ Priority should also be given to ~~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~~ The waterfront 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 landscape 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~~A ~~Suisun Channel, a~~ gateway to the open waterways and wetlands of the California Delta and San Francisco Bay and a unique 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~~ is 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~~ rare 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~~ Channel are able to experience a variety of different environments within close proximity of each other. These relationships need to be emphasized and enhanced. Important to capitalizing on this strength is ensuring a~~A~~ll areas of the waterfront ~~need~~ are provided ~~easy~~ inviting and attractive 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~~near 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~~ as it is located~~,~~ ~~with~~in a modest structure tucked behind on-street parking, a landscaped plaza with tall trees, and ~~Highway 12~~SR 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 in Suisun City and 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, in addition to new transit-oriented housing development Downtown, 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~~ Specific Plan 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~~SR 12, Railroad Avenue, ~~from~~ the marina, and the train depot should be enhanced to ensure a positive ~~visual~~ first visual impression.***

The grade separation of ~~Highway 12~~SR 12 through the ~~Planning~~ Specific Plan 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.



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

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



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 SR 12 ~~Highway 12~~ and Marina Boulevard and the property at the southwest corner of Railroad Avenue 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 Specific Plan ~~Planning~~ Area at Marina Boulevard and Main Street, traveling westbound on ~~Highway~~ SR 12, and Railroad Avenue traveling southbound on Marina Boulevard. These features should be designed to market and draw visitors into the Waterfront District.

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~~ Standards of this Specific Plan.

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

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 the Waterfront District.***

Many older structures in the Waterfront District have architectural elements that contribute to the historic character of the street or neighborhood. 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 of the Waterfront District and Old Town.

1.4 Specific Plan Goals

The following goals were initiated in the 1983 Specific Plan, included in the 1991, ~~and~~ 1999, and 2016 ~~Plan A~~amendments, and are being ~~updated~~ revised in this ~~Specific Plan~~update to the WDSP.

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. ***Facilitate housing development Downtown.***

   The City has a tremendous opportunity to expand housing opportunities for existing and future residents Downtown, while also creating many other co-benefits. ~~Compact housing~~Housing can be more affordable by design, allowing households that might have been previously priced out to relocate to Suisun City. ~~Transit-supportive housing and compact H~~housing that is close to jobs, services, parks, and other destinations can allow more residents to meet their daily needs ~~-~~without the need for a car, freeing up disposable income that can make housing more affordable or that can be spent at local businesses.

   Establishing transit-supportive housing options in Suisun City, but in the Specific Plan Area in particular, would expand the range of housing options, making the City more competitive for attracting employers, many of whom are interested in a diverse and affordable local housing stock. Placing more housing Downtown means more customers for existing and future businesses. ~~Finally, f~~Facilitating housing development in areas near transit and destinations will reduce the need for vehicular trips and associated transportation noise, air pollutant emissions, and greenhouse gas emissions, and improves public health by allowing more residents to build physical activity into their daily routines.

~~2.~~3. ***Preserve and enhance the area's 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.

Visitors are naturally attracted to a~~A~~reas 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~~Standards" of this Specific Plan.

~~3.~~4. *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~~To facilitate ~~the~~ use of ~~this resource~~the Channel, marina and shoreline improvements~~, as well as~~ and convenient public access~~,~~ must be provided and maintained. Permanent dredge disposal sites must be ~~maintained, and~~maintained and managed to ensure the continued viability of the waterfront.

~~4.~~5. *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 be designed and located in a way that does not degrade this valuable resource, especially considering climate change. Preserving the environmental integrity of the Channel and marshes will ~~not only~~ enhance wildlife ~~habitat, but~~habitat and ~~will also~~ contribute to the area's attractiveness ~~of the area~~ for both ~~human habitation and economic use~~living and working in. ~~These unique resources must be preserved in consideration of the reality of a changed climate.~~

~~5.~~6. *Foster participation between the public and private sector in carrying out a program of revitalization for the ~~Planning~~ Specific Plan Area.*

Revitalization and economic development will not occur by the efforts of either the public or private sectors 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 needed overall plan of improvements. Public and private entities can collaborate on a revitalized, vibrant, and, healthy environment for the Specific Plan Area.

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 FacilitiesCivic and ServicesCivic and Services "
- Chapter 6, "Development Standards + Design GuidelinesStandards"
- Chapter 7, "Specific Plan Administration"
- Appendix A, "Architectural Review, Demolition + Renewal Procedures in the Historic Residential and Historic Limited Commercial Zones Architectural Review, Demolition + Renewal Procedures"
- Appendix B, "Previous Downtown Suisun City Development Plan Figures"
- Appendix CB, "Waterfront District Specific Plan Financing Plan"
- Appendix D, "Comments on the Draft Specific Plan"

In addition to the above described materials, the City also had prepared a Priority Development Area (PDA) profile and market analysis, a parking study, and affordable housing evaluation. These documents informed the WDSP and are available for review under separate cover through the Development Services Department.

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CHAPTER 2| EXISTING USES + REGULATING PLANS

2.1 Existing Uses

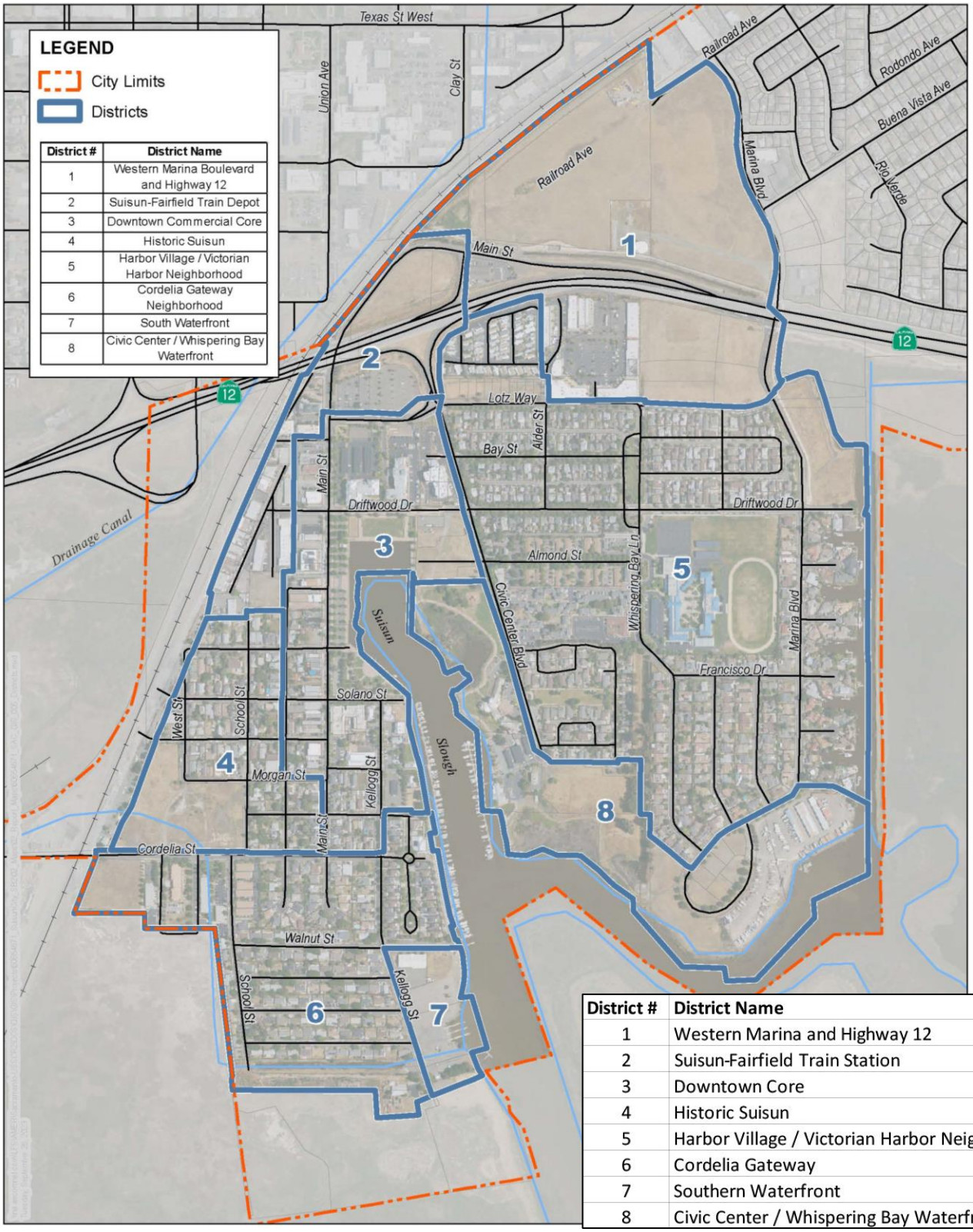
The City of Suisun City is bisected by State Highway 12 (SR 12). North of SR 12 are ~~It consists primarily of~~ residential areas and neighborhood-~~oriented~~ serving uses. The ~~services north of the highway, and the more~~ historic "Old Town," ~~and~~ mixed-use waterfront, and ~~mixed-use areas and marsh land~~marshland ~~in the southern and western portions of the City~~~~to~~are ~~the~~ south and west of the highway. The Waterfront District Specific Plan (WDSP) Area (~~Planning~~ Specific Plan 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~~ Specific Plan 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 Specific Plan Area ~~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 Specific Plan Area ~~Planning Area~~ also includes a neighborhood shopping center, a mobile home park, and ~~the~~ vacant~~, commercially zoned~~ properties north of ~~Highway~~ SR 12.

SR 12 provi~~dess a highway providing~~ access into the Specific Plan Area ~~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 Specific Plan Area ~~Planning Area~~ from the southwest is from Cordelia Road, which becomes Cordelia Street as it enters the c~~C~~ity. The Suisun-Fairfield Train Depot, recreational waterfront, and regional bike trails provide access to the Waterfront District from the ~~City~~ 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 Specific Plan Area ~~Planning Area~~ (Figure 2-1). Figure 2-2 shows a general depiction of existing uses in the Specific Plan Area~~Planning Area~~.

Figure 2-1: Planning Districts

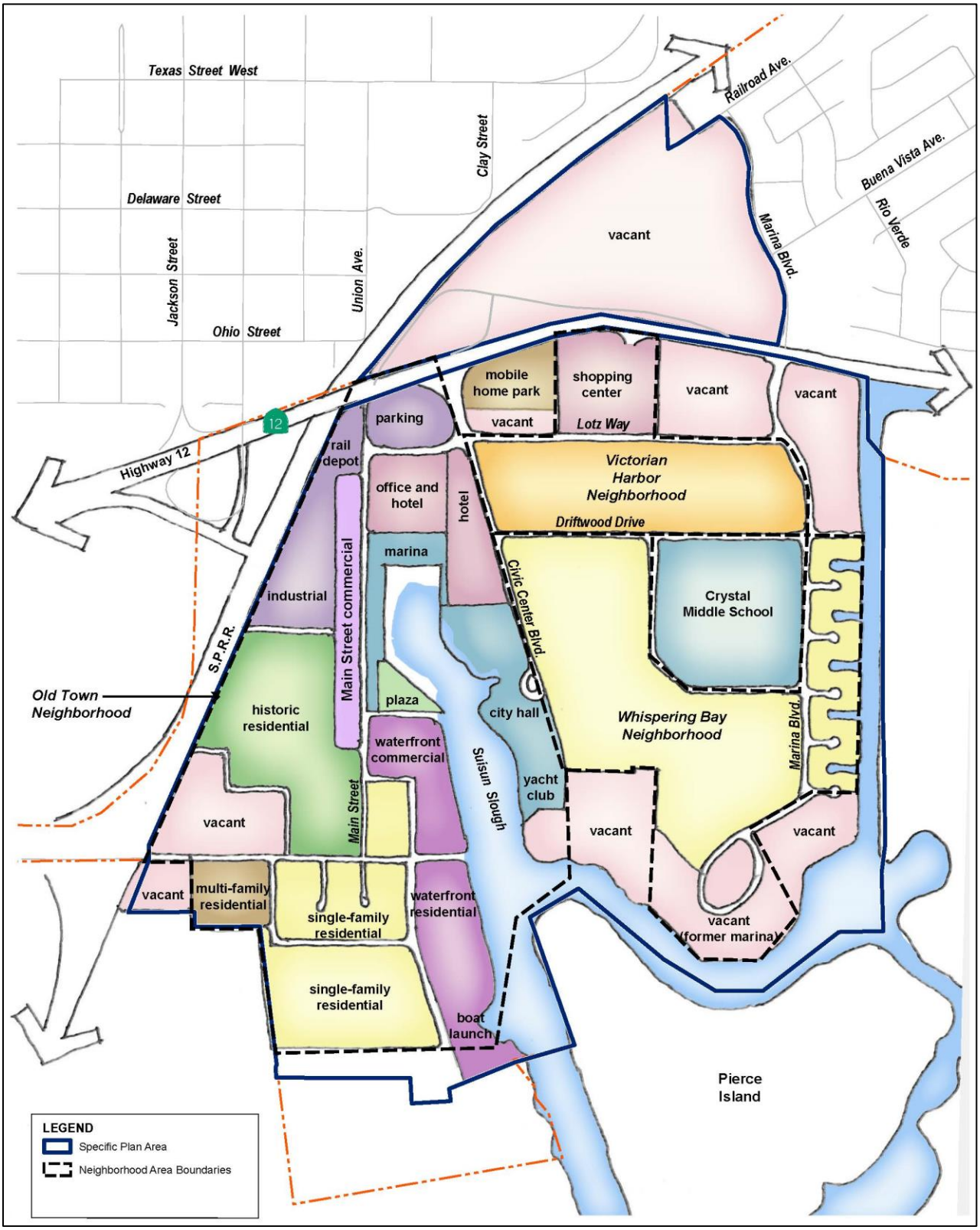


District #	District Name
1	Western Marina Boulevard and Highway 12
2	Suisun-Fairfield Train Depot
3	Downtown Commercial Core
4	Historic Suisun
5	Harbor Village / Victorian Harbor Neighborhood
6	Cordelia Gateway Neighborhood
7	South Waterfront
8	Civic Center / Whispering Bay Waterfront

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 2023

Figure 2-2: Existing Land Uses



Source: AECOM 2023~~15~~

District 1, Western Marina Boulevard and ~~Highway~~ SR 12

District 1 encompasses several large, ~~vacant~~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 and~~,~~ north of Lotz Way include a small shopping center and a vacant commercial parcel between the shopping center and Marina Boulevard. Future development of District 1 should anticipate working cooperatively and collaboratively with the County of Solano and the City of Fairfield to explore opportunities to enhance regional flood controls and ~~storm water~~stormwater improvements.

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 R~~railway. Across the street and east of Main Street is a ~~Caltrans owned~~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 that are currently in low-scale light industrial use~~, 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 City

District 4~~, "Historic Suisun City,"~~ is west of the Main Street commercial area and~~,~~ 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,"~~ is south of the Main Street commercial area and~~,~~ 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,"~~is at the southern edge of the Suisun Channel~~, a~~At the corner of Walnut Street and ~~Cordelia Street,~~Kellogg 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~~ Specific Plan Area. This district is bordered by Marina Boulevard / Marina Circle and Civic Center Boulevard ~~on~~ to 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~~were removed. Siltation~~, and~~ lack of maintenance, and dredging ha~~s~~ves limited the site to its current use as a surface parking and storage facility. ~~made the facility nonfunctional; thus,~~ The limited utility of the site currently, along with its location within a mile of transit, ~~make~~makes~~ing~~ 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~~ has 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~~ establishes goals and policies that are designed to guide development and conservation ~~in~~ throughout 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 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~~ Specific Plan Area.

General Plan guiding principles that have the greatest general bearing on development in the Specific Plan ~~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~~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~~ Specific Plan Area and areas adjacent to the ~~Planning~~ Specific Plan 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, and amended in October 2019, 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*'s objectives 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~~freshwater 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, mixed-use, and ~~public facilities~~civic/open space land use zones in the Waterfront District Specific Plan (WDSP) Area (Specific Plan ~~Planning~~ Area).

~~Uses that are not listed, but~~listed but ~~are 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~~ standards governing development in the Specific Plan ~~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~~

~~3.2~~3.1 Land Use Zones

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

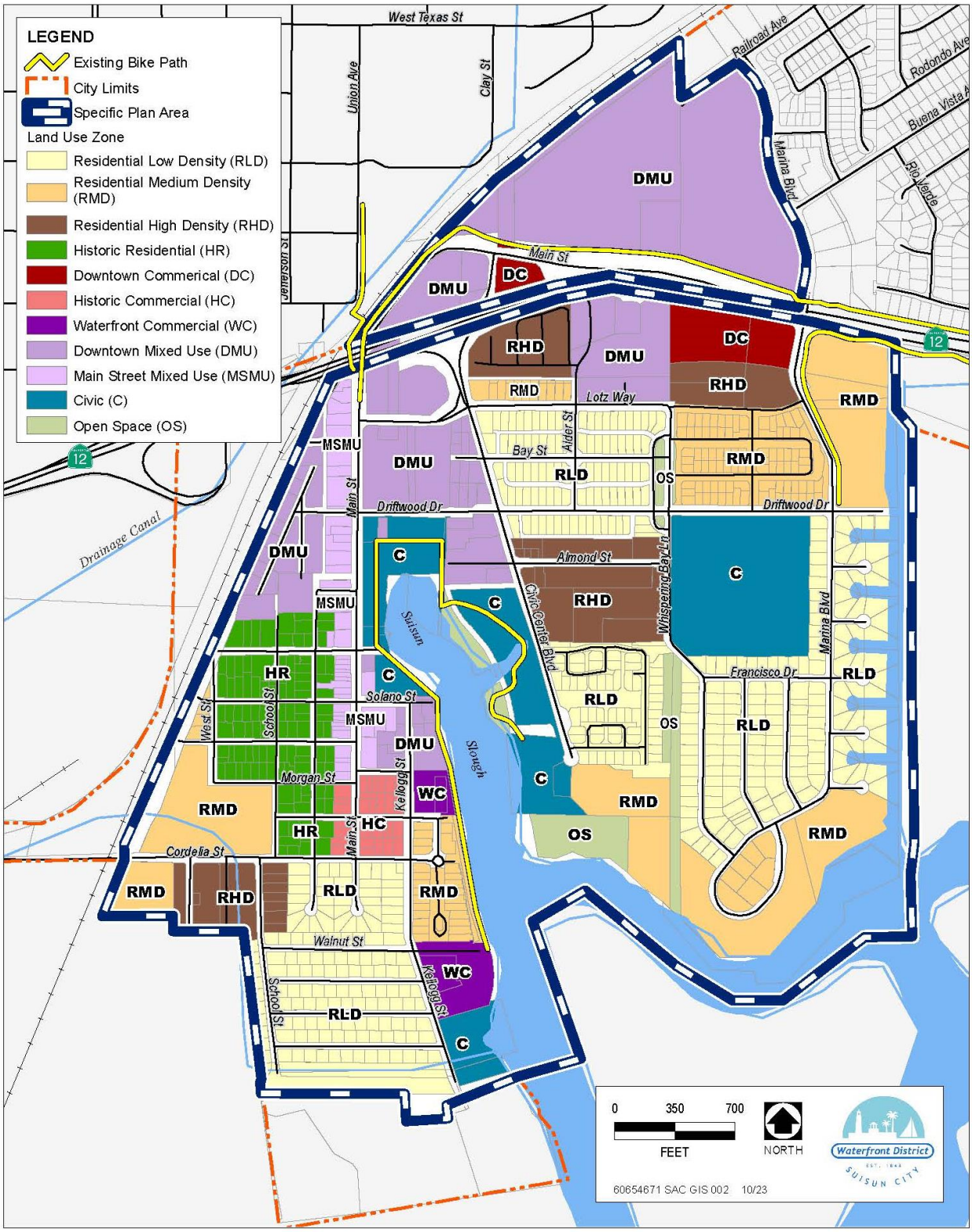
The City's Development Services Department, Planning Division is responsible for General Plan administration and interpretation ~~of all such policies and regulations of the City's General Plan~~ and other adopted planning documents, including this Specific Plan and the ~~City's~~ Zoning Code. ~~Refer to~~See Section 7.4 for further ~~clarification~~details on~~f~~ Specific Plan ~~provisions~~administration ~~in the Specific Plan.~~

~~3.2.1~~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 20~~15~~23

The Specific ~~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~~ implements the General Plan's policies for the preservation of ~~the historic character of the~~ Old Town's residential neighborhood historic character.

Existing development that was legal when ~~established, but~~established but ~~may~~ does not conform to some of the standards in Table 3-1~~Table 3-1~~ through Table 3-4~~Table 3-4~~ ~~that follow~~ or other ~~regulations of this~~ Specific Plan regulations 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 outlines ~~for the process for~~ the use permit~~s~~ process, including conditions of approval and findings required to grant use permits, that are applicable to nonconforming uses.

A. Residential Low Density (RLD) Zone

This zone provides for ~~single-family and other~~ lower-density residential development at ~~types be tween eight (8) and~~up to 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~~ Accessory 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 WDSP Section 3.12.4 ~~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 shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	
~~Notes:~~	

- ~~Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.~~

B. Residential Medium Density (RMD) Zone

This zone provides for a wide variety of residential development of between 12.1-24.94 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., apartments, condominiums) ▪ ~~Secondary~~ Accessory dwelling units or guest houses ▪ Home occupations/Live-work (subject to standards in Section 3.12.4 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 ▪ ~~Multi-family dwellings (i.e., apartments, condominiums)~~
▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	
~~Notes:~~ ~~Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.~~	

C. Residential High Density (RHD) Zone

This zone provides for a wide variety of multi-family residential development types between 254.1-54 dwelling units per net acre. This zone is also intended to support high-density infill development in appropriate locations throughout the ~~Planning Area~~Specific Plan 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., apartments, condominiums) ▪ Live-work units ▪ Rooming and boarding houses ▪ ~~Secondary~~Accessory 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 3.12.4 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 shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	
~~Notes:~~ ~~Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.~~	

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~~several 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~~ comprise~~d~~s 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 eighteen (18) dwelling units per net acre.

No mobile home, 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~~ 54 of the City Zoning Code and with the design ~~guidelines~~ standards 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 ▪ ~~Secondary~~ Accessory 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 3.12~~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 ▪ Multi-family dwellings (i.e., apartments, condominiums)
▪ Any other neighborhood-oriented uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval. ▪ Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	
~~Notes:~~ ~~Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.~~	

~~3.2.2~~3.1.2 Commercial Zones

~~Six~~ Five commercial land use zones are established:

- MSMU – Main Street Mixed Use
- ~~C/O/R~~DMU ~~– Commercial/Office/Residential~~Downtown Mixed Use
- H~~L~~C – 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~~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 ▪ Artist studios; art supply stores ▪ ~~Bed and breakfast inn~~Lodging services ▪ Business services ▪ 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[5] ▪ Specialty retail shops[3][3][1][7]	Administrative Review: ▪ Food and grocery stores ▪ 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 ▪ Residential dwellings[2][2][6] ▪ Convenience market (with or without alcohol) ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	
Notes: ~~1. Permits the same type of residential dwellings as the RHD zone.~~ 1. Specialty ~~retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services.~~retail shops are ~~fer to~~ small retail stores that offer distinctive merchandise, typically sourced locally or regionally, and intended to cater ~~more towards destination-type shopping and foot traffic~~to visitors, rather than primarily serving the local population. Specialty retail shops do not include the sale of age-restricted goods or the provision of age-restricted services. 2. Permits the same type of residential dwellings as the RHD zone. Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	

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

~~C. 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.~~

~~D. Generally, permitted and conditional uses allowed in this zone are the same as those specified in the MSMU zone, described above, and in addition, stand-alone residential projects may comply with the allowed uses specified for the RMD zone. 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. Notwithstanding the flexibility provided by the PUD process, development standards should generally conform to those provided by the MSMU zone.~~

~~E.~~B. Historic ~~Limited~~ Commercial (HC) 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~~ conditional u~~U~~ses. 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. Allowed uses permitted within the HC zone are indicated in Table 3-6~~Table 3-6~~.

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 (i.e., apartments, condominiums)[1] ▪ Nursing home, rest home, convalescent home ▪ ~~Secondary~~ Accessory 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 ▪ Specialty retail shops[2]	Administrative Review: ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.1~~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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other neighborhood-oriented commercial retail, service, or public/quasi-public uses that ~~is~~ are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	
Notes: 1. Permits the same type of residential dwellings as the HR zone. 2. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services. Refer also to the performance standards in Chapter 7 for use permit approval requirements in the HC zone. Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	

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

~~G.~~C. 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~~.

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~~Lodging services ▪ Business services ▪ Clothing and costume stores ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places~~1~~ ▪ ~~Educational services~~ ▪ ~~Finance, insurance, and real estaices~~ ▪ Food and grocery stores ▪ General merchandise and hardware store ▪ ~~Medical health care facility~~Medical and veterinary services ▪ Theater (i.e., motion picture or live) ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops~~1~~2 ▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums) ▪ Accessory dwelling units or guest houses~~Residential dwellings~~2	Administrative Review: ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Structured parking 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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	
Notes: ~~1. Includes distillery, brewery, and wineryuses.~~ ~~1.~~ Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services. 1. Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.~~Permits the same type of residential dwellings permitted in the RHD zone.~~	

~~H.~~D. 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~~.

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 ▪ Finance, insurance, and real estate offices ▪ General retail and merchandise stores ▪ Medical health care facility ▪ Optical shop or optometrist ▪ Lodge, fraternal organization or club ▪ Parks and open space ▪ Personal services ▪ Professional or medical offices ▪ Theater (i.e., motion picture or live) ▪ Specialty retails shops[1]	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 ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services.
▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above shall be subject to the same level of review and approval.	
Notes: 1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services.	

~~1.~~2. Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.~~Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.~~

~~I.~~E. 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	Conditionally Permitted Uses
▪ Uses as permitted within the Main Street Mixed Use zone (outlined in Table 3-5~~Table 3-5~~, above) ▪ 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 recreational vehicles only ▪ 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	Conditionally Permitted: ▪ Boat repair and service, not accessory to a sales operation ▪ Boat storage ▪ Manufacture/assembly of boating products ▪ Gas sales for boat use only ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
▪ Any other retail, service, public/quasi-public uses similar in nature, function, and operations to the permitted and conditionally permitted uses listed above shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the ~~Planning Area~~Specific Plan Area, unless otherwise noted in Section 3.1.4.	

3.2.33.1.3 Public FacilitiesCivic/Open Space Zones

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

- PFC – CivicPublic Facilities
- OS – Open Space

The allowed uses within each of these zones follow in Table 3-10Table 3-10 and Table 3-11Table 3-11. Chapter 5 provides a more detailed description of the parks and open space concepts and facilities envisioned within the Planning AreaSpecific Plan Area.

A. Public Facilities Civic (PFC) Zone

The Land Use Map designates locations of existing and planned public civic facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The PF C 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 Civic Zone Allowed Uses	
Permitted Uses [1]	**Administrative Review and Conditionally Permitted Uses**
▪ Parks and publicly accessible open spacecommon greens ▪ Public plaza area ▪ 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 shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the PlanningSpecific Plan Area, unless otherwise noted in Section 3.1.4	
Notes: Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted in Section 3.1.4.	

B. Open Space (OS) Zone

The Land Use Map also designates the location for open space within the Planning AreaSpecific Plan 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.

Table 3-11: Open Space Zone Allowed Uses

Permitted Uses [1]	Administrative Review and Conditionally Permitted Uses
▪ Open/undeveloped natural areas and wetlands ▪ Resource protection and restoration ▪ Resource related recreation ▪ Minerals or natural minerals removal	Administrative Review: ▪ Agricultural uses ▪ Parks ▪ Nursery, plants ▪ Campground ▪ 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 shall be subject to the same level of review and approval. Special use regulations in the City's Zoning Code shall apply to the PlanningSpecific Plan Area, unless otherwise noted in Section 3.1.4.	

~~3.2.4~~3.1.4 Special Use Regulations

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

- Live-work development shall be permitted in accordance with the regulations in Zoning Code Chapter 18.52~~ of the City Zoning Code~~.
- Home occupations shall comply with the standards in Zoning Code 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 ex
neighborhoo

~~3.3 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 C is designated for Downtown Mixed Use development, intended to support stand-alone, high-density residential uses that provide housing close to the train depot or high-density housing in a mixed-use development. The area is also intended 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 City	
▪ Consists of the largely developed historic residential portion of Suisun City and the site of the former Crystal Middle 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 density 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 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 City.	▪ Opportunity Area A is designated for medium density 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.

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~~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."~~

the City does not anticipate substantial land use change. During the process of providing a focused discussion on land use and design within key "opportunity areas" that have the development (see Figure 3-3). Proposed land use and site development changes for each of the opportunity areas are summarized below.

ina Areas. The original 1983 Specific Plan called for approximately 400 boat slips in four vest side of the channel, the northeastern corner at the head of the channel, the northeast t the eastern portion of the Whispering Bay area. The 1999 Specific Plan envisioned reas, with boat slips proposed adjacent to the Whispering Bay site (Site A on Figure B-2) es of the main channel, where the land would be excavated and the channel dredged). The sland was never constructed and the marina along Whispering Bay has been removed. oat slips exist along the southwestern portion of the Suisun Channel.

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.

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

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

~~the northern portions of this site for Waterfront Commercial – allowing a wide range of ted uses. The southern portion of the site, containing the boat ramps, is proposed to be ilities – anticipating continued public water access and boating-related facilities.~~

~~ty of additional housing densities and types is supported throughout the Planning Area, ly residential homes in Area G; medium-density residential opportunities in Areas A and H r-density residential in Areas C and F. Additionally, upper story residential development is se, multi-story buildings along Main Street (Area D) and in Areas B and C, adjacent to the Downtown Commercial Core.~~

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.

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

~~rtion of Pierce Island (Area J in Appendix B-2) was designated by the 1983 Specific Plan for al with eventual development as resort hotels, recreational facilities, marina and related k the island with the mainland was proposed. The 1999 Specific Plan designates the island site and open space. An area of 35 acres has been permitted by both federal and State site for dredge material. 35 acres of the island has been turned into tidal wetlands and will ce. The remaining four acres consist of levees and an equipment staging area on the north No additional changes from the 1999 Specific Plan are proposed for this site.~~

~~***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 Street, 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 Crystal 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.~~

CHAPTER 4 | TRAFFIC + CIRCULATION

4.1 Vehicular Access

4.1.1 Regional Vehicular Access

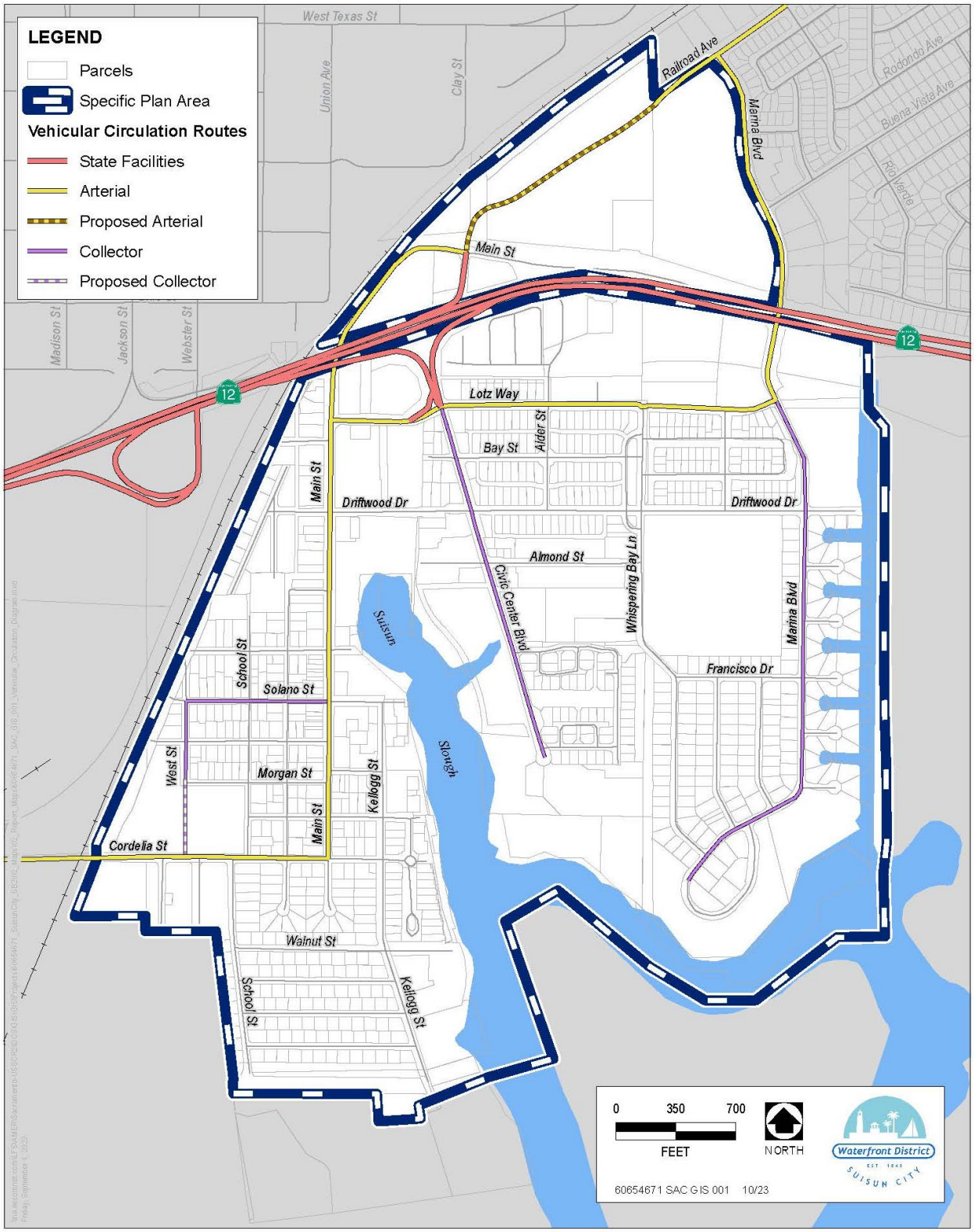
Regional access to the Waterfront District Specific Plan (WDSP) Area (~~Planning~~ Specific Plan Area) is shown in Figure 4-1~~.~~. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. ~~In order t~~To access the Specific Plan ~~Planning~~ Area, most drivers must get on ~~State Route~~Highway 12 (~~Highway~~ SR 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**~~**SR 12** is a four-lane, east-west oriented highway ~~east of Marina Boulevard~~~~in the vicinity of~~~~near~~that provides access for Suisun City ~~. 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 a 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~~ relatively narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with on-street 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 Specific Plan ~~Planning~~ Area, existing and planned ~~new~~ vehicular access roadways are shown in Figure 4-1, by their proposed classification as either an expressway, arterial, collector, or local street. Primary ~~roadway~~ street segments in the Specific Plan ~~Planning~~ Area are briefly summarized in the bullets that follow.

Figure 4-14-1: Vehicular Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2021

- **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~~is oriented east to west, connecting ~~. It extends between~~ Marina Boulevard and Civic Center Boulevard ~~and between~~with 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 SR 12 and two lanes wide, with bike lanes, south of SR 12. ~~On its 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~~ street 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~~As the Specific Plan Area continues to develop, new multi-modal facilities will ~~are proposed to complete and~~ enhance the ~~vehicular~~ circulation network ~~in the WDSP Planning Area, as identified below~~. The timing and construction of these projects will be dependent on available grant

funding, Capital Improvement Program budgeting, and /or private development applications.

Proposed cCirculation system improvements are indicated by dashed lines in Figure 4-1. Street sections for typical roadways streets in the Specific Plan Area are provided in Figures 4-2 through 4-8.

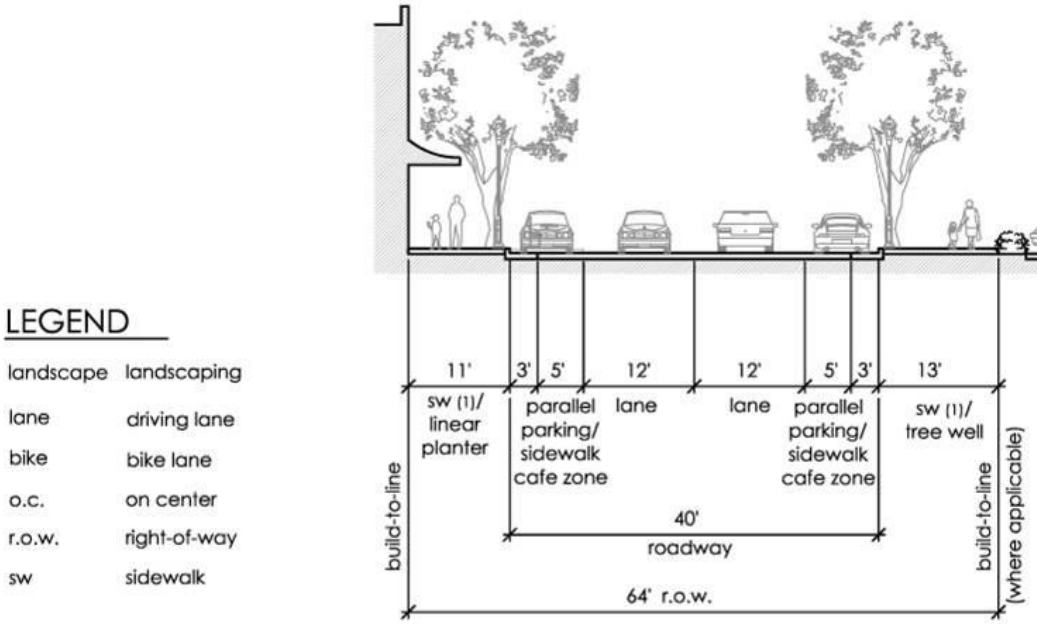
- The California Department of Transportation (Caltrans) plans a new freeway off-ramp connection into the Old Town area from SR-12, at the Webster Street exit. The freeway off-ramp, south of Highway 12, would be extended into the Planning Area to connect with a new collector roadway.
- A new collector is proposed to run parallel and to and 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 west side of Main Street (Figure 4-2).
- New roadways streets 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 street with bike lanes (Figure 4-3).
  - Extension of Buena Vista Avenue as an east-west commercial main street, with aAn 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 4 and through 4-66).
- 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 Specific Plan Planning Area (Figure 4-8 7 and 4-89).

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 connectionsconvenience.

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

Figure 4-24-2: Typical Main Street Section and Plan Detail



Notes:

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

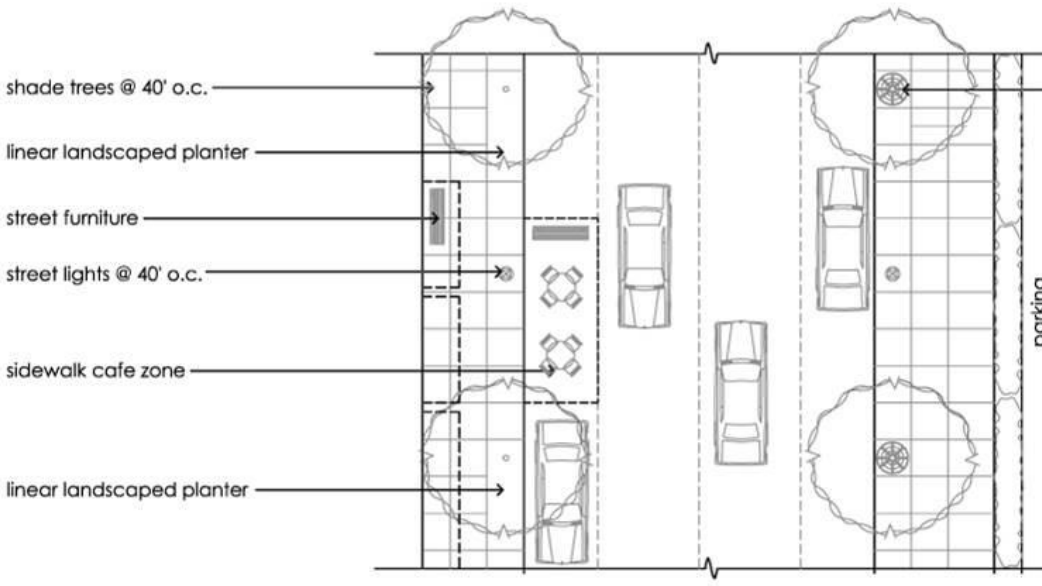
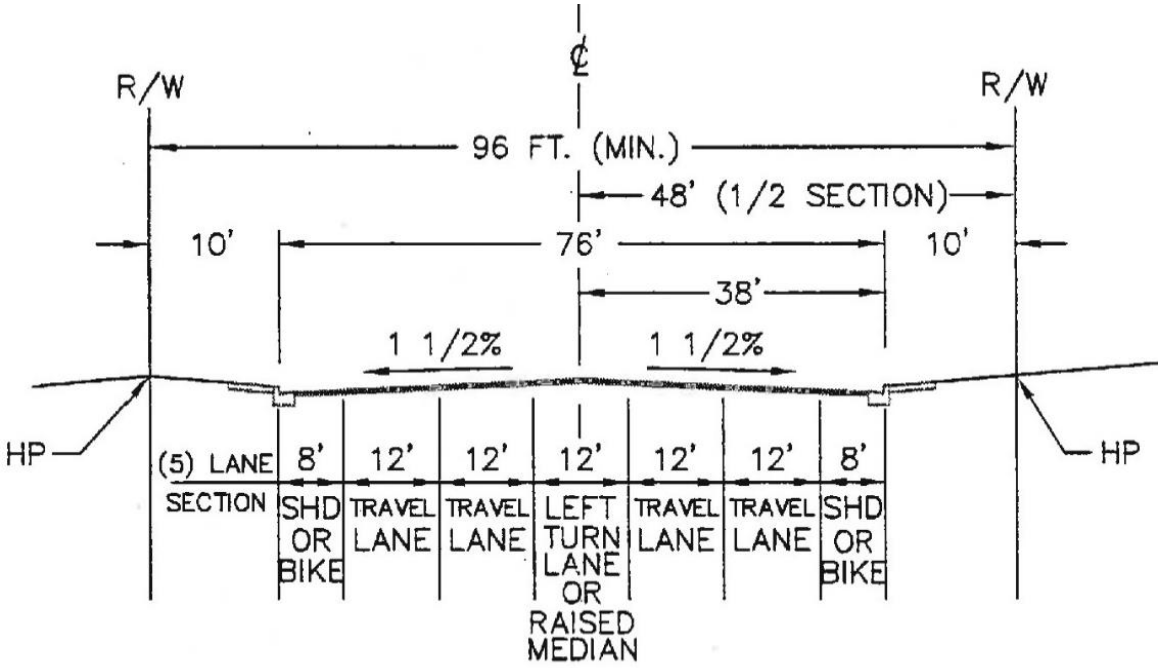


Figure 4-34-3: Arterial Street on 30-acre Property (Railroad Avenue)



Railroad Avenue at full buildout will include four lanes (two in each direction), two bicycle lanes of at least five feet in width in each direction and may include other streetscape elementss~~, as well~~. Please see designs on file with the City Public Works Department. The proposed right-of-way is 96 feet.

Figure 4-44-4: Typical Collector ~~Street on 30-acre Property (Buena Vista Avenue)~~

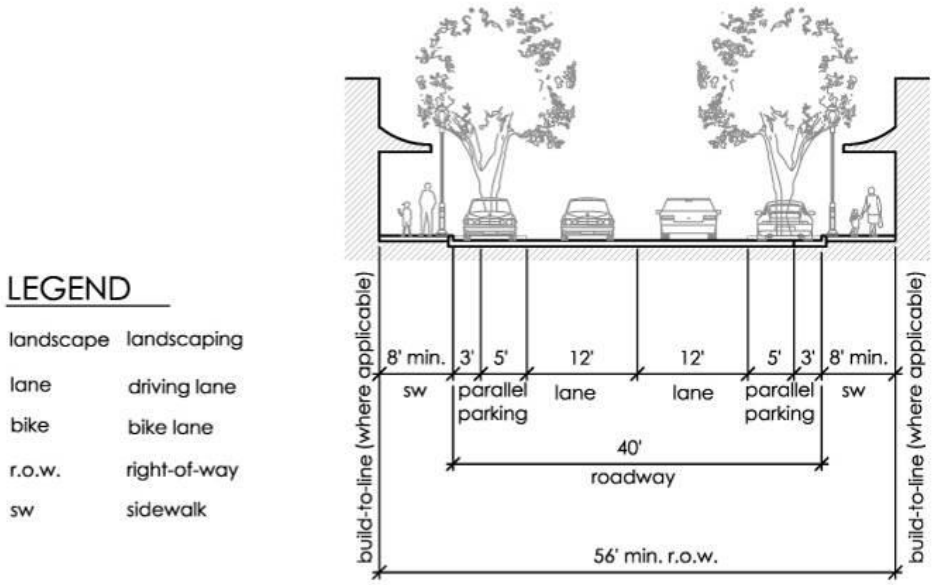


Figure 4-54-5: Typical Downtown Neighborhood Arterial ~~Street~~

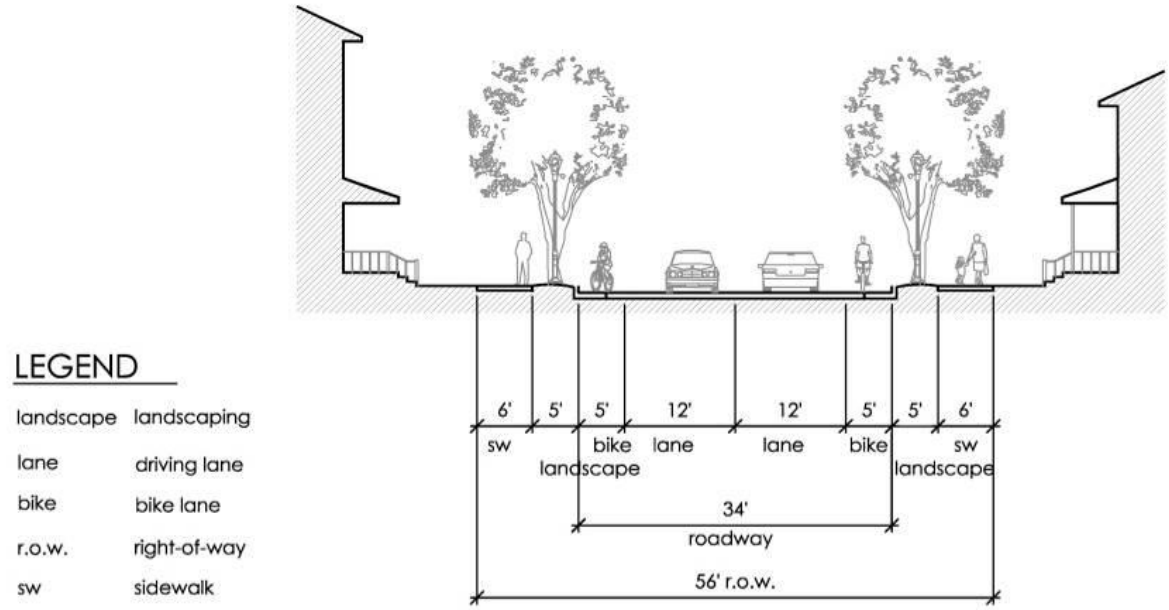


Figure 4-64-6: Typical Downtown Neighborhood Collector ~~Street~~ (Parking on One or Both Sides)

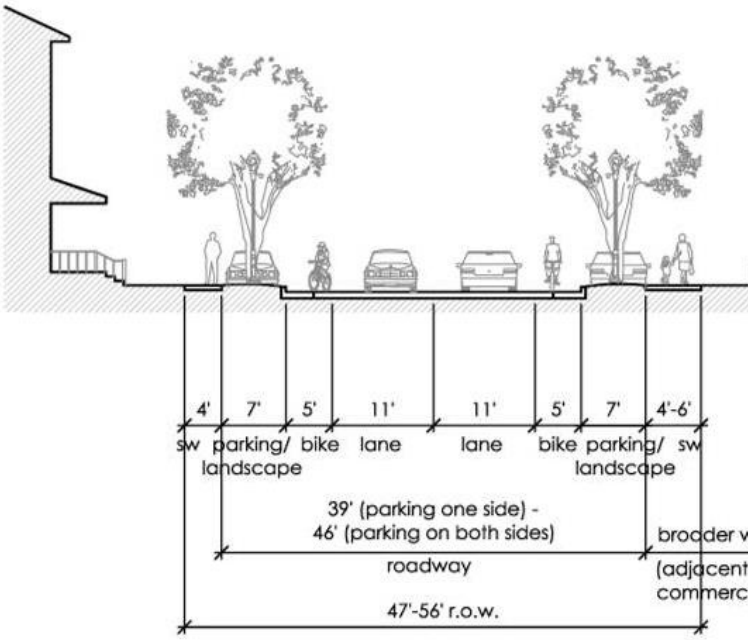


Figure 4-7: Typical Local Street (Parking on One or Both Sides)

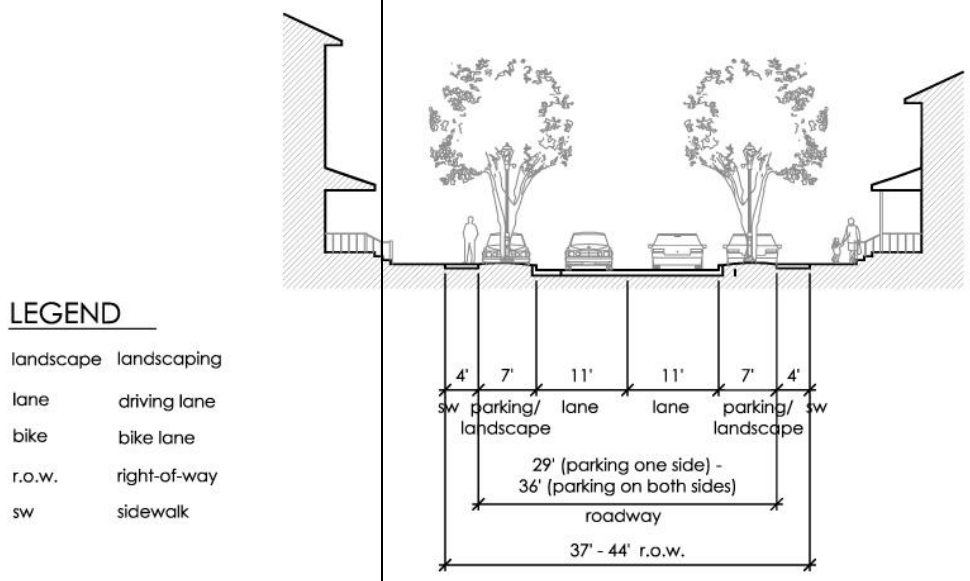
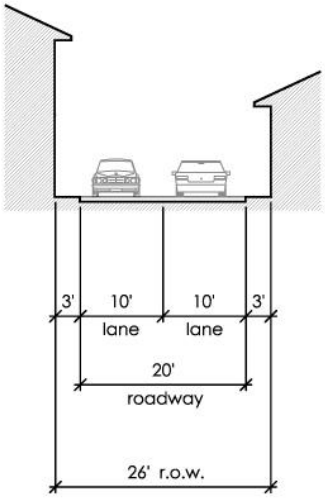
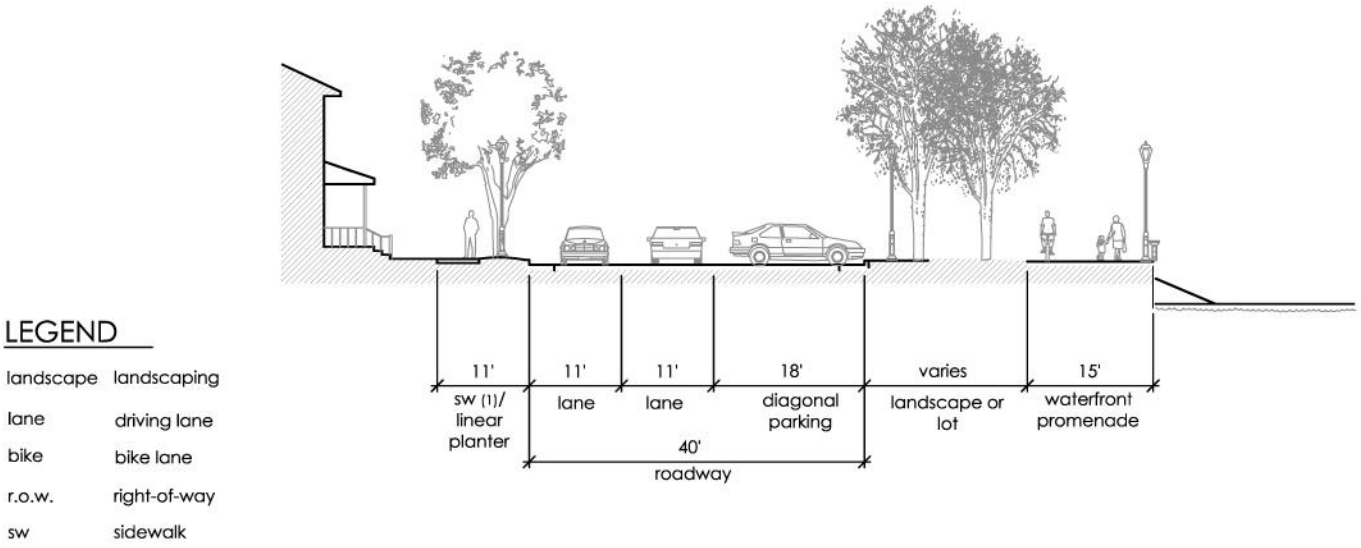
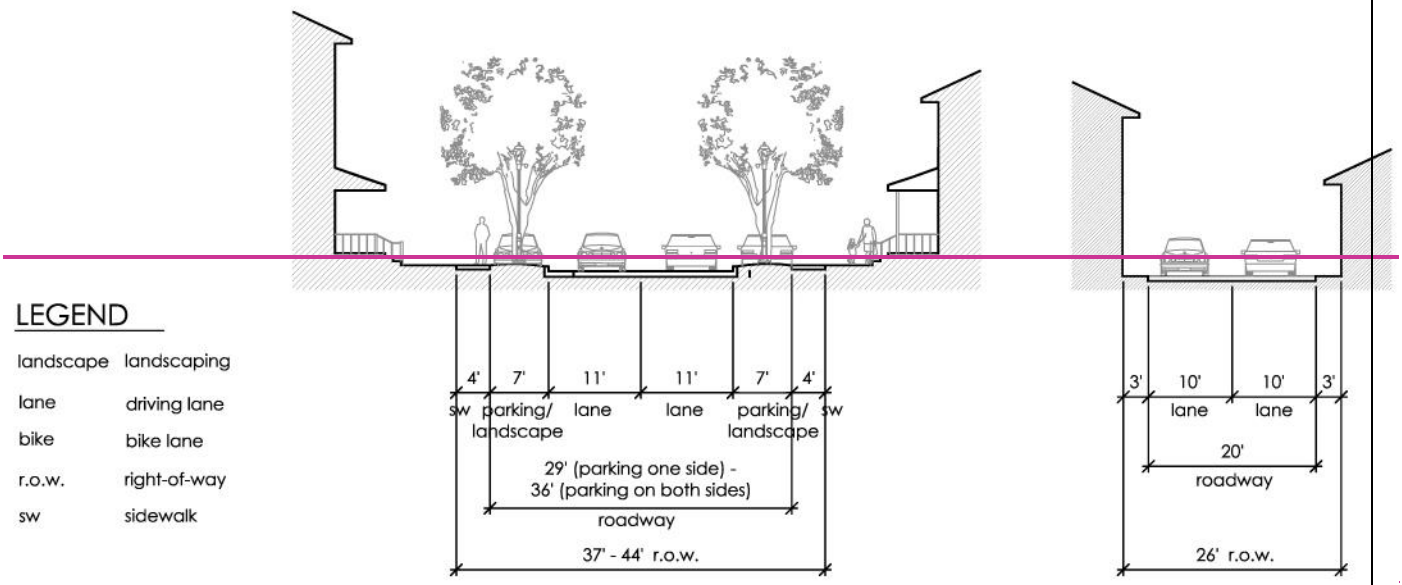


Figure 4-8: Typical Alley



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





~~Figure 4-7: Typical Local Street (Parking on One or Both Sides)~~~~Figure 4-8: Typical Alley~~

~~Figure 4-8: Typical Alley~~

~~Source: AECOM 2015~~

General Circulation Standards

1. All public streets shall connect into the larger circulation pattern. Block lengths ~~of~~ shall be 300 feet or less. ~~are encouraged.~~ The use of cul-de-sacs shall ~~be minimized.~~not be permitted.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices ~~should~~ shall be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands ~~are encouraged~~shall be used for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

A. Commercial Streets and Main Street

1. Sidewalks along commercial streets s~~hould~~hall~~to~~ support outdoor activities, such as seating and dining. Sidewalks adjacent to seating and dining areas must leave five (5) feet or more of vacant sidewalk space between the edge and the curb to provide adequate pedestrian circulation.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza ~~should~~ shall 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~~ ten (~~8~~)10) 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~~ shall 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~~ shall be planted at intervals of forty (40) feet or less; ~~, and~~ selected for characteristics that include proven durability in street environments; branch~~ing~~ at heights greater than fifteen (15) feet; have light, feathery leafing; and allow for ease of maintenance. Storefronts must maintain transparent windows that allow visibility into the store~~Visibility to storefronts from the street is imperative~~. Light fixtures ~~should~~ shall include attachments for banners and planters. Fixtures ~~should~~ shall 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 an ~~conditional use~~administrative review permit (Figure 4-2).

6. Driftwood Drive between Main Street and Civic Center Boulevard ~~should~~ shall 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.

B. 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 fifty (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~~ street width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For developments ~~within~~ areas ~~the opportunity areas,~~ identified in ~~Figure 3-24-9~~Figure 4-9, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of seven (7) feet, and minimum sidewalk width of five (5) feet. There ~~should~~ shall 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 shall~~shall be oriented towards the waterfront ~~whenever possible~~, in order to provide both public access and views from the street to the water.

~~*C. Motor Courts/Alleys*~~

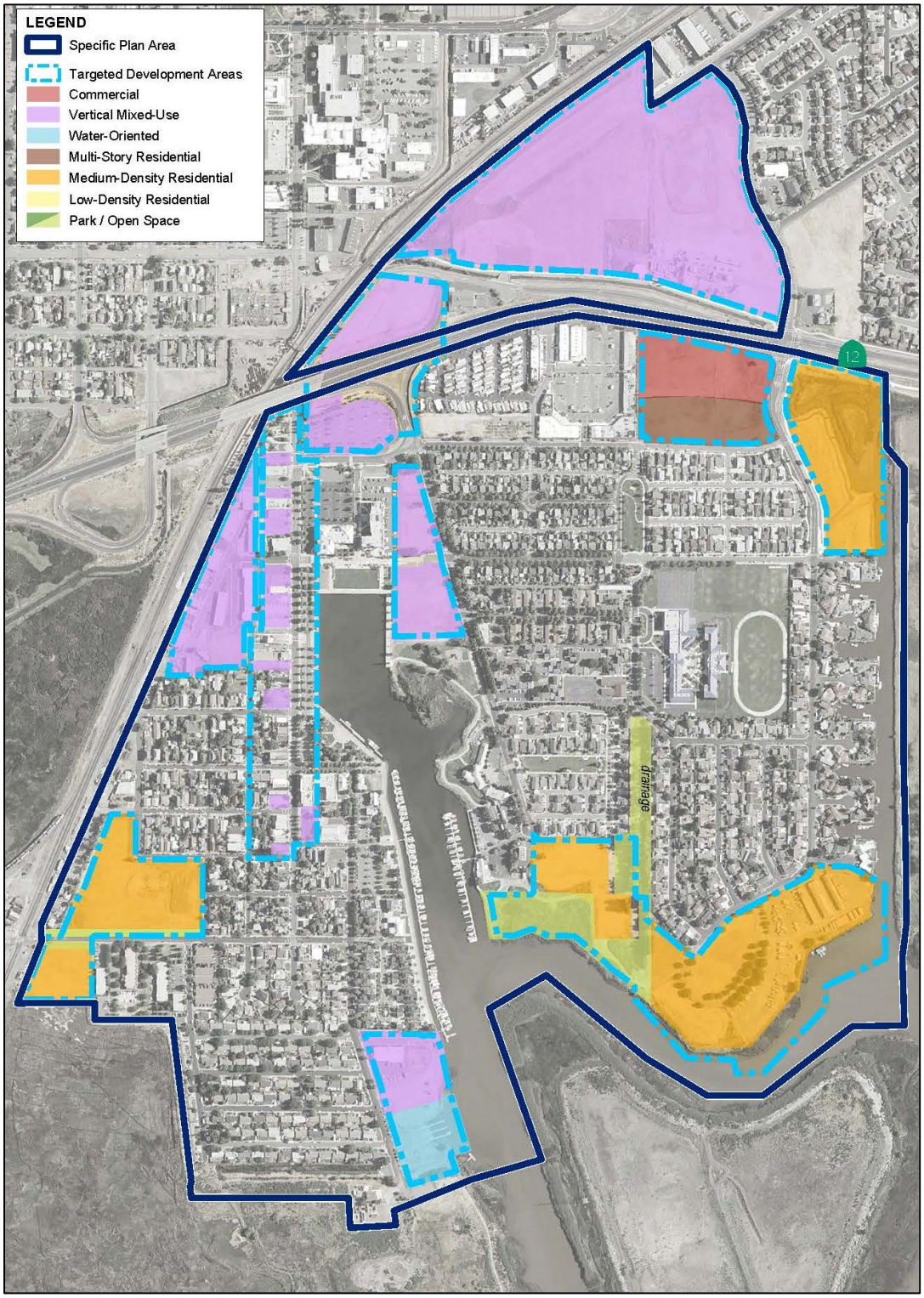
~~1. Motor courts or alleys, which provide rear-loaded access to lots, are encouraged required for new developments in order to reduce the amount of curb cuts devoted to driveways and garage frontage along a neighborhood street.~~

~~2. Motor court or alley rights-of-way shall be a minimum width of twenty (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 exist, 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.~~

~~Figure 4-9:~~Figure 4-9: Targeted Development Areas



C. Motor Courts/Alleys

1. Motor courts or alleys, which provide rear-loaded access to lots, are required for new developments 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 twenty (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 exist, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano 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 Specific Plan ~~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~~The City encourages ~~-~~new shared parking areas~~, associated with the development of the opportunity areas, as suggested in the Opportunity Area Plan concepts shown in Figure 3-3~~ to serve new development, particularly infill development on relatively smaller parcels. ~~On~~Use of on-street parking ~~is also encouraged, where feasible~~should be maximized.

Commercial and mixed-use development in the Specific Plan ~~Planning~~ Area, south of ~~Highway~~ SR 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 on-street parking, 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]

Regional commuter ~~T~~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~~Caltrans. This lot is used by both rail passengers and visitors to Specific Plan Area~~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 Slough 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.

~~[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 shipping demand for shipping.~~

4.3 Bike and Pedestrian Circulation

4.3.1 Bike and Pedestrian Facilities

With the relatively compact development pattern with buildings primarily built close the front property line, the grid and modified grid transportation network, the lack of overly wide streets, and other features, the Specific Plan Area is a relatively bicycle- and pedestrian-friendly area.

Existing bike routes within the Specific Plan ~~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~~ SR 12 on the Grizzly Island Trail that connects from the Specific Plan 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 Specific Plan ~~Planning~~ Area are also generally low-traffic, low-vehicle-speed, safe areas for biking.

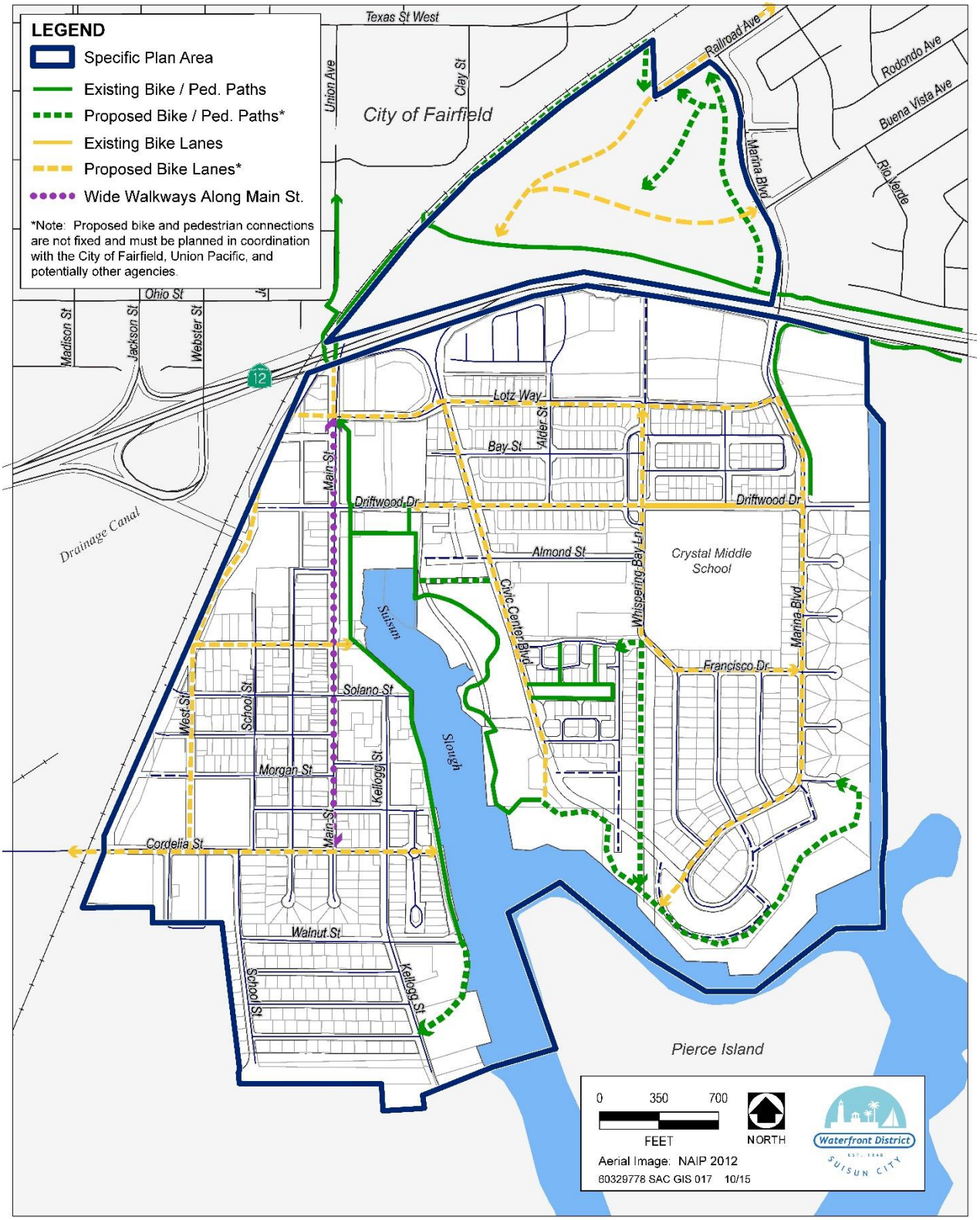
Most streets in the Specific Plan ~~Planning~~ Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard~~,~~ along the channel. A linear pedestrian walkway/bicycle path circles around the Channel~~,~~ between City Hall and the cul-de-sac at the end of Walnut 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 Specific Plan ~~Planning~~ Area as collectors and arterials ~~streets~~that require ~~. Arterials and collectors should be striped~~ striping and signage ~~and signed~~ for Class II bike paths or Class I bike routes, consistent with ~~the Circulation Element of the General Plan, Figure 4-9Figure 4-10Figure 4-10,~~ and the WDSP standards ~~in this Specific Plan~~. The bike/pedestrian circulation system, shown in ~~Figure 4-10Figure 4-10~~, indicates the general location of these facilities.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM 2023

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

- Providing ~~B~~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 zoned~~ property at the northwest corner of ~~Highway~~ SR 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 an off-street path connecting Civic Center Boulevard~~/~~ with 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 Specific Plan ~~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~~the 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 Specific Plan ~~Planning~~ Area.
- Identifying opportunities to provide shaded areas with drinking fountains, benches, and other amenities to further encourage the use of the City's off-street bicycle and pedestrian facilities.
- Collaborate with local and State agencies, such as the City of Fairfield and ~~other agencies~~Caltrans, to improve the safety of the existing pedestrian environment, including ~~on the~~intersection median enhancements and other improvements to pedestrian facilities. ~~existing pedestrian overcrossing through enhancements to lighting and other improvements.~~

When complete, the path system will follow the entire ~~frontage of the~~ waterfront frontage from the boat launch ramp on Kellogg Street to the Marina neighborhood, adjacent to Whispering Bay. These improvements, along with connections they provide to other pedestrian/bicycle facilities, ~~will facilitate~~meet the Suisun City General Plan Guiding Principles, including:

- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Encourage a healthy living environment.

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 4-910: Bicycle and Pedestrian Circulation Network~~

~~Source: Metropolitan Transportation Commission, AECOM, 202315~~

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CHAPTER 5| OPEN SPACE + ~~PUBLIC FACILITIES~~~~CIVIC~~CIVIC AND SERVICES~~SERVICES~~

5.1 Open Space ~~and Public Facilities~~~~Civic~~~~Public Facilities~~+ Civic and Services

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

Park, open space, and ~~public~~ civic facilities in the Specific Plan ~~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, which is done periodically by ~~. Currently, th~~the Army Corps of Engineers, as the channel is under federal control ~~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 a 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~~300-foot-long visitor dock, and a boat launch ramp that capitalizes ~~and builds up~~on ~~the key natural feature/amenity in the Planning Area,~~ the waterfront.

Figure 5-1: Recreation and Open Space Diagram



- **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 enhancing the marina facilities, improving landscaping, retaining the parking capacity, creating clear pedestrian and vehicular circulation, extending the waterfront promenade, and accommodating new mixed-use development. 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~~ and smaller buildings for water recreation and storage. This site could also accommodate a public viewing area/pier, plaza~~s 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 (e.g., lighting, benches, trash receptacles, etc.), in coordination with more recent streetscape improvements on the east side of the street. Streetscape features along 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 is an existing one-acre park with open turf area and waterfront views~~,~~ 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, is a ~~n existing~~ three-acre park~~, comprised of~~with 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~~ Specific Plan 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~~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~~long-term water supply for the City. In 1990, the partnership became a full Joint Powers Authority named the SSWA, resulting in the reconstruction and modernization of the old Suisun Water System.

The City handles the local billing and requests for water and sewer service and~~;~~ 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 of 32,400 at ~~build-out of the~~ 2035 General Plan build-out~~(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~~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 t~~There are four ~~(4)~~ storage tanks in the water system, including:

- ~~which are the following:~~ **Cement Hill Tank (2 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.
- **Gregory Hill Tank (2 million gallons~~), ~~).** 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.
- **Sports Complex Tank (1.5 million gallons~~), ~~).** The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm. ~~and~~
- **Suisun City Corporation Yard Tank (1 million gallons).** 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% percent 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.

~~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~~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~~Table 5-1~~, water supply is projected to be sufficient in normal water years over the UWMP's 20-year planning period ~~(i.e.,~~from 2015 to 2035~~)~~. Although Table 5-4~~Table 5-4~~ shows that water supply in single 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, 20202015–2035

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
	Multiple-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~~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.

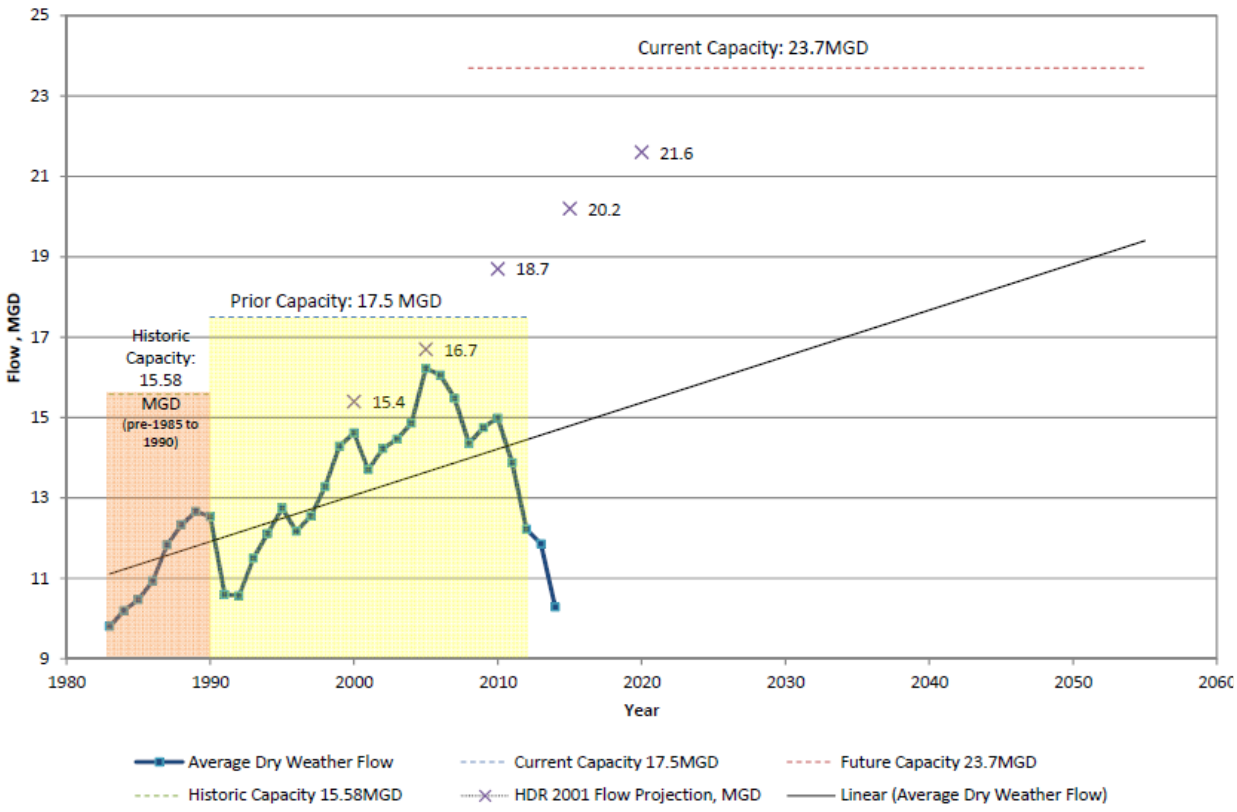
To date, system evaluation and capacity assurance of the City's collection system has consisted of observation of sewer system performance during dry and wet weather and enforcement of the City's design standards for new sewers. Capacity assessment has been handled historically by the Fairfield Suisun 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 to 2055



Source: City of 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 to 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~~%~~ percent of run-

[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.

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 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.

For any Special Project, the allowable incentive LID Treatment Reduction Credit is the maximum percentage of the amount of runoff identified for the Special Project's drainage area, that may be treated with tree box high flowrate biofilters and/or vault-based high flowrate media filters. 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 projects may qualify for a 100 percent LID Treatment Reduction Credit – these projects are designed to be pedestrian friendly; ~~special projects~~ creat~~inge~~ or ~~replacing~~ replace less than ½ acre of impervious surface area; ~~and~~ located in a downtown ~~core~~ area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage~~or downtown core zoning district, pedestrian-oriented commercial district, or historic preservation site and/or district.~~;
- Category B projects may qualify for a LID Treatment Reduction Credit between 50 and 100 percent depending on their proposed lot coverage – these projects are designed to be pedestrian friendly; create or replace between ½ acre and two acres of

impervious surface area; located in a downtown area, neighborhood center, or other pedestrian-oriented district or historic preservation area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage~~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 projects may qualify for a LID Treatment Reduction Credit between 10 and 50 percent depending on their location and design – these projects are transit-oriented, non-auto related uses; designed to be pedestrian friendly; that would ~~special projects that are transit-oriented~~create or replace between ½ acre and two acres of impervious surface area; propose no or only incidental surface parking area; and propose at least 85 percent lot coverage.~~ development projects, located within a one-quarter to one-half mile of an existing or planned transit hub, such as the Amtrak train depot or located within a designated Priority Development Area and providing minimum residential densities of 25 dwelling units per acre or at least an Floor Area Ratio (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:

- **Downtown/Main Street.** 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~~ SR 12. School Street, west from Sacramento to the south, drains to another watershed. The Main Street pump station protects the northern section of the old downtown area and was just replaced this year as part of the downtown plaza. It now has a capacity of 8,500 GPM using two parallel submersible

pumps. The station is controlled by a PLC using a bubbler system for level control. The calculated runoff is 4,100 GPM.

- ~~The~~ **Wildlife/Kellogg Street 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. It pumps the water collected from the southern part of the old downtown area into the Suisun Slough. There is one main outlet into the Wildlife Channel, which is the School Street storm drain. The pump station and discharge line were replaced in 1997 with a submersible pump station, built next to the old station, and a new larger discharge line. The old pump, check valve, and MCC were removed and the old wet well and discharge line were left intact for possible future adaptation with a portable diesel pump for emergency use. The station includes a medium size detention basin allowing for some storage during short, high rainfall events. The new station has a capacity of 4,600 GPM with one pump, 8,000 GPM with two pumps, and 9,900 GPM with three pumps. Currently two pumps are installed with all piping and the MCC ready to accept a third pump. The calculated runoff is 7,800 GPM.
- ~~The~~ **Whispering Bay/Mulberry Street 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. The pump station has two independent propeller pumps with ultrasonic level controls. New discharge pipes and bar screens were installed in 1988. The estimated runoff is 15,700 GPM for a 6-hour event. He station was rebuilt in 2000 with capacity to exceed these flows. The station has a large detention basin allowing the required capacity to be lowered, if desired.
- **Heritage Park Subdivision/Chipman Lane Pump Station.** There is a pump station along ~~Highway~~ SR 12, about midway on Chipman Lane. This drains a large portion of the Heritage Park Subdivision. The Chipman Lane pump station collects storm water in the north-south area between Chipman Lane and the railroad tracks and pumps it under ~~Highway~~ SR 12 into a channel. The station has three independent propeller pumps controlled by float switches, with a total capacity of 30,300 GPM. The estimated runoff is 8,300 GPM.

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 Company (PG&E)- 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 Specific Plan Area adjacent to City Hall. The Suisun City Ppolice Ddepartment currently has no plans to upgrade or reconstruct the police station or the Burdick Center substation outside the Planning Specific Plan Area. However, there may be opportunities during implementation of the Specific Plan to use technology within the WDSP Area to enhance security through, for example, through Bluetooth access for security communication or through the installation of emergency call boxes.

Fire protection is provided by the City of Suisun City Fire Department, which provides fire protection services in the incorporated area of the City. The department Department has one fire station at 621 Pintail Drive and . 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 calls 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 Specific Plan DWSP Area is served by Crescent Elementary School, a K–5 school east of the Specific Plan DWSP Area and south of Highway SR 12. Crystal Middle School serves students from grades 6-8 and is located within the Specific Plan Planning Area, at the southeast corner of Driftwood Drive and Whispering Bay Lane. The Planning Specific Plan Area is within the school boundaries of Armijo High School. The school district is not experiencing capacity issues, with the potential exception of Armijo High School, which is at capacity.

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 Suisun City 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 + DESIGN STANDARDS ~~+ DESIGN GUIDELINES~~

6.1 Introduction

This chapter establishes the development and design standards ~~and design guidelines~~ governing proposed development within the Waterfront District Specific Plan (WDSP) Area (~~Planning~~ Specific Plan Area). When reviewing project plans, the reviewing body (Development Services Director, Planning Commission, or ~~or~~ City Council, ~~or Development Services Director,~~ as the case may be) shall refer to the WDSP development and design 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 that 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 and design standards and design guidelines in this chapter ensure compatibility of new construction, alterations, and other~~

exterior improvements with the desired architectural 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 standards emphasize the 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 standards 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 Historic Residential (HR). Please refer to Chapter 3 for a more detailed discussion of the Land Use Zones.

Design guidelines standards 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-outbuilt 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.



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



Building heights above the first two stories are encouraged toshall be stepped back, if needed, to respect the heights of existing adjacent residential



~~Figure 6-1: Illustrative Site Concept Plan~~

6.2 Residential Development + Design Standards + Design Guidelines

6.2.1 Intent

Residential development and design 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 tostandards will support fostermaintain the a pedestrian-oriented design environment, where the fundamental intent is to reduce the impact of the automobile vehicles by encouraging requiring 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 City 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

Development standards for residential uses within the Specific Plan Planning Area are summarized in Table 6-1Table 6-1Table 6.1. Existing uses and structures in established residential neighborhoods that are not in compliance with some of the development and design 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 have the minimum lot sizes and setbacks indicated in Table 6-1Table 6.1, except that porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

Table 6-1: Encroachments iInto 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

- Building heights above the first two stories are encouraged toshall be step back, if needed, to respect the heights of existing adjacent residential development, particularly along Lotz Way.
- The height of a new development shall be limited to the building height maximum identified in each zoning district. Building height shall be grade to the peak of the roof.s, as measured from grade to the peak of the roof.
- Guesthouses and secondary accessory dwelling units shall be subject to the land use and development standards in Table

6-2~~Table 6-1~~ and regulations in Chapter 18.~~44.150~~30.170 of the City's Zoning Code.

A. Residential Garages

1. Garages ~~should~~ shall 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~~ shall 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.

B. Fences

1. Backyard fences ~~are encouraged~~shall be along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences ~~should~~ shall 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. Front yard fences~~, where provided,~~ are ~~encouraged to~~shall 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 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.



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

Table 6-2: Residential Development

~~Table 6.1: Residential Development~~

Land Use District	Residential Low Density (RLD)	Residential Medium Density (RMD)	Residential High Density (RHD)	Historic Residential (HR)
A. LOT / SITE DESIGN				
4. Lot Coverage[1]	70% max	80% max	80% max	70% max
5. Density[2]	4-10 du/gross ac (5-12 du/net ac)	10.1-20 du/gross ac (10~~12.1~~-24.9 du/net ac)	20.1-45 du/gross ac (25~~4.1~~-54 du/net ac)	5-15 du/gross ac (6-18 du/net ac)
6. Floor Area Ratio	N/A	N/A	N/A	N/A
7. Lot Area	3,000 sf min	1,500 sf min	N/A	2,500 sf min
8. Lot Width	40' min	25' min	none	40' min
9. 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)~~ stories) 15' min (3 stories)
4. Rear Setback[5]	5' min	5' min	5' min (1-2 ~~stories)~~ stories) 15' min (3+ stories)	5' min
5. Height Limit	35' max	35' max	55' max	35' max
~~Secondary~~ Accessory Dwelling Setback				
1. Front Setback	15' min or equal to primary building setback			
2. Side Setback (street)	~~10' 4'~~ min ~~10' min~~ ~~10' min~~ ~~10' min~~			
3. Side Setback (interior)	~~4~~0' min ~~0' min~~ ~~0' min~~ ~~0' min~~			
4. Rear Setback	~~4~~5' min ~~5' min~~ ~~5' min~~ ~~5' min~~			
5. Height Limit[6]	20' max ~~20' max~~ ~~20' max~~ ~~20' max~~			
C. ENCROACHMENTS INTO SETBACKS				

1. Front Setback	6' max, where applicable
2. Side Setback	3' max
3. Rear Setback	3' max, where applicable

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~~can 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~~accessory 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.

6.2.3 Residential Site and Design Standards ~~and Design Guidelines~~

A. *Neighborhoods*

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



New residential areas or development sh~~ould~~all reflect elements of historic residential styles in a modern context.

B. *Parks and Open Space*

1. A variety of parks and open space ~~are~~ shall be located ~~encouraged~~ within the Specific Plan ~~Planning~~ Area, designed and located to help promote public health. Refer to Chapter 5 for park, open space, and public facility concepts.

2. Parks or play areas ~~should~~shall be dispersed and located to be easily accessible to each neighborhood area.

~~2.~~3. 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.



Parks or play areas sh~~ould~~all be dispersed ~~within~~ and easily accessed on foot~~the planning area~~.



Impervious paving surfaces in landscaping

4. Pocket parks (of one-half acre or less) ~~are encouraged as~~shall be landscape amenities and as a means to give a distinct identity to residential areas.

5. New small play areas, parks, and plazas shall be provided to support future residential growth in the Specific Plan ~~Planning~~ Area, as suggested by the park and open space concept in Figure 5-1. These facilities shall 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.

~~C.~~ ***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***

~~D.~~C. *Landscaping*

1. A ~~a~~ combination of trees, shrubs, and ground cover is required to ~~Deciduous plant materials are encouraged to~~ allow maximum winter sun and summer shade. Plantings may be deciduous.
2. Sustainable landscaping, with c~~C~~limate-appropriate ~~landscaping~~ plantings with efficient water use is ~~encouraged.~~required.
3. The use of impervious paving surfaces (concrete, asphalt) ~~should~~shall be ~~minimized, to the extent feasible~~limited to sidewalks, walkways, patios, ~~driveways~~driveways, and parking spaces that meet the parking requirement. ~~Use of P~~ermeable surfaces and paving materials ~~is encouraged.~~shall be utilized for not less than 20 percent of the applicable paving surfaces.
4. Outdoor lighting on private lots ~~should~~shall be designed and directed away from common boundaries and neighboring uses. ~~so that it does not intrude on neighboring uses or shine directly into the street.~~
5. Shade trees and landscape trees ~~should~~shall be of appropriate species, including those that provide shade, stormwater management, aesthetic benefits, and screening to soften the impacts of large expanses of pavement and vehicle movement, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature and shall be spaced such that, at maturity, the drip lines do not overlap.

~~based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature.~~

~~5.~~6. Yard areas facing the street ~~should~~shall be designed using landscape elements of 40 percent hardscape and 60 percent softscape.

~~6.~~7. Landscape design must consider water conservation strategies, consistent with the State of California State Model Water Efficient Landscape Ordinance~~MWELO~~.



details, and ied between



use neutral terfront.

6.2.4 Residential Building Design ~~Guidelines~~Standards

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~~shall be incorporated in new development. These features and exterior colors ~~should~~shall be varied between units and from house to house along a street.
2. Flat roofs ~~should~~shall be avoided on single-family homes and garages.
3. Compatibility of color with the soft browns, blues, and greens that dominate the waterfront ~~should~~shall be emphasized.
4. Buildings ~~should~~shall be sited so that the first floor rests directly on grade. A minimum lift of ~~ten~~ 10 inches off the pad is encouraged in order to provide the home with a more substantial presence on the street.

~~Residential Garages~~
~~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.~~
~~Garage doors should be recessed for greater articulation and trash and storage areas incorporated within the garage or parking areas, where appropriate.~~
~~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.~~
~~Fences~~
~~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.~~
~~The setback area in front of fences shall be landscaped.~~



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

~~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.~~

~~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 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 + Design Standards + Design Guidelines

The following development standards and guidelines apply to the commercial and mixed usemixed-use zones within the Specific Plan 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 architectural character and small-town charm that should be preserved and enhanced.

As noted previously, design guidelines standards 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 architectural 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 UseMixed-Use Development Standards

Development standards for commercial and mixed usemixed-use zones are summarized in Table 6-3Table 6-3Table 6.2.

Table 6.2: Commercial and Mixed Use Development Standards1

Land Use District	Downtown Commercial (DC)	Downtown Mixed Use (DMU)	Main Street Mixed Use (MSMU)	Historic Limited Commercial (HLC)	Waterfront Commercial (WC)
LOT / SITE DESIGN					
1. Lot Coverage[2]	80% max	80% max	100% max	70% max	50% max
2. Density[3]	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

Table 6-3: Commercial and ~~Mixed Use~~Mixed-Use Development Standards[1]

Land Use District	Downtown Commercial (DC)	Downtown Mixed Use (DMU)	Main Street Mixed Use (MSMU)	Historic ~~Commercial (~~Commercial (HC)	Waterfront Commercial (WC)
LOT / SITE DESIGN					
1. Lot Coverage[2]	80% max	80% max	100% max	70% max	50% max
2. Density[3]	N/A	N/A	N/A	N/A	N/A
3. Floor Area Ratio	0.25-2.0	0.30-3.0	0.~~30~~75-2.0	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'~~30 min	~~40'~~30 min	40' min
6. Lot Depth	70' min	60' min	60' min	60' min	60' min
BUILDING PLACEMENT AND HEIGHT					
Primary Building Setback[4]					
1. Front Setback	0' min-20' max	0' min-15' max	0' min-15' max[4]	5' min-15' max[5]	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 (~~non~~ non) 15' min (res)	0' min (~~non~~ non) 15' min (res)	0' min (~~non~~ non) 15' min (res)	5' min (1-2 stories); 15' min (3+ stories)	0' min (~~non~~ non) 15' min (res)
4. Rear Setback[6]	15' min	15' min	0' min (~~non~~ non) 15' min (res)	5' min	0' min (non) 15' min (res)
5. Height Limit	60' max	60' max[7]	16' min; 50' max[7]	35' max	35' max

Notes:

du/ac = dwelling units per acre, min = minimum, max = maximum, sf = square feet, non = nonresidential, res = residential

[1] Residential development within a commercial or ~~mixed use~~mixed-use zone shall be subject to the development standards for the Residential High Density Zone (RHD), identified in Table 6-1~~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 Model Water Efficient Landscape Ordinance.

[5] Front setbacks shall be ~~consistent~~within five feet of ~~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 residential development.

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

The following design standards ~~and guidelines~~ and development standards ~~and development standards~~ 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~~ standards for Main Street and other Downtown commercial and residential areas.



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

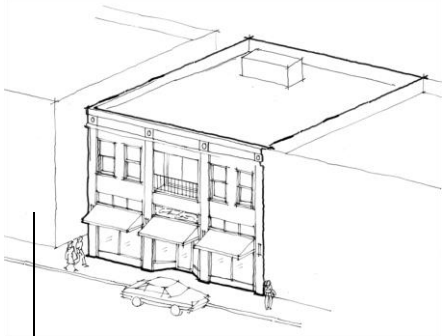
A. *Building Height, Placement, and Setbacks*

1. The height of new street-facing facades shall~~hould~~ 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~~shall be designed to focus on the street to create more activity along the sidewalk.



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

4.5. Businesses and buildings on Main Street shall face ~~or~~and orient toward Main Street. ~~Buildings on adjacent streets within the Downtown Core shall orient towards Harbor Plaza and/or the marina.~~



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

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. Architectural ~~Unique~~ character-defining ~~architectural~~ features of buildings that are eligible historical resources shall be maintained ~~and respected~~or replaced in-kind in any renovation or remodeling work.

~~3. The scale of new construction shouldshall be harmonious with that of adjacent buildings. The scale of various design and~~

~~construction elements should~~shall ~~be consistent with adjacent buildings of historic interest.~~

~~4.~~3. When a new building is proposed to replace a historic structure, key architectural elements of the original building ~~should~~shall be used in the construction of the new building.

~~5.~~4. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of historic Suisun City by containing design elements that procure historic elements within the commercial styles in a modern context. ~~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 sh~~ould~~all be designed with brick, wood, and painted or anodized finish metal.

C. *Exterior Walls*

1. Exterior walls ~~should~~shall ~~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~~shall approximate the rectangular shape, proportions, and architectural character of adjacent historic buildings ~~of historic character~~. Storefronts with recessed entries ~~are encouraged and should~~shall be divided into three bands with a base, middle, and top, including a transom



New ~~storefronts~~storefronts along Main Street sh~~ould~~all approximate the rectangular form, proportions, and character of adjacent buildings of historic interest.



~~Storefronts~~Storefronts along Main Street sh~~ould~~all ~~should~~ be designed as three bands that include a base, middle, and top.



Canvas awnings attached above street level storefronts and window~~s shall be used~~s ~~are encouraged~~.

band, a band of display windows, and a small spandrel or paneled band under the display windows. One-story buildings ~~should~~shall have a solid wall space above the storefront and a cornice, with or without a parapet. Two~~-~~story buildings ~~should~~shall usually have a horizontal band and a second floor with windows and cornice. All of the above bands ~~should~~shall align with those of adjacent buildings to the extent possible.

4. If provided, awnings ~~should~~shall be regularly cleaned and maintained. Awnings shall go through design review. Metal and glass awnings are ~~discouraged~~not permitted. ~~Mansard, f~~Free form~~,~~ and geometric form awnings or other sidewalk covers are discouraged. Care ~~should~~shall 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.



Traditional design features, such as wooden balconies, canopies, and porches ~~are encouraged.~~shall be used.

5. ~~Wooden balconies, canopies, and porches are traditional to some types of buildings and are encouraged~~Protrusions ~~such as balconies, canopies, and porches, although encouraged, are subject to design review, where appropriate. The creation of such elements should~~shall ~~be carefully considered to ensure compatibility with the style of historic structures along Main Street.~~ Protrusions such as balconies, canopies, and porches must~~ay~~ undergo architectural design review~~, as appropriate~~, to ensure compatibility with the style of historic structures along Main Street. Other important architectural features ~~should~~shall not be obscured or destroyed in the building of these features.



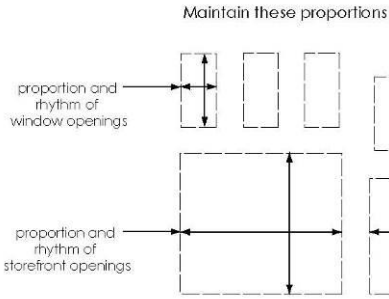
Buildings at key intersections, such as Main Street and Driftwood Drive s~~hould~~hall be designed to mark the corner.

6. Retail continuity along Main Street's west side is essential. Storefronts ~~should~~shall be varied in design and architectural character, but continuous where possible along each block. Storefronts ~~should~~shall 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~~shall 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 architectural character of the structure and surroundings.

8. The backs and sides of buildings that are visible from public streets ~~should~~shall incorporate window and door openings, where possible. For new construction, backs and sides ~~should~~shall be as carefully designed as front facades. On existing buildings, original openings ~~should~~shall 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.~~





Windows sh<u>all</u>~~ould~~ be organized vertically, in multiple bays, although several vertical elements may be c
horizontal opening.



be composed openings for

D. Windows and Doors

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



~~should~~

6. Original or existing storefront areas and window openings ~~should~~shall 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~~shall 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~~shall be maintained to the maximum extent feasible.



ement the r storefronts dscape

7. At least 50 percent of the ground floor shall include windows, door, glazing that is transparent and allows views of the ~~interior~~interior.

~~6.~~8. At least one main entrance shall be directly from the street.

E. Roofs

1. Building roofs ~~should~~shall reflect the historic styles in the Downtown Core and ~~should~~shall be either gable, gambrel, hip, or shed. False fronts or parapet walls ~~should~~shall conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings ~~should~~shall be unobtrusive.

2. Pitched roofs ~~should~~shall ~~usually be~~ include ~~-~~dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.

~~2.~~3. Rooftops with mechanical equipment ~~should~~shall be concealed.

F. Color

1. Choice for building exteriors may express individual taste, but ~~should~~shall always contribute to the historical character of the area. Exterior colors ~~should~~shall harmonize with other colors on the same building and on the streetscape.
2. Exterior colors ~~should~~shall complement the colors of neighboring buildings or storefronts and ~~should~~shall ~~be selected to be mutually supportive and beneficial~~add 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~~shall be uniform for a shop, which occupy multiple storefront buildings.
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~~shall be repainted complementing colors when rehabilitation or change in tenancy occurs.
6. A range of compl~~e~~imentary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses ~~should~~shall be coordinated wherever possible. Patterned or multi-colored awnings ~~should~~shall be used with care and in consideration of the color(s) of adjacent awnings.



Complementar for signs and c within the sam



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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 Street and the areas within the H~~L~~C 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~~Standards 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.



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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. This~~It will allow for an appropriate transition in scale between commercial and residential zones.~~.~~
2. Additions to existing structures shall ~~be~~ not exceed the height of the original building by more than 80 percent and shall not exceed the square footage of the original building by more than 50 percent~~of a height and scale which does not overwhelm that of the original building~~.
3. Building setbacks ~~should~~shall be provided from all property lines. The front yard and side setback from the street ~~should~~shall approximate that of adjacent residential buildings on the block. Rear and side setbacks ~~should~~shall 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.
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~~shall 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~~balustrades, and substantially designed porch bases and steps.

   The conversion of a residential structure to commercial use ~~should~~shall not destroy the residential character of the building. Where modifications are necessary to improve access, they ~~should~~shall 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~~prohibited.

2. New construction and additions to existing buildings ~~should~~shall utilize the major residential form-giving elements described above.
3. Roof forms ~~should~~shall 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~~gable, and shed forms with projecting eaves. Roof forms for building additions ~~should~~shall be consistent with those of the original structures.
4. Building massing ~~should~~shall relate to the scale of surrounding residential structures. Where a new building will be significantly larger than surrounding structures, it ~~should~~shall be composed of smaller elements that approximate the scale or form of the existing, adjacent ~~-~~residential structures.

   In order to avoid changes in scale that would overwhelm adjoining residential structures, new buildings ~~should~~shall 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.

C. *Material Finishes and Colors*

1. Exterior wall materials ~~should~~shall be limited to those commonly used for residential buildings, including wood siding~~,~~ and brick.
2. Additions to existing buildings ~~should~~shall 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~~shall be retained. Large ~~expenses~~ expanses of glass ~~should~~shall 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~~shall be addressed in less visible ways, such as internal alarm systems, which will not detract from the visual image of the area.



Exterior wal traditional re such as woo



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~~Fabric ~~awnings is encouraged~~shall be ~~used where appropriate to the design of the building.~~If used, ~~A~~awnings ~~should~~shall 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.~~prohibited.

6.3.5 ~~Commercial/Office/Residential and~~ Waterfront Commercial Land Zones





h~~all~~~~ould~~ be aracter of development.

~~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.~~

~~C/O/R Zone Design Guidelines~~

~~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.~~

~~Residential setbacks, where applicable, should be consistent with residential development in the Victorian Harbor neighborhood.~~

~~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.~~

~~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.

A. ~~*Flexibility in the application of these design guidelines can be attained through the PUD process.*~~*Waterfront Commercial Zone Design ~~Guidelines~~Standards*

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

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 Reportwhich shouldshall be referenced for the area development of the area, . referenced in Figure 6-1 as Opportunity Area I.

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

1. Roofs shouldshall be pitched, without parapet facades. Flat roofs are inappropriate.prohibited.
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.



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



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

6.3.6 Downtown Mixed Use Zone in the Suisun-Fairfield Train Depot Planning Districtwithin ½ mile of the Suisun-Fairfield Train Depot

B. Building Height, Placement, and Setbacks

1. The height of new buildings shouldshall 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.

3.2. 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.

4.3. Building facades and openings shouldshall be designed to front onto Main Street or Downtown side streets rather than facing the railroad tracks.

5.4. 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.

6.5. Public open space shouldshall be internally located and buffered from rail or freight traffic.

C. Building Form and Style

1. Building massing shouldshall relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it shouldshall 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~~ Specific Plan Area and ~~should~~shall maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures ~~are encouraged~~shall be utilized in this district, while respecting the traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

D. *Exterior Walls*

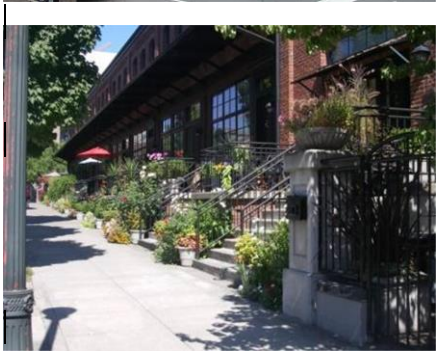
1. Exterior walls ~~should~~shall usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted), consistent with materials encouraged for commercial development along Main Street.
2. Balconies, canopies, and porches are encouraged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

E. *Windows and Doors*

1. Except on narrow building fronts, windows ~~should~~shall be organized in multiple bays.
2. Glass in windows, doors, and transoms ~~should~~shall primarily be kept clear. Plastic materials ~~should~~shall not be used in place of glass.
3. For rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over ~~should~~shall 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~~shall be maintained~~.~~

~~4. to the maximum extent feasible.~~





Contemporary design and reuse of industrial structures shall be used~~are encouraged~~



Exterior walls sh~~ould~~all be designed with brick, wood, and painted or architectural



Windows sh~~ould~~all be organized into multiple bays.



Exterior colors shall~~hould~~ be chosen to complement the architectural and landscape themes in the district.



Public spaces shall~~ould~~ be provided to enhance commercial vitality and activity in



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



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



F. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but ~~should~~shall contribute to the character of the Waterfront District.
2. Exterior colors ~~should~~shall 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~~shall 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~~shall be coordinated, wherever possible.

~~A.~~ Downtown Commercial and Downtown Mixed Use within the Western Marina ~~and Highway 12 Planning District~~

~~B.~~A. Public Space and Pedestrian Amenities

1. Public spaces, such as plazas, courtyards, and outdoor dining spaces ~~should~~shall be designed to enhance the vitality of the district and support commercial patronage.
2. Public spaces, plazas, and courtyards ~~should~~shall 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~~shall be provided along walkways, to support a pleasant urban retail experience.
4. Public art ~~should~~shall be considered for focal points or gateway entrances into the commercial district.
5. Textured or colored pavement ~~should~~shall be used to clearly define pedestrian access ways or intersection crossings, articulate different sidewalks activity zones, and highlight special areas within the district.

~~C.~~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~~shall be no more than sixty (60)- feet, as measured from the sidewalk to the top of the building roof line.

2. Commercial buildings ~~should~~shall 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~~shall be designed to front onto the commercial main street or internal common space. Setbacks ~~should~~shall be landscaped and buildings ~~should~~shall be oriented to activate common spaces and public rights-of-way, with courtyards, plazas, seating, and other public amenities.

~~D.~~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~~shall be ~~be~~ clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections ~~should~~shall be designed to "mark the corner" with architectural features, such as towers.

~~E.~~D. Exterior Walls

1. Large areas of blank wall with few openings or enriching details ~~should~~shall be avoided on street facades. The backs and sides of buildings, which are visible from public streets, ~~should~~shall incorporate window and door openings, where possible. Building backs and sides ~~should~~shall be as carefully designed as front facades. Interesting details, awnings, painting, and landscaping ~~should~~shall be used to add visual interest to these areas.
2. Exterior walls ~~are encouraged to~~shall be ~~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~~shall be incorporated into the building design to support interesting building façades.
4. Individual tenants in a multi-tenant structure ~~should~~shall be easily distinguished, using architectural features, including:
    1. columns, piers, or pilasters placed between building bays;
    2. building setback variations for recessed entrances, niches for landscaping, outdoor seating or dining, or other pedestrian amenities;
    3. arcades and roof overhangs; and
    4. changes in building or roof heights between adjacent tenants.



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



Color and different architectural treatments sh~~ould~~all be used to distinguish individual tenants in multitenant buildings.



Commercial storefronts and ground floor common areas sh~~ould~~all provide a transparent façade along the street.

5. ~~Canvas awnings~~Awnings, attached above street-level storefronts and over individual windows~~, are encouraged~~required may be used. Canvas awnings may be used. If provided, awnings ~~should~~shall be regularly cleaned and maintained. Care ~~should~~shall 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~~.

~~F.~~E. Windows and Doors

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

~~G.~~F. Color and Material Finishes



Color sh~~ould~~all be selected to coordinate with the streetscape and landscape themes of the district.

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

6.3.7 ~~Public Facility~~Civic and Open Space Standards~~Public Facilities~~

Table 6-~~4: Table 6.3: Public Facility~~Civic and Open Space Development Standards

Land Use District	~~Public Facilities~~Civic (~~PF~~C)	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~~ within five feet of ~~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.~~

6.4 General Development Standards

6.4.1 General Requirements

A. *Buildings*

1. Where originally constructed building facades remain, their appearance ~~should~~shall ~~shall~~ not be altered. Such facades sh~~ould~~all be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.
2. 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~~all 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~~Landscaping is an transitional feature between the public and private realms, and ~~, which should~~shall be maintained and improved.

1. 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~~ setback areas and in setback areas around the perimeter of buildings and parking areas, where provided.
2. 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?

1. 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.
2. 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.
3. 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..

6.4.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Specific Plan 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 44 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. Signsning shouldshall shall be designed to directly relate to the exterior design of the building. Signsing shouldshall not cover important features or cross transitions between features. Signsing shouldshall be at the first floor level, shouldshall not project above the cornice or facia line, and shouldshall be primarily oriented to the pedestrian. However, painted lettering on second story windows, to identify separate uses located there, is appropriate.
2. Signs shouldshall shall 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 signsing painted on canvas awnings are permitted. Symbolic three-dimensional signs, such as barber poles, are encouragedcan be utilized. 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 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~~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 s~~S~~tandards 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.~~Where an otherwise illuminated sign is not possible.

B. Sign Area

1. A maximum area of one (1) square foot of signage~~ing~~ 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.

~~1.~~2. A maximum of one-half (1/2) square foot of signage~~ing~~ 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.

3. ~~Further, p~~Projecting signs shall not exceed twenty (20) square feet per sign face and shall not project more than four (4) feet from the wall.

4. The maximum areas ~~of signing~~ noted above shall apply to all wall, window, and projecting signs and signs painted on awnings.

~~2. 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.~~5. 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.

4.6. 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 shouldshall shall 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 shallould be simple and bold. Lettering styles should shall be in keeping with the area's historic character.

E. Illumination

1. Illumination should shall 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, and interior-illuminated signs are illumination is not permittedprohibited.

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/shethey shall give written notice of such conditions to the to the owner of the property owner 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 owner upon which the sign is located.

6.4.3 Parking Standards

Parking regulations are established to ensure adequate parking facilities are provided ~~in order to~~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~~Table 6-4~~~~Table 6-4~~. For uses not listed in the table, refer to ~~the City~~ Zoning Code Chapter 18.42, Parking and Loading Areas. The parking standards in Table 6-4~~Table 6-4~~~~Table 6-4~~ apply to any new building or use, except as follows:

1. 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 6-5~~Table 6.4~~.

Table 6-5: ~~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-Ffamily Residential**1	
—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 than 1 space per 300 gross square feet. Proposed buildings of less than 5,000 square feet with adjacent on-street parking shall not be required to provide any off-street parking.
Notes:	
* ~~At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train~~	

~~depot may be waived.~~

~~**~~[1] 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.

- Off-street ~~At the discretion of the City, p~~Pparking for projects proposed on parcels within the one-quarter mile radius of the Suisun City train depot ~~may~~ will be waived.

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~~ Specific Plan Area, peak demand periods will vary, allowing opportunities for shared facilities by more than one use or property.

1. Required parking for all existing uses ~~in existence~~ at the date of adoption of this Specific Plan ~~can be~~are satisfied by existing private on-~~-~~site facilities and public parking on Main Street and Harbor Plaza.
2. New uses established after the adoption of this Specific Plan shall be required to meet parking standards with either on-site parking, on-street parking, or a combination of on-site and on-street parking, consistent with the requirement of this Specific Plan. Off-site parking may be used~~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~~ 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~~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 f~~u~~arther 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~~42.090 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~~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~~shall be screened with vegetation and/or fencing. Access drives ~~should~~shall be located besides the building or at the rear of the building on corner lots.
2. Parking lots ~~should~~shall be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas, which abut residential uses or zones, ~~should~~shall be screened with a dense hedge and/or a fence. Lighting ~~should~~shall 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~~ their ~~qualified~~ delegate ~~member of the Planning Division staff designated by~~of ~~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~~ 84 for the process for appeals.

7.1.3 Administration - Consistency with Applicable General Plan Policies and Programs

Prior to issuance of a building permit, applicants must demonstrate consistency with ~~Applicable~~ applicable General Plan Policies and Programs listed in Section 4 of the City's Specific Plan Consistency Analysis (under the California Environmental Quality Act or "CEQA"), as relevant and appropriate to the activity requiring the permit. The City's Specific Plan Consistency Analysis is on file with the Development Services Department ~~and is~~ under separate cover. Notwithstanding other provisions of this Specific Plan and the Specific Plan Consistency Analysis, all development and associated public improvements and environmental mitigations shall be consistent with the current adopted version of the Travis Air Force Base Land Use Compatibility Plan Update~~, which, as of the writing of this document is the one adopted on October 8, 2015 (Resolution 15-17)~~.

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.

7.2.1 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~~82, "Amendments."

7.2.2 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. A Specific Plan Amendment may be initiated by the City.

7.2.3 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 which could create new environmental impacts or substantially increase environmental

impacts beyond that reported in the Specific Plan Consistency Analysis.

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

- A proposed 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, and policies of the Specific Plan.
- A change to the development and design 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 percent or less of quantifiable or ~~measureable~~ measurable standards contained in the WDSP.
- Changes not expected to substantially increase any environmental impact beyond the levels identified in the 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.

7.2.4 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.

7.2.5 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~~

82 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~~ do 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~~their 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~~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~~decide 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.

7.3 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.

7.3.1 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, yards, 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.

7.3.2 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.

7.3.3 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.

7.3.4 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.

7.4 Nonconforming Uses and Structures

7.4.1 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.

7.4.2 Regulation

Nonconforming uses shall be regulated consistent with Chapter 18.~~60~~ 68 of the Zoning Code and the standards addressed in this section.

7.4.3 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~~ 68 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~~.

7.4.4 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 18.6~~80.010~~ of the Zoning Code.

7.4.5 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.

7.4.6 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~~another 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.

~~B.~~C. All applicable provisions of State law relating to rebuilding nonconforming residences, including multifamily dwellings damaged or destroyed by fire, shall supersede local requirements, including the City shall not enact or enforce any ordinance, regulation, or resolution that would prohibit the reconstruction, restoration, or rebuilding of a multifamily dwelling that is involuntarily damaged or destroyed by fire, other catastrophic event, or another calamity.

~~C.~~

D. Permits

7.4.7 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 c~~**Commercial and** ~~mixed use~~**Mixed-Use Zones (DC, H~~~~L~~**C, WC, DMU, MSMU) and** ~~the HR,~~ **Historic Residential Zone (HR).** 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 o~~**Other zones.** For all projects, except individual single-family residences not a part of a proposed subdivision or development project ~~,~~ that ~~involves~~ involve new construction or exterior alterations, additions, and signs.

3. **Exceptions:**

   a. Multi-family housing projects that qualify for streamlined approval under State law (excluding projects within historic or landmark districts), including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.

   ~~a.~~ Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on

public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s).

b. Infill developments as follows:

i. Horizontal or vertical additions equivalent to 50 percent or less for buildings with less than 1,000 square feet of existing gross floor area;

ii. Horizontal or vertical additions equivalent to less than 25 percent for buildings with 1,000 to 10,000 square feet of existing gross floor area;

iii. Horizontal or vertical additions equivalent to less than 15 percent for buildings with more than 10,000 square feet of existing gross floor area.

C. Procedure

Site Plan and Architectural Review shall consist of the procedures described in Chapter 18.~~68~~ 76 of the Zoning Code.

1. **Renewal.** The Administrator may renew Site Plan and Architectural 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~~ conditions of ~~Approval~~ approval shall be treated as new applications.

3. **Alternative Development and Design Standards ~~or Guidelines~~.** Alternative approaches to the development and design 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 and design 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 and Architectural 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.~~76~~ 84 of the Zoning Code.

7.4.8 Planned Unit Development (PUD) Permit

A. Purpose

1. To provide for development of ~~larger~~ parcels greater than two acres in land area, 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~~ 72 of the Zoning Code.

7.4.9 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, a~~Administrative review applications may be reviewed and approved by the Administrator or their~~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 uUse pPermits 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.

3. **Exceptions:**

   a. Multi-family housing projects that qualify for streamlined approval under State law, including development projects with up to two primary units, qualifying lot splits, or at least two-thirds of the square footage of the development shall be designated for residential use.

   b. Affordable housing project that qualify under State density bonus laws, if such standards would have the effect of physically precluding the construction of that project at the densities or with the concessions or incentives allowed by State density bonus laws, unless failure to apply the standard would result in one or more specific adverse impacts on public health or safety or the physical environment, and there is no other feasible method to mitigate the adverse impact(s).

B.

C.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 the commencement of construction or use.

D.C. Regulation

Upon request regarding whether a use is allowed within a particular WDSP 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, density, intensity, and compatibility to a use or uses permitted within the zoning district for the property and whether the; that the use for the property is a permitted use, use requiringes administrative review, a conditionally permitted use, or disallowed within that the 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~~their designee shall review all applicable information and within thirty (30) days of receiving all relevant information, ~~make a determination~~decide 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~~their 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 U~~u~~se Permits**

   Application for and the process for conditional use permits shall refer to the standards in Chapter 18.~~66~~ 73 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.

~~E.~~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 18.6673.060 080 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.

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..

7.4.10 Temporary Use Permit

A Temporary Use Permit, authorizing certain temporary use classifications, shall be subject to the provisions in Section 18.6673.075 120 of the Zoning Code.

7.4.11 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 H~~L~~C 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 H~~L~~C 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~~ 80 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 H~~L~~C districts that exceed 500 square feet. Refer to Appendix A of the Specific Plan for demolition and review procedures in the HR and H~~L~~C 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~~ 80 of the Zoning Code. Additionally, notices shall be provided to all property owners within ~~6~~3~~3~~00 feet of the property, which is the subject of the application.

D. Findings Required to Grant

1. Variances

2. Variances shall be subject to the findings in Section 18.7280.020 of the City Zoning Code. and the findings that follow:

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.

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.

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.

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.

3.2. 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.

7.5 Approval to Extend with the Land

7.5.1 Approvals

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

7.5.2 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.

7.5.3 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, t~~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.

7.6 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.

7.6.1 Notice of Hearing

~~7.6.2~~ **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 or as required by the current Zoning Ordinance requirement. ~~, as follows:~~**

~~7.6.3 Notice of public hearing shall be mailed to the applicant and owner(s) of the property in question, or their authorized representative.~~

~~7.6.4 Notice of public hearing shall be mailed to all property owners within 300 feet of the subject property.~~

~~7.6.5 Notice of public hearing shall be published in at least one newspaper of general circulation.~~

~~7.6.6 Notice of public hearing shall be posted in at least three (3) public places designated by the City Council for such notification.~~

~~7.6.7~~7.6.2 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.

~~7.6.8~~7.6.3 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.

7.7 Enforcement

Enforcement of this Plan shall be subject to the enforcement standards for the Zoning Code, addressed in Chapter 18.~~78~~86, "Administration and Enforcement" of the Zoning Code.

7.8 Appeals

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

7.9 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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CHAPTER 8| PREPARERS

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APPENDIX A

HISTORIC RESIDENTIAL AND HISTORIC COMMERCIAL ZONES ARCHITECTURAL REVIEW, DEMOLITION + RENEWAL PROCEDURES

APPENDIX A | HISTORIC RESIDENTIAL AND HISTORIC COMMERCIAL ZONES ARCHITECTURAL REVIEW, DEMOLITION + RENEWAL PROCEDURES~~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 (H~~L~~C) 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.

A.3.1 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 H~~L~~C 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.

A.3.2 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 H~~L~~C District. In reviewing an application, the following general design principles shall be considered:

- **Height and Scale.** New buildings shallould 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 shallould be retained.
- **Relationship of Materials and Textures.** Choice of building materials and textures (smooth and rough) shallould enhance desired neighborhood qualities such as compatibility, similarity, and continuity.
- **Relationship of Architectural Details and Roof Shapes.** Choice of architectural details and roof shapes shallould 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 shallould be used to form continuous cohesive walls of enclosure along the street in keeping with the historic character of the district.
- **Landscaping.** Landscaping shallould 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 shallould 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 shallould also be compatible with the adjacent structures.

A.3.3 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.

A.3.4 Maintenance of Structures and Premises

All property owners in the HR or H~~L~~C 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
WATERFRONT DISTRICT SPECIFIC PLAN FINANCING PLAN

APPENDIX BC | FINANCING PLAN

BC.1 Background/Content

Implementation of the Waterfront District Specific Plan (WDSP) will require construction of a number of public improvements and facilities. The major infrastructure projects are listed in Table BC.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 BC.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 BC.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 1.52-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~~460,000	Grant Funded. Work to begin 2025~~16~~.

Table BC.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~~Various Bikeway and Sidewalk Gap Projects identified in 2020 Solano County Active Transportation Plan	~~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.~~Various proposed bikeway and sidewalk gap improvements proposed within the Specific Plan Area.	~~$700,000~~Various	Not funded, but may use development impact fees and/or partner with Solano Transportation Authority on relevant funding sources.
~~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 & Harbor Maintenance	The previous Dredging & Harbor Maintenance Project completed the following work: Phase I was completed in late 2018 to prepare Pierce Island for accepting dredge spoils from the Phase II dredging work. Phase I included a biological assessment of the island, a topographic survey and geotechnical report. Phase II was completed in late 2019 and included dredging the Harbor and channels. The California Department of Fish and Wildlife permit expires on December 31, 2027, while the U.S. Army Corps of Engineers permit expires on December 31, 2028.~~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~~Varies by year	~~Partially funded through existing property assessments.~~Various funding sources
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 BC.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 Unit
Commercial and Higher-Density Residential	368,828	467
Commercial	12,000	-
Historic Limited Commercial	20,264	-
Main Street Commercial	354,632	127
Medium-Density Residential and Commercial	56,213	65
Mixed Use	360,498	144
Residential High Density	-	47
Residential Low Density	(25,294)	154
Residential Medium Density	-	117
Retail	565,576	-
Waterfront Commercial	207,446	100
Total	1,920,163	1,220

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.

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.

BC.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. [2] 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. New development that may occur with implementation of the WDSP would be subject to the development impact fees in Section 3.16 of the City Zoning Code.

~~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~~

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

~~proposed new fees for fire facilities would fund about 70 percent of the cost of the new fire station.~~

BC~~.~~.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.

BC~~.~~.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~~ability to finance transportation improvements~~,~~, 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 or other multimodal transportation improvements, although both could be established for that purpose under the law.

The ~~Downtown Waterfront Specific Plan~~Parking In-lieu Fee Study carried out by AECOM in 2023~~ Parking Study~~ estimated the potential costs of providing off-street parking for residents and businesses~~identifies three parking districts in the Downtown, two of which would benefit from the eventual construction of parking structures~~. The study adapted the parking requirements in the Specific Plan and the City's parking ordinances to address the demand estimated by land use, adjusted by time and season, to meet the need through a shared parking strategy. Once a new development has been built or planned, collected parking in-lieu fees can help fund a public parking structure needed to meet collective demand or contribute towards funding for multimodal alternatives to driving and parking, such as pedestrian, bicycle, and transit-related improvements. Both a survey of recently built parking facilities in nearby jurisdictions and a pro forma construction cost estimate indicated that the price of building a single new parking space in a centralized parking structure is approximately $34,000, including all hard and soft costs of development. The City could set fees at a level that is equivalent to construction costs, at a level sufficient to also cover land acquisition and maintenance, or at a level that is lower than construction costs in order to encourage participation.~~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. [3]

BC.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

[3] 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.

"community wide significance" (Government Code section 53395 et seq.). [4] 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 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.

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

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.

BC.5 GRANTS

The City can continue to seek outside grant funding to implement or contribute to improvements that would support reinvestment and development in the WDSP Area. For example~~, funding through the Safe Routes to School and other programs can support improvements to bicycle and pedestrian facilities~~, since 2015, the City has received approximately $11.4 million dollars in funding from programs such as the Active Transportation Program, Highway Safety Improvement Program, Senate Bill 1, Transportation Fund for Clean Air, One Bay Area Grant, Transportation Development Act, and Pavement Technical Assistance Program.~~.~~ These~~his~~ are~~is~~ just ~~one~~ a few of many sources that City staff can monitor and use for funding, in collaboration with other agencies and organizations.

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RESOLUTION NO. PC24-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SUISUN CITY RECOMMENDING CITY COUNCIL ADOPTION OF AMENDMENTS TO THE WATERFRONT DISTRICT SPECIFIC PLAN

WHEREAS, the City of Suisun City, Development Services Department initiated amendments to the Waterfront District Specific Plan; and

WHEREAS, the Waterfront District Specific Plan is proposed to be amended; and

WHEREAS, the resulting Waterfront District Specific Plan amendments will continue to act as the primary regulating document relative to future land use and transportation planning within the designated area; and

WHEREAS, the City of Suisun City previously adopted the 2035 General Plan (SCH # 2011102046) and certified an Environmental Impact Report (EIR) (SCH # 2011102046) for the 2035 General Plan in 2015; and

WHEREAS, the City of Suisun City has conducted an environmental analysis of the amendments to the Waterfront District Specific Plan and after conducting a review and environmental assessment, the Development Services Department also finds no substantial new evidence in the record that this project may have additional significant impacts that were not analyzed as significant adverse effects in the EIR prepared for the 2035 General Plan. Therefore, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, the City, as the lead agency, intends to find that the updated WDSP is consistent with the 2035 General Plan and the EIR certified for the 2035 General Plan, and that no additional environmental review is required by CEQA; and

WHEREAS, on January 30, 2024, the Planning Commission conducted a public hearing, received testimony and documents from staff, provided an opportunity for public comment, closed public comment, and considered all documents as well as the proposed amendments and other materials; and

WHEREAS, after due consideration of all materials and testimony, and using its independent judgment, the Planning Commission desires to recommended that the City Council approve the proposed amendments to the Waterfront District Specific Plan.

NOW, THEREFORE, BE IT RESOLVED by the City of Suisun City Planning Commission, exercising its independent judgment as follows:

1. The above recitals are true and correct and incorporated herein by reference.

2. The Planning Commission further recommends the City Council finds no substantial new evidence in the record that this project may have additional significant impacts that were not analyzed as significant adverse effects in the EIR prepared for the 2035 General Plan. Therefore, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, the City, as the lead agency, intends to find that the updated WDSP is consistent with the 2035

General Plan and the EIR certified for the 2035 General Plan, and that no additional environmental review is required by CEQA; and .

3. The Planning Commission recommends to the City Council of the City of Suisun City, the adoption of the attached Waterfront District Specific Plan Amendments.

4. This resolution is effective immediately upon adoption.

The motion was made by Commissioner _____and seconded by Commissioner _____ and adopted this 30th day of January 2024, by the following vote:

AYES: Commissioners:
NOES: Commissioners: None
ABSENT: Commissioners:
ABSTAIN: Commissioners: None

_____
_____, Commission Secretary

AECOM Imagine it. Delivered.

City of Suisun City

Housing Yield and Feasibility Analysis and Recommendations

Prepared for: Suisun City, California

July 2021

City of Suisun City

Housing Yield and Feasibility Analysis and Recommendations

Prepared for:

Suisun City, California

Prepared by:

AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

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1. Introduction

1.1 Key Findings

There is opportunity for additional housing development, including multifamily housing development in Downtown Suisun City. This area has many of the amenities sought by multifamily developers and residents, including parks and open space, nearby retail and services, and public transit.

Plan Bay Area 2050 has identified critical manufacturing and light-industrial clusters as official Priority Production Areas that have significant operations or have potential to increase or add to their employment and production output. There are three Priority Production Areas within immediate vicinity of Suisun City that could affect residential demand in Suisun City and create local career pathways for youth and current residents.

Significant increases in rents signal strong market support for additional multi-famiily development. Over the last 10 years, the average rent per square foot for multifamily units increased in Suisun City by 70 percent, compared to 49 percent for Fairfield and 44 percent for Solano County as a whole. On per-unit basis, multifamily rents increased by 63 percent since 2011. Capitalization rates have been on a downward trend, as well, further signaling market support for multifamily housing in Suisun City.

The size, shape, location, and ownership characteristics of certain properties, and the allowable densities may represent an impediment to housing development in some locations within the Waterfront District Specific Plan Area. While there are many properties, including both vacant and underutilized properties, of sufficient size to accommodate multifamily developments, in other cases, property assembly and coordination among different property owners may be required to support feasible multifamily development. At the end of this report, we present a conceptual plan for multifamily development that could occur in the northwestern portion of the Specific Plan Area, if properties could be assembled.

Finally, regarding density, the existing Specific Plan allows densities of up to 45 dwelling units per gross acre or 54 dwelling units per net acre. This is sufficient for lower-scale multifamily residential development with surface parking, but for higher-density multifamily development with underground parking, 50-60 units per acre is likely the minimum range that could suppport relatively more expensive types of construction.

1.2 Background

The Waterfront District Specific Plan (WDSP) was adopted by Suisun City in 1983 (it was previously called the “Downtown Waterfront Specific Plan”). The actual Specific Plan document indicates that the “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.” The General Plan was comprehensively revised in 2015 and establishes an updated set of policies, guidelines, and standards that impact urban development and quality of life. Throughout this memo “Planning Area”, “WDSP Area”, “Downtown Suisun City”, and “Downtown” are used interchangeably.

In 2008, the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG, and other regional partners (regional agencies), launched the Priority Development Area (PDA) grant program. PDAs are nominated and adopted by cities or counties to facilitate growth and infill development near fixed transportation facilities. Suisun City harnessed the Suisun Train Depot as a Downtown asset and nominated the WDSP Planning Area as a PDA, officially becoming one in 2008. PDAs are opportunity areas in any of the nine ABAG counties that are designed to provide housing, community amenities, and services for residents in a pedestrian-friendly, transit-rich environment.

In 2014, the City received grant funding from the Solano Transportation Authority to prepare an update to the WDSP – that update was also an implementation program in the City’s 2035 General Plan. The update addressed 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. The expanded WDSP boundary allowed the City to better leverage the assets of the Suisun Train Depot to encourage infill development and establish a gateway entrance into the Planning Area on both sides of Highway 12.

In 2020, the City received grant funding through the State's SB 2 Planning Grant program to update the WDSP and conduct other technical and community outreach work to accelerate the production of housing.

1.3 Purpose

The purpose of this study is to evaluate the state of the housing market in and the residential development potential of the Planning Area. The key findings from this memo will inform decisionmakers about what level and types of development are reasonable to expect in Downtown Suisun City. The 2035 General Plan and WDSP both include a Higher-Density Residential (HDR) land use zone designation along with several mixed-use and complementary land use designations that allow for residential development at higher densities and in proximity to public transit and high-quality pedestrian and bicycle facilities.

Rising housing costs in urban centers and near major employment centers in the Bay Area have made these communities increasingly unaffordable. In previous decades, these market conditions pushed housing demand inland, where the availability of land was able to accommodate new single-family residential development and low-density multifamily development. Over the last two decades, there has been growing support for, and interest in higher-density residential projects across California as a solution to deal with the state's housing crisis.

The momentum for higher-density residential development has extended to communities such as Suisun City, and the City has identified areas like Downtown Suisun City as appropriate for accommodating residential development at densities that are higher than those of its previous development patterns. At the same time, the Suisun Train Depot is recognized as an asset for both Suisun City and the city of Fairfield. The WDSP specifically aims to capture the potential of that asset by positioning the train station as the centerpiece of a vibrant mixed-use and intermodal neighborhood.

This study evaluates market fundamentals and other conditions that can have an influence on development, providing an understanding of the potential market support for residential development.

1.4 Methodology

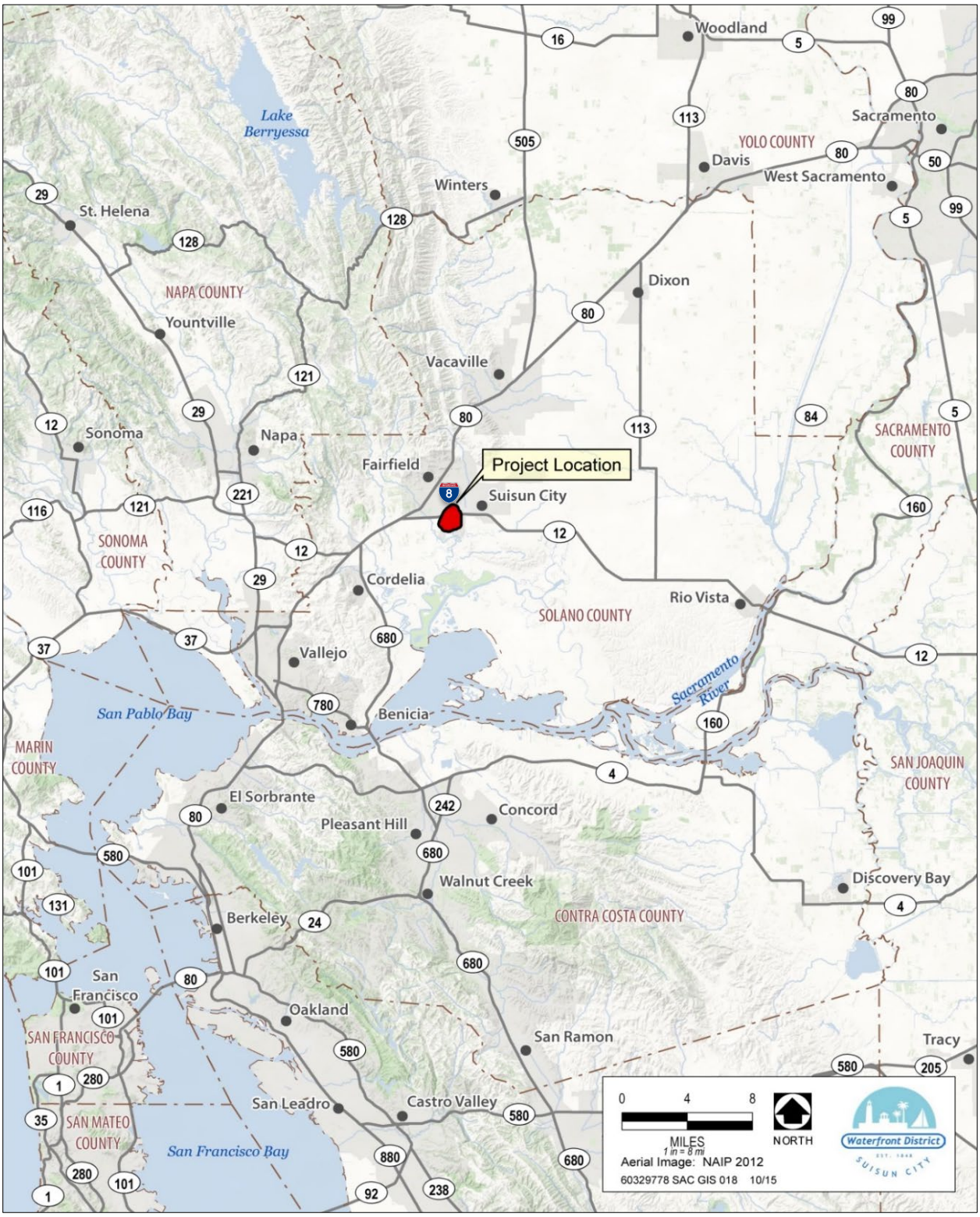
AECOM prepared an assessment of existing conditions in the WDSP Area, socioeconomic trends and data, and market conditions underlying the residential market opportunity in Downtown Suisun City. Facilitating higher-density residential development is identified as a part of the WDSP's Vision, and facilitating residential development in the Downtown area will promote the Specific Plan Vision and Goals for a vibrant Downtown; both daytime and nighttime activities; convenient and attractive shopping, services, and employment; additional dining, entertainment, hospitality, and tourism; a place that attracts businesses, diners, and shoppers; and strengthened economic viability.[1]

The assessment draws upon findings and underlying data presented in several prior documents, including the City of Suisun City's 2035 General Plan and the Waterfront District Specific Plan (WDSP). Additional data was obtained from sources including the U.S. Census Bureau, the U.S. Bureau of Labor Statistics, Longitudinal Employer-Household Dynamics (LEHD), CoStar, Zillow, the California Department of Finance, and the Association of Bay Area Governments (ABAG).

The primary geographic unit of focus for potential infill development and reinvestment is the WDSP Area. Although the Specific Plan Area is distinct from the rest of Suisun City in both its issues and its assets, many data sources do not make available such granular detail of a relatively small geography. When and where data permits, information on Suisun City will be compared to other geographies, namely Solano County as a whole, and at times three jurisdictions that are important to the micro-regional economy of Suisun City. This includes neighboring city of Fairfield, nearby Vacaville, and Vallejo.

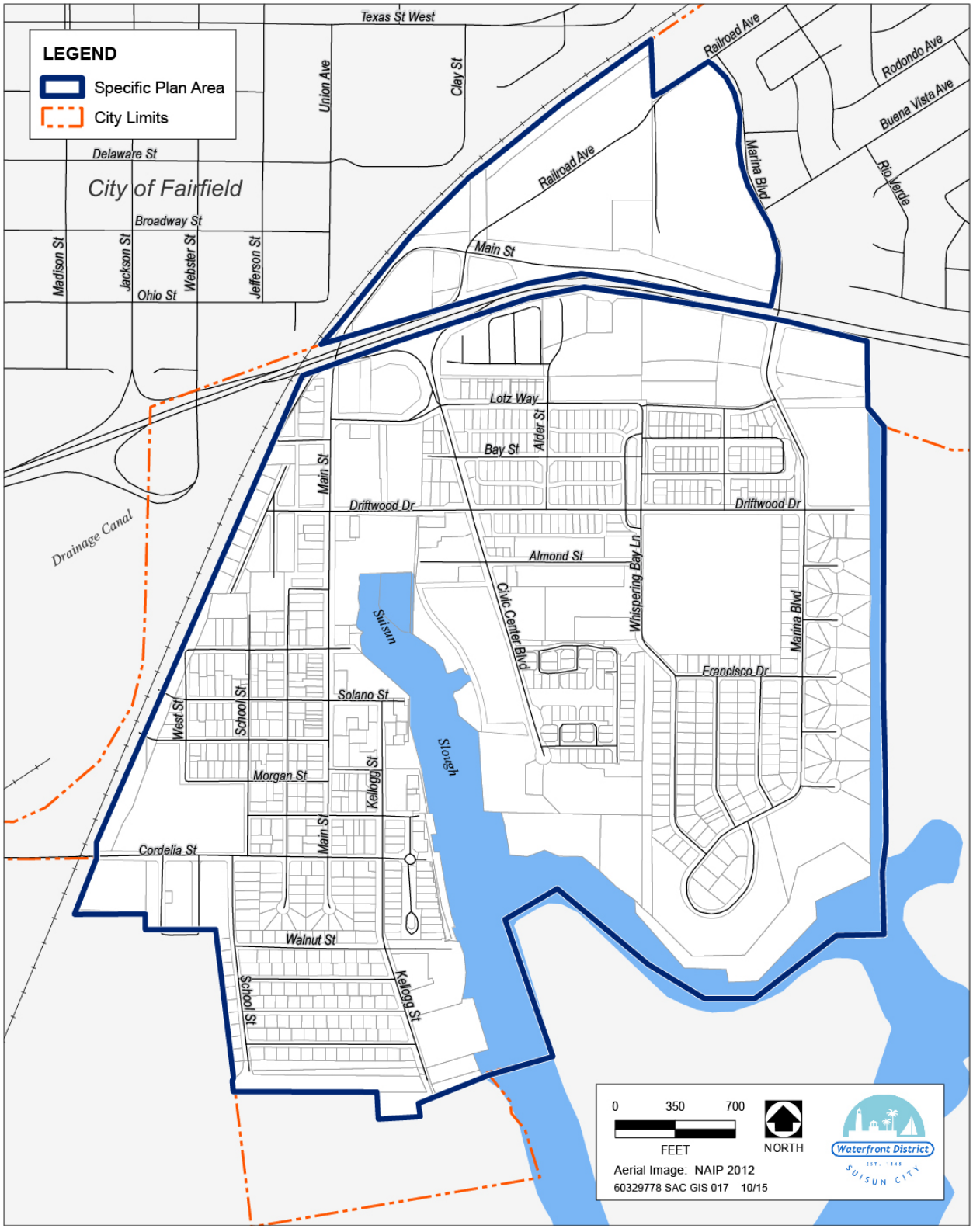
[1] Please see the Waterfront District Specific Plan, Pages 1-5 through 1-12, for more details.

Figure 1. Solano County and Suisun City



Source: City of Suisun City Waterfront District Specific Plan

Figure 2: Waterfront District Specific Plan Area



Source: City of Suisun City Waterfront District Specific Plan

2. Existing Conditions

AECOM analyzed the neighborhood characteristics, access, and residential development capacity under current conditions and land use designations. These attributes frame the development context of Downtown Suisun City in relation to citywide and regional growth and mobility. Opportunity sites are also identified where higher-density residential development is allowed but has not yet occurred.

2.1 Location and Access

Suisun City is in central Solano County, midway between the cities of Sacramento and San Francisco (**Figure 1**). The City is bounded 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 City's 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 2**).

The WDSP Area is in the southeastern edge of the City's Planning Area. State Highway 12 cuts through the northern portion of the Planning Area, providing direct access to Downtown Suisun City and connecting it with the western portions of the city of Fairfield and I-80 to the west.

The WDSP boasts two additional regional transportation facilities. The Suisun Train Depot serves as the Suisun-Fairfield stop on the Capitol Corridor regional passenger rail service. The Capitol Corridor has 17 stops on its run from the Sacramento region to San Jose and is the fourth busiest route in the Amtrak system in terms of ridership. The Train Depot's location in Downtown Suisun City is a true asset that represents a key potential driver for development within the WDSP Area due to its connections to several major cities and their services, employment opportunities, talent pools, and institutions across northern California. The other regional connector is the Suisun Slough, which offers access to estuaries, wildlife areas, and rivers on the way to the San Pablo and San Francisco Bays.

These regional connections provide high-quality access to employment centers, shopping, and recreational activities. The WDSP Area—located at the conflux of these connections—is well positioned to take advantage of their benefits. This is potentially a major draw for those seeking housing within commuting distance to employment and urban amenities.

Locally, Main Street, Civic Center Drive, and Marina Boulevard serve as the north-south spines that help to organize the WDSP's circulation and connections to other parts of the city. Cordelia Street provides east-west access to the southern portion of the Planning Area and an alternative connection to the city of Fairfield's western neighborhoods.

2.1.1 Site Characteristics

According to the Waterfront District Specific Plan Vision, "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."

The Specific Plan Area encompasses eight districts, each with their own character, history, and types and levels of development.

The Downtown Core (District 3) and Historic Suisun (District 4) are comprised of older diverse building stock, an intimately-scaled street grid, and small lot sizes that together preserve their historic charm. These two districts are peppered with small vacant properties, parking lots, and properties with low utilization that represent promising

opportunity sites for infill development. Much larger potential opportunity sites can be found around the Train Depot (District 2) and Western Marina Boulevard and Highway 12 (District 1), where large swaths of unimproved land, parking lots, and larger contiguous properties of underutilized land seem ripe for development.

The WDSP identifies waterfront development opportunities on the Southern Waterfront (District 7) on the site of a parking lot and underutilized boating-related uses as well as a development opportunity area to the east of Suisun Slough in Civic Center/Whispering Bay Waterfront. Cordelia Gateway (District 6) and the Harbor Village/Victorian Harbor Neighborhood (District 5) are mostly composed of single-family residential blocks that were designated in the Specific Plan as areas of stability that are unlikely to see high levels of redevelopment.

2.1.2 Previous Development Capacity Estimates

Based on existing land use designations from the Suisun City 2035 General Plan and the Waterfront District Specific Plan adopted in 1983 and updated in 2016, AECOM previously estimated the additional residential development capacity within the WDSP Planning Area to be approximately 1,215 units, as shown in Table 1. These additional units would be spread across the eight districts according to estimated site capacity, previously identified market trends, and density guidelines per individual zone and district.

Figure 3 illustrates the existing Specific Plan's development capacity estimates, including areas that are likely to have sites that can support higher-density residential development. Potential site issues that may prevent, slow, or otherwise complicate the development of higher-density residential units on these opportunity sites include:

- small or irregularly configured lots that may make it difficult to efficiently build the types of residential units demanded by the market, while achieving desired higher densities;
- sites that may require some sort of remediation;
- site availability, site acquisition, and site assembly that can be expensive, unpredictable, and time-consuming; and
- environmental impacts or permitting requirements for development opportunities on the City's edges and waterfronts.

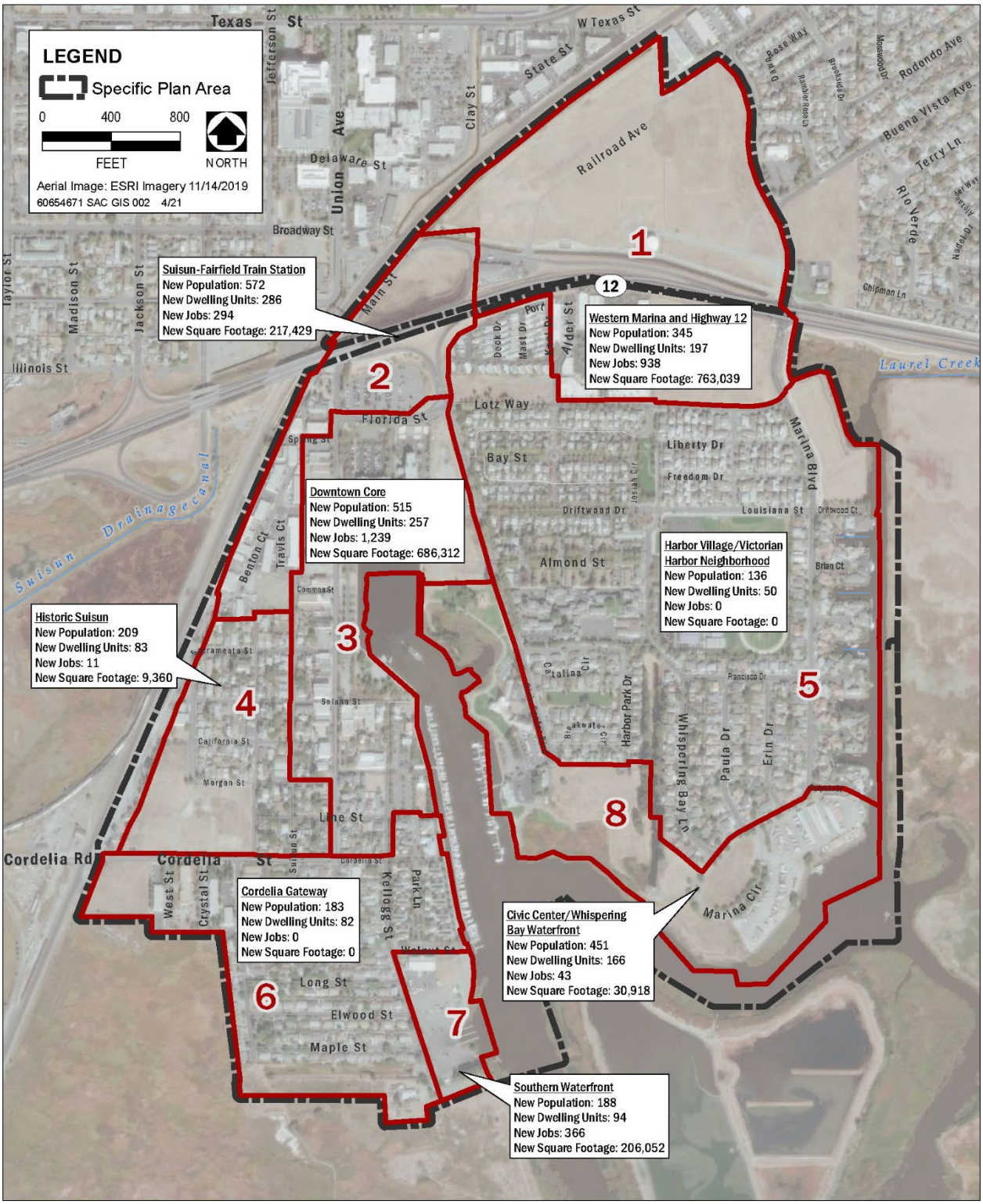
Table 1. Previous Development Capacity Estimates

LAND SUE CHANGE BY DISTRICT

		New Development			
District Number and Name		**# Units**	**Population**	**Jobs**	**Sq. Ft.**
1	Western Marina and Highway	197	345	938	763,039
2	Suisun-Fairfield Train Station	286	572	294	217,429
3	Downtown Core	257	515	1,239	686,312
4	Historic Suisun	83	209	11	9,360
5	Harbor Village/Victorian Harbor Neighborhood	50	136	0	0
6	Cordelia Gateway	82	183	0	0
7	Southern Waterfront	94	188	366	206,052
8	Civic Center/Whispering Bay Waterfront	166	451	43	30,918
	Total Specific Plan Area	**1,215**	**2,599**	**2,891**	**1,913,110**

Source: City of Suisun City, AECOM

Figure 3. Waterfront District Specific Plan Planning Districts



Source: AECOM

3. Socio-Economic Trends

AECOM analyzed the demographic and socio-economic trends and forecasts. These estimates and projections are key inputs of the current and future demand for residential development and employment.

3.1 Population

3.1.1 Historical Trends

Suisun City is a small contributor to both the populations of Solano County and the Bay Area Region, as shown in Table 2. On a population basis, Suisun's 28,838 residents (as of 2021) made up 6.7 percent of Solano County.

Suisun City shows a positive annual percentage population growth rate of 0.25 percent in for the 10-year period between 2010-2021, which is less than half the growth rate for Solano County as a whole. For the same time period, the cities of Fairfield and Vacaville grew three to four times as much as Suisun City.

The rate of growth for Suisun City has also slowed over the last ten years, with its five-year growth rate dips just below zero and the three-year growth rate measured a loss of 0.22 percent. This deceleration into negative population growth in Suisun City is a trend that also appears in data for Vallejo. All jurisdictions in Table 2 experienced slowing in population growth rates. However, only Suisun City and Vallejo recorded negative 3-year average annual growth rates.

Table 2. Population Trends and Household Growth 2010-2021

HISTORICAL POPULATION GROWTH

					Overall Growth			Annual Percentage Grown Rate		
	2010	2016	2018	2021	10 year 2010-2021	5 year 2016-2021	3 year 2018-2021	10 year 2010-2021	5 year 2016-2021	3 year 2018-2021
Suisun City	**28,067**	**28,860**	**29,033**	**28,838**	**771**	**-22**	**-195**	**0.25%**	**(0.02%)**	**(0.22%)**
Fairfield	102,832	110,521	113,423	115,748	12,916	5,227	2,325	1.14%	0.95%	0.68%
Vacaville	84,406	88,810	90,869	92,647	8,241	3,837	1,778	0.89%	0.86%	0.65%
Vallejo	114,279	116,536	116,753	116,148	1,869	-388	-605	0.15%	(0.07%)	(0.17%)
Solano County	400,892	419,071	425,499	428,962	28,070	9,891	3,463	0.64%	0.47%	0.27%

Source: California Department of Finance

3.1.2 Growth Forecasts

The Association of Bay Area Governments (ABAG) forecast indicates that the Suisun City will add 2,675 residents over the next 20 years. Table 3 shows that annual growth rate for Suisun City to be 0.63 percent, a slower rate than the 0.96 percent for Solano County as a whole.

The development capacity estimate for the existing WDSP is 1,215 units and 2,599 new residents. While this is not expected to happen, theoretically, all of the forecast population for Suisun City identified by ABAG could be accommodated within the Specific Plan Area based on the previous Specific Plan's development capacity estimate.

Table 3. Population and Housing Unit Forecast 2020-2050

TOTAL POPULATION AND TOTAL HOUSING UNIT PROJECTIONS TO 2040

	Projection Year					Avg. Annual% Growth Rate		
Jurisdiction	**2020**	**2025**	**2030**	**2035**	**2040**	**2020-30**	**2030-40**	**2020-40**
Suisun City								
Population	28,130	28,995	29,745	30,845	31,670	0.57%	0.65%	0.63%
Single-Family Units	8,148	8,145	8,145	8,190	8,190	0.00%	0.06%	0.03%
Multifamily Units	972	990	1,000	1,290	1,685	0.26%	6.85%	3.64%
Total Units	**9,120**	**9,135**	**9,145**	**9,480**	**9,875**	**0.03%**	**0.80%**	**0.41%**
Fairfield								
Population	106,815	111,485	119,980	122,010	126,900	1.23%	0.58%	0.94%
Single-Family Units	26,900	27,215	28,745	29,510	30,680	0.69%	0.67%	0.70%
Multifamily Units	7,755	7,985	8,170	8,210	8,500	0.54%	0.40%	0.48%
Total Units	**34,655**	**35,200**	**36,915**	**37,720**	**39,180**	**0.65%**	**0.61%**	**0.65%**
Vacaville								
Population	92,735	96,050	101,160	101,950	105,065	0,91%	0.39%	0.66%
Single-Family Units	23,840	23,840	23,885	23,920	24,315	0.02%	0.18%	0.10%
Multifamily Units	6,425	6,450	7,095	7,100	7,625	1.04%	0.75%	0.93%
Total Units	**30,265**	**30,290**	**30,980**	**31,020**	**31,940**	**0.24%**	**0.31%**	**0.28%**
Vallejo								
Population	122,225	125,140	128,625	132,215	139,160	0.52%	0.82%	0.69%
Single-Family Units	28,870	28,870	29,015	29,930	31,360	0.05%	0.81%	0.43%
Multifamily Units	13,165	13,410	13,635	13,755	14,335	0.36%	0.51%	0.44%
Total Units	**42,035**	**42,280**	**42,650**	**43,685**	**45,695**	**0.15%**	**0.71%**	**0.44%**
Solano County Total								
Population	428,305	449,890	470,495	486,840	510,660	0.99%	0.85%	0.96%
Single-Family Units	111,500	114,575	116,335	121,325	126,885	0.43%	0.91%	0.69%
Multifamily Units	33,450	31,160	35,385	35,905	38,190	0.58%	0.79%	0.71%
Total Units	**144,950**	**148,735**	**151,720**	**157,230**	**165,075**	**0.47%**	**0.88%**	**0.69%**

Source: ABAG Projections 2040, AECOM

3.2 Employment and Income

3.2.1 Suisun City Jobs in Place

The total number of jobs in place (primary jobs) in Suisun City had been decreasing annually since a few years before the Great Recession. The number of jobs continued on this downward trajectory until it bottomed out around 2013 and has grown slowly since then to 2,903 jobs in 2018, as shown in Table 4.

A small number of industries account for most of the jobs in Suisun City. The top four industries for jobs in Suisun City in 2018 were construction, retail, education, and accommodation/food services, which collectively accounted for over 62 percent of all primary jobs in the city. The employment profile of Suisun City residents is much more diverse than the jobs available in the City, indicating a gap between jobs of residents and jobs available locally. Only 3.5 percent of residents held primary jobs in Suisun City in 2018, with the vast majority of Suisun City residents commuting to other locations in the region for work. The top four industries for primary jobs of Suisun City residents in 2018 were healthcare and social assistance, retail, manufacturing, and accommodation/food service, and collectively accounted for approximately 45 percent of the residents' jobs.

Table 4. Suisun City Employment by NAICS Sector (201)

SUISUN CITY HISTORICAL PRIMARY EMPLOYMENT (2008-2018)

	2008	2010	2012	2014	2016	2018
Total Primary Jobs in Suisun City	**2,758**	**2,464**	**2,256**	**2,275**	**2,547**	**2,903**

Share of Total Primary Jobs by NAICS Industry Sector	**2008**	**2010**	**2012**	**2014**	**2016**	**2018**
Agriculture, Forestry, Fishing and Hunting	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Utilities	0.0%	0.9%	0.5%	0.1%	0.0%	0.7%
Construction	13.4%	8.3%	10.9%	10.8%	10.7%	22.2%
Manufacturing	0.9%	1.7%	2.3%	1.3%	1.2%	1.3%
Wholesale Trade	0.2%	2.2%	1.8%	0.7%	0.0%	1.3%
Retail Trade	23.3%	17.1%	18.0%	17.3%	25.4%	16.4%
Transportation and Warehousing	2.4%	3.4%	1.7%	1.2%	1.9%	2.2%
Information	0.1%	0.2%	0.5%	0.7%	0.2%	0.1%
Finance and Insurance	1.0%	4.8%	2.3%	1.8%	1.2%	0.6%
Real Estate and Rental and Leasing	0.6%	0.9%	0.8%	1.0%	0.6%	1.3%
Professional, Scientific, and Technical Services	3.6%	4.1%	4.6%	5.1%	3.7%	3.6%
Management of Companies and Enterprises	0.3%	1.4%	1.1%	0.6%	0.0%	1.5%
Administration & Support, Waste Management and Remediation	3.9%	5.1%	4.9%	5.7%	4.0%	4.3%
Educational Services	11.2%	11.6%	10.7%	10.8%	12.4%	11.6%
Health Care and Social Assistance	12.6%	7.4%	6.6%	12.0%	11.7%	6.7%
Arts, Entertainment, and Recreation	1.3%	0.2%	1.8%	2.1%	1.6%	0.2%
Accommodation and Food Services	14.8%	16.5%	15.7%	17.7%	14.5%	12.0%
Other Services (excluding Public Administration)	3.6%	8.7%	9.5%	2.8%	3.5%	8.4%
Public Administration	6.5%	5.4%	6.2%	8.3%	7.4%	5.8%
Total Primary Jobs	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: LEHD

3.2.2 Jobs to Households Ratio

The ratio of jobs to households in an area can indicate the degree to which it functions as a commuter community or as an employment center. Plan Bay Area 2050 has identified jobs-to-households ratios of incorporated cities throughout the nine-county Bay Area region, as illustrated in a map from that planning document provided in Figure 4. Suisun City had a ratio of less than 0.5 jobs for every household, which is the lowest of six tiers of jobs-to-housing

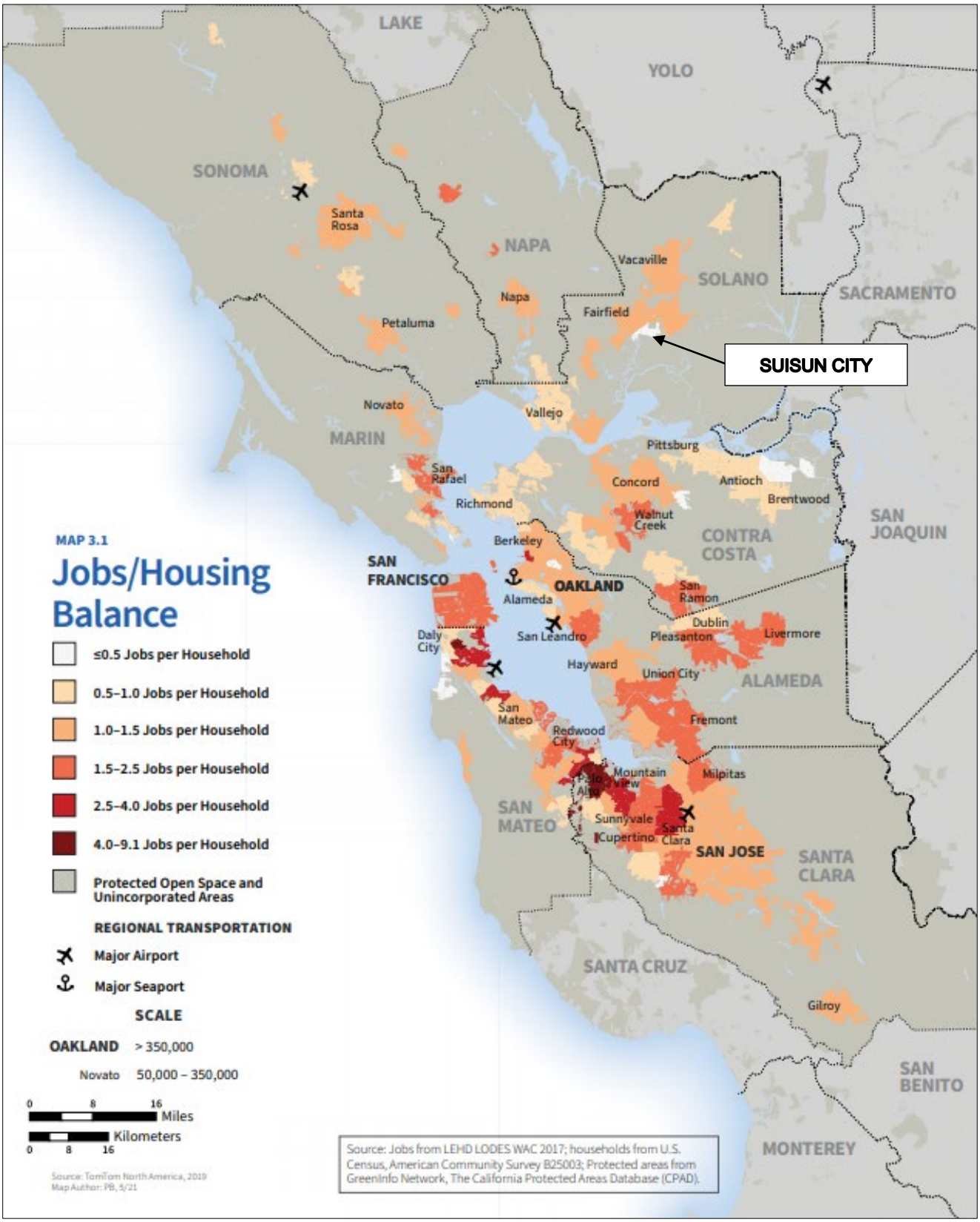
ratios identified. This indicates that Suisun City, relative to the Region, exports workers and functions primarily as a commuter community. Neighboring Fairfield and nearby Vacaville have higher ratios – between 1.0-1.5 jobs per household.

3.2.3 Regional Employment Concentrations

Commuting patterns to and from Suisun City can also be explained by the City's relationship to other regional job concentrations. These regional concentrations are somewhat related to the jobs-to-households ratios. Generally speaking, Marin, San Francisco, San Mateo, and Santa Clara Counties have more jobs than households, so it is not surprising that the major regional employment concentrations are located in these counties. The higher jobs-to-households ratios depicted by the deeper colors in Figure 4 help to illustrate where some of these regional job clusters are located.

The Suisun City workforce mainly migrates out of the City for work, with the mega-regional employment concentrations in San Francisco and Oakland being among the top job destinations. However, job concentrations within Solano County play an important role for Suisun City workers, as well. The cities of Fairfield and Vacaville account for more than 25 percent of the jobs held by Suisun City resident-commuters. The Sacramento area represents another regional employment concentration to which some Suisun residents commute. Commute patterns from Suisun City to these regional employment centers are discussed in further detail in a later section.

Figure 4. Jobs to Households Ratios



Source: Plan Bay Area 2050, May 26, 2021 DRAFT

3.2.3.1 Priority Production Areas

Plan Bay Area 2050 has identified critical manufacturing and light-industrial clusters as official Priority Production Areas (PPA). Similar to Plan Bay Area 2050's Priority Development Areas, PPAs either already have significant operations or have potential to increase or add to their employment and production output. There are Priority Production Areas just west of Downtown within the City's Planning Area, just west of the City's Planning area in Fairfield, and in the eastern portion of the City's Planning Area. Additionally, a cluster of PPAs in Vacaville as well as PPAs in the East Bay will be within easy access of Downtown Suisun.

Proximity to well-paid manufacturing and light industrial jobs can have an impact on residential demand in Suisun City, as well as create local career pathways for youth and current residents.

3.2.3.2 Employment Inflows and Outflows

Employment inflows and outflows further illustrate the dynamic of worker commutes to and from Suisun City. As shown in Table 5, in 2018, just 3.5 percent of Suisun's workforce, totaling 447, stayed in Suisun City to work, while the remaining 96.5 percent, totaling 12,438, commuted out.

People who live outside Suisun City and work in Suisun (in-commuters), totaling 2,044, occupied 83 percent of Suisun's jobs. In 2018, this resulted in a net outflow of 9,982 and a day population at 19,051 that falls by 34 percent from the residential population of 29,033. This decline further illustrates Suisun City's commuter suburb orientation.

Table 5. Historical Suisun City Employment Inflow/Outflow and Day Population

	2010	2014	2018
Residential Population	**28,532**	**28,532**	**29,033**
Suisun City Jobs in Place	**2,464**	**2,275**	**2,903**
Labor Force	**10,905**	**11,181**	**12,885**
Labor Force who work outside Suisun City	**10,485**	**10,834**	**12,438**
Share of Labor Force	*96.1%*	*96.9%*	*96.5%*
Labor Force who work inside Suisun City	**420**	**347**	**447**
Share of Labor Force	*3.9%*	*3.1%*	*3.5%*
Jobs in Place Filled by In-commuters	**2,044**	**1,928**	**2,456**
Share of Jobs in Place	*83%*	*85%*	*85%*
Net Inflow/Outflow	**-8,441**	**-8,906**	**-9,982**
Day Population	**20,091**	**19,626**	**19,051**
Day Population increase/decrease as Share of Res. Pop.	*-30%*	*-31%*	*-34%*

Source: LEHD, California Department of Finance Population Estimates, US Census Bureau, AECOM

3.2.4 Suisun City Commute Patterns

Job locations of the Suisun City workforce are distributed throughout Solano County and beyond, with significant portions of the workforce commuting to major employment centers throughout the Bay Area, as well as the Central Valley. The largest portion works in the neighboring city of Fairfield which accounts for nearly 20 percent of the Suisun City workers, followed by Vacaville, San Francisco, and Vallejo. Only 3.5 percent of the Suisun City workforce have their primary jobs located in Suisun City. The remainder of residents' jobs are generally distributed in small numbers throughout the region, as shown in Table 6.

Many of the other larger communities (i.e., incorporated cities) in Solano County are located along Interstates 80 and 680, which provides residents with better access to major employment, services, and shopping centers to the southwest towards San Francisco and the East Bay, or northeast towards Sacramento. However, Suisun City, is uniquely positioned in its connection to these same regional centers by Amtrak's Capitol Corridor service, which stops

at the Suisun Train Depot in Downtown Suisun City. Additionally, California Route 12 runs through Suisun City, connecting its residents to I-5 far to the east, I-80 to the west, and Napa Valley further west.

Table 6. Where Workers Who Live in Suisun City Work, 2018

Geography	Workers	% of Total
Fairfield	2,504	19.4%
Vacaville	891	6.9%
San Francisco	740	5.7%
Vallejo	544	4.2%
Napa	448	3.5%
Suisun City	447	3.5%
Oakland	431	3.3%
Concord	375	2.9%
Benicia	334	2.6%
Sacramento	316	2.5%
All Other Locations	5,855	45.4%
Total	**12,885**	**100%**

Source: LEHD, AECOM

3.2.5 Incomes

The median household income for Suisun City was $83,320, which was similar to the median income for Fairfield. Solano County as a whole had a lower median income, whereas Vacaville's was slightly higher than Suisun City's, as shown in Table 7.

Table 7. Household Incomes (2019)

	Household Incomes	
Geography	*Median*	*Mean*
Suisun City	$83,320	$93,529
Fairfield	$84,557	$104,505
Vacaville	$87,823	$103,428
Vallejo	$69,405	$84,480
Solano County	**$81,472**	**$98,406**

Source: US Census Bureau, ACS

3.3 Socio-Economic Trends Summary

Population growth and housing production lag far behind the growth of regional, County, and other local jurisdictions. Part of that can be explained by the small size of the community and the lack of large vacant properties to accommodate housing production. Suisun is a commuter community, with the vast majority of its employed residents traveling out of the City for work and one of the lowest job-to-housing ratios of incorporated cities in the ABAG region. However, top destinations for workers include Fairfield and Vacaville. Robust jobs and specific industry-sector growth in these locations can have a significant impact on the future opportunities for current Suisun residents, as well as the demographics of new residents associated with proposed development. For example, Vacaville has shown its commitment to advanced manufacturing and biotechnology sectors, expanding its California Biomanufacturing Center zone by approximately 300 acres. Proximity to Travis Air Force Base provides plenty of job and business

opportunities in Fairfield, as well as Suisun City. Fairfield also plans to expand logistics facilities, as well as grow its specialized manufacturing sector, such as its emerging food and beverage manufacturing cluster.

4. Residential Market Opportunity

AECOM analyzed recent trends in the residential market including age, ownership, and tenure. The characteristics of the residential market demonstrate the prevalence of mostly single-family residential development over the past decades and offer insight to the potential demand for higher-density residential development, particularly near the Train Depot. Recently completed multifamily projects in Solano County representing a range of types, styles, and densities of have been identified as potential prototypes that can be used as a reference tool to help the public, decisionmakers, and the planning and development communities gain basic understanding of what future higher-density multifamily residential might look like in Suisun City. This process allows for residential development prototypes that the market is currently and will likely continue to deliver in the near future.

4.1.1 Inventory and Historic Trends

As of 2021, Suisun's housing inventory totaled 9,563 total units, according to the California Department of Finance estimates. Historical housing inventory information for Suisun City, Solano County, and select jurisdictions in Solano County are compiled in the following series of three tables. Table 8 shows figures for all units, Table 9 includes counts for single-family residential units, and Table 10 gathers the same information as the others but for multifamily residential units that are part of properties with five or more units.

In the eleven-year period from 2010 to 2021, Suisun City added 109 total units for an annual growth rate of 0.10 percent, which was much slower than the 0.52 percent annual growth rate recorded for Solano County as a whole. Over that period, neighboring Fairfield and nearby Vacaville grew even faster at 0.81 percent and 0.90 percent per year, respectively.

Table 8. Historical Housing Inventory – Total Housing Units

HISTORICAL RESIDENTIAL INVENTORY - TOTAL UNITS

					# of Units Growth			Annual Percentage Growth Rate		
Geography	2010	2016	2018	2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021
Suisun City	**9,454**	**9,493**	**9,549**	**9,563**	**109**	**70**	**14**	**0.10%**	**0.15%**	**0.05%**
Fairfield	37,184	38,682	39,599	40,477	3,293	1,795	878	0.81%	0.93%	0.74%
Vacaville	32,814	34,006	34,884	36,053	3,239	2,047	1,169	0.90%	1.20%	1.12%
Vallejo	44,433	44,656	44,725	44,832	399	176	107	0.08%	0.08%	0.08%
Solano County Total	152,698	156,375	158,786	161,371	8,673	4,996	2,585	0.52%	0.64%	0.54%

Source: California Department of Finance

Table 9. Historical Housing Inventory – Single Family Residential

HISTORICAL RESIDENTIAL INVENTORY - SINGLE FAMILY

					# of Units Growth			Annual Percentage Growth Rate		
	2010	2016	2018	2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021
Suisun City	**8,110**	**8,149**	**8,205**	**8,209**	**99**	**60**	**4**	**0.11%**	**0.15%**	**0.02%**
Fairfield	28,084	29,582	30,182	31,060	2,976	1,478	878	0.96%	1.00%	0.97%
Vacaville	24,542	25,417	26,067	26,911	2,369	1,494	844	0.88%	1.18%	1.08%
Vallejo	31,181	31,304	31,367	31,470	289	166	103	0.08%	0.11%	0.11%
Solano County Total	115,651	118,785	120,580	122,770	7,119	3,985	2,190	0.56%	0.67%	0.61%

Source: California Department of Finance

Table 10. Historical Housing Inventory – Multifamily (5-units or more)

HISTORICAL RESIDENTIAL INVENTORY - MULTIFAMILY

					# of Units Growth			Annual Percentage Growth Rate		
	2010	2016	2018	2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021	10 Year 2010-2021	5 Year 2016-2021	3 Year 2018-2021
Suisun City	**778**	**778**	**778**	**788**	**10**	**10**	**10**	**0.12%**	**0.26%**	**0.43%**
Fairfield	6,086	6,086	6,403	6,403	317	317	0	0.47%	1.04%	0.00%
Vacaville	4,879	5,196	5,424	5,747	868	551	323	1.62%	2.12%	1.99%
Vallejo	7,045	7,141	7,141	7,141	96	0	0	0.12%	0.00%	0.00%
Solano County Total	21,252	21,737	22,336	22,669	1,417	932	333	0.61%	0.86%	0.50%

Source: California Department of Finance

In addition to the recently completed projects, the City has several approved multifamily and compact single-family residential projects that have not yet been constructed, and several other potential applications for multifamily development where the City has held pre-application meetings and expects an application.

Suisun City's mix of housing is predominantly single-family residential units, which made up 83 percent of the City's total housing units. Table 11 shows that Suisun City's housing stock is even more heavily weighted towards single-family residential products than nearby cities, as well as the County as a whole.

While multifamily development in the Downtown area might be expected to primarily attract individuals and smaller households, the City also recognizes in the Housing Element the need to provide for larger households by, for example, encouraging multifamily rental developments to include three- and four-bedroom dwelling units.[2] However, most large housholds in the City were homeowners rather than renters, but this may partly be because there were no multifamily units with four or more bedrooms as of the writing of the City's Housing Element.

[2] Please see the City's Housing Element, including Program 3.A.5 and a discussion of large household needs starting on page 54, for more detail: https://www.suisun.com/departments/development-services/planning/general-plan/housing-element/.

Table 11. Historical Composition of Multifamily Housing

HISTORICAL HOUSING INVENTORY COMPOSITION

	2010		2015		2020	
	% SFR [1]	% MFR [2]	% SFR [1]	% MFR [2]	% SFR 1	% MFR [2]
Suisun City	**86%**	**14%**	**83%**	**17%**	**83%**	**17%**
Fairfield	76%	24%	70%	30%	70%	30%
Vacaville	75%	25%	72%	28%	72%	28%
Vallejo	70%	30%	67%	33%	67%	33%
Solano County	76%	24%	72%	28%	72%	28%

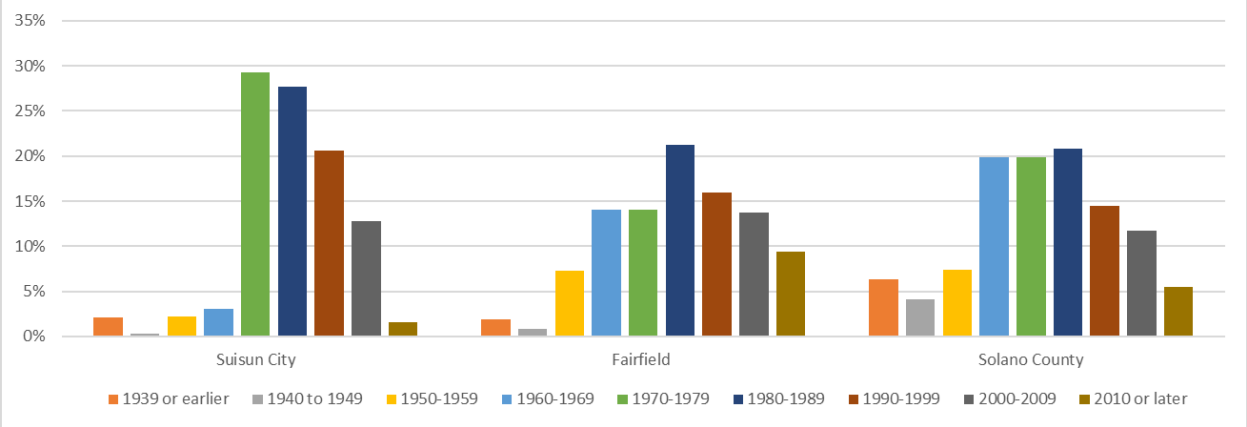
Source: California Department of Finance, AECOM

[1] Single-Family Residential includes both attached and detached garage homes.

[2] Multifamily residential includes all other housing tot included in single-family.

Suisun City's existing housing stock was primarily built in the 1970s, 1908s and 1990s. More than half of the City's current residential inventory was built in just two decades, 1970s and 1980s. As seen in Figure 5, Suisun City's housing stock is generally older than that of the city of Fairfield and the whole of Solano County. Both Fairfield and Solano County show a more even distribution across the last 70 years. Both have higher proportions of their housing stock that date back to the initial post-WWII residential development boom during the 1950s and 1960s. Interestingly enough, both Solano County and Fairfield also have higher percentages of their housing stock built after 2010 than Suisun City's. This indicates that these two places were more effective at attracting or accommodating new housing development after 2010 and the relative lack of developable land for residential development. As with most communities, the Great Recession had a dramatic downward effect on new housing.

Figure 5. Age of Housing Stock

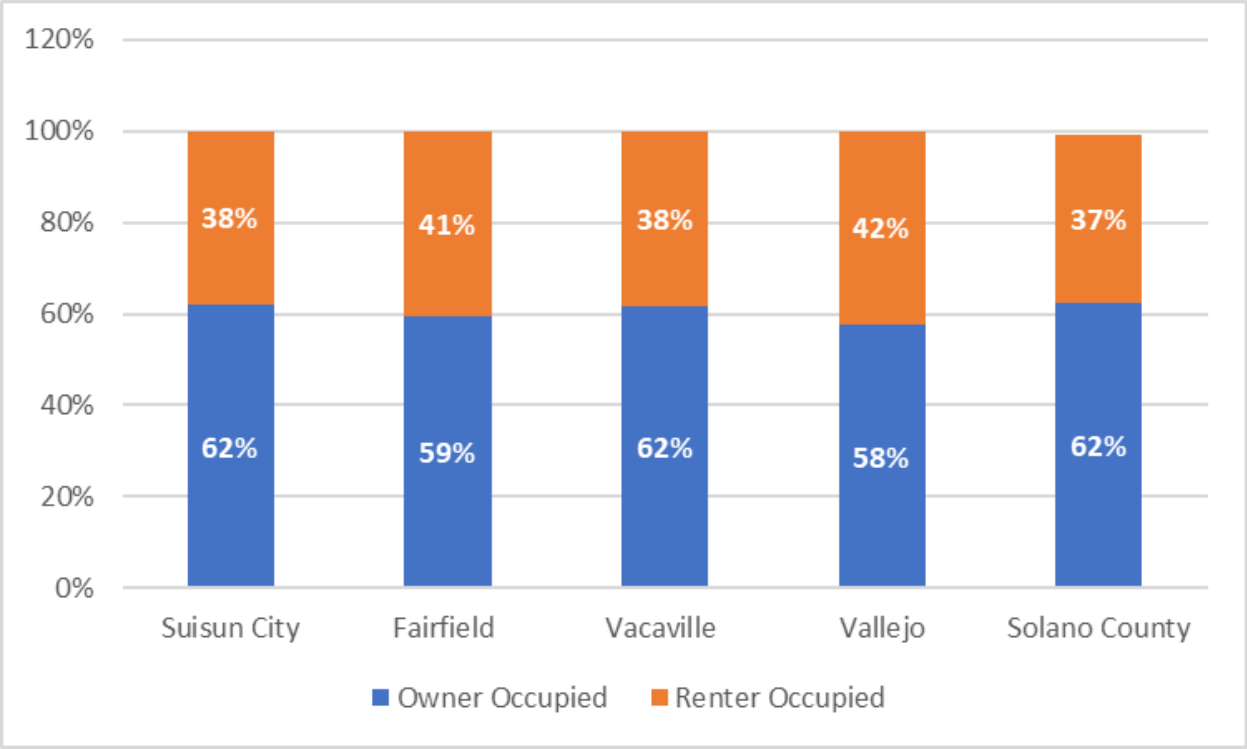


Source: U.S. Census Bureau

4.1.2 Home Ownership

Owner-occupied units make up a larger share of all residential units in Suisun City than the comparison communities in Figure 6. Solano County and the city of Vacaville held the same percentage of owner-occupied units, with 62 percent in Suisun City compared to 51 percent in the region.

Figure 6. Tenure of Occupied Units

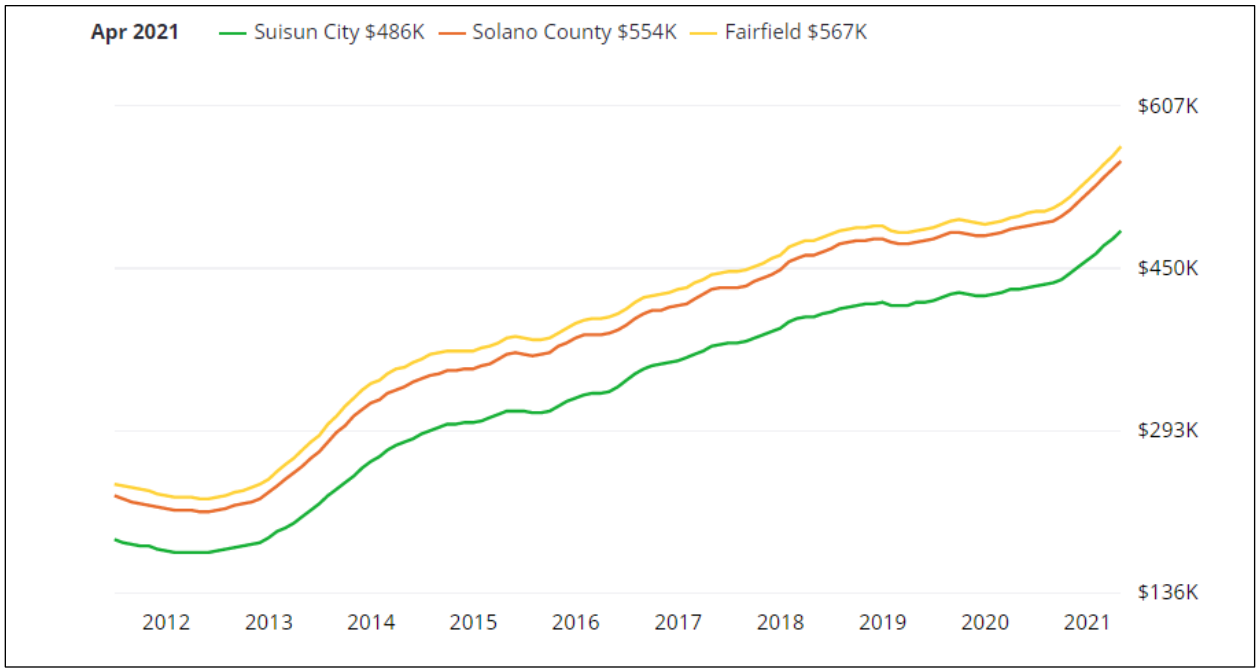


*To be classified as owner-occupied the owner must be living in the unit. Renter-occupied units consist of both single-family and multifamily units.
Source: U.S. Census Bureau

4.1.3 Single-Family Market Indicators

Suisun City's housing stock primarily features single-family, owner-occupied homes. As shown in Figure 7, these home values have shown positive growth since the Great Recession. These rates of growth are similar to those for the neighboring City of Fairfield and Solano County. Based on recent sales transactions recorded by Zillow Research, median home values in Suisun City are $486,000, which is roughly 12 percent and 14 percent lower than estimated median home prices for Solano County as a whole and the City of Fairfield, respectively.

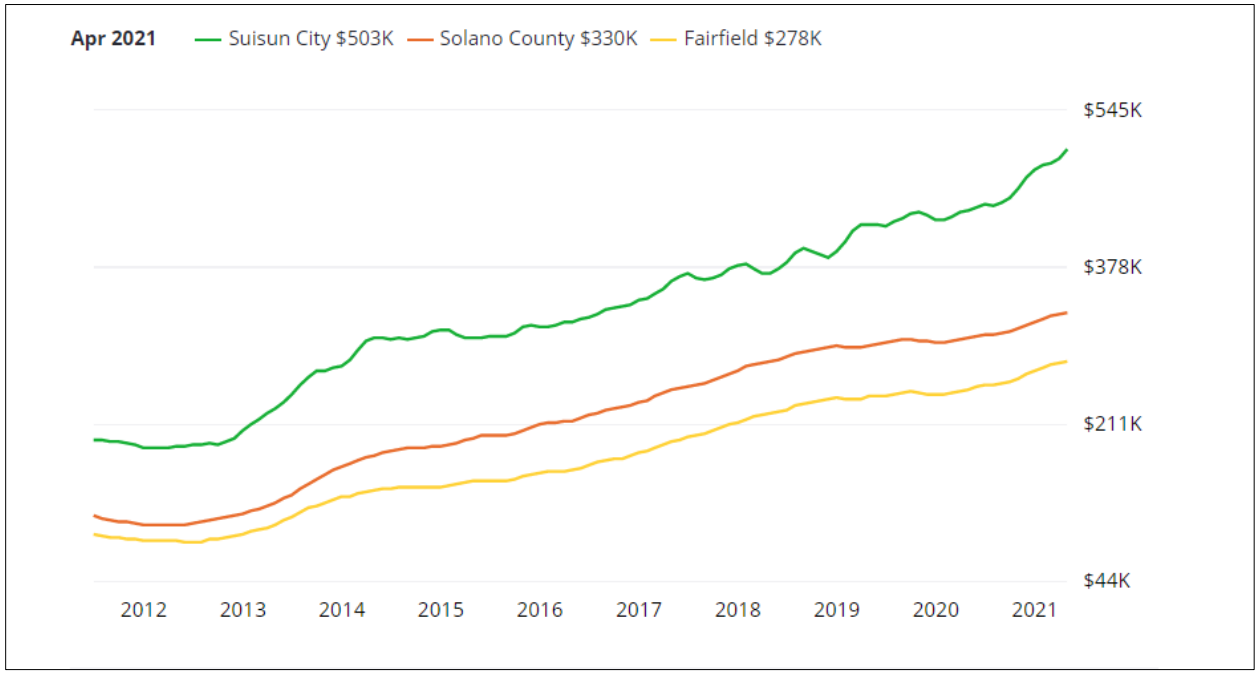
Figure 7. Nominal Median Single-Family Home Value



Source: Zillow Research, AECOM

Zillow Research also collects market data from residential sales transactions for condominium and coop-ownership models. Although Suisun City's median single-family price estimate trailed behind Solano County and Fairfield, the estimated median home value for condos and coops in Suisun City are significantly higher than the median values for Fairfield and Solano County. The values for these homes also appreciated since the Great Recession at similar rates.

Figure 8. Nominal Median Home Value (Condo and Co-Op Only)



Source: Zillow Research, AECOM

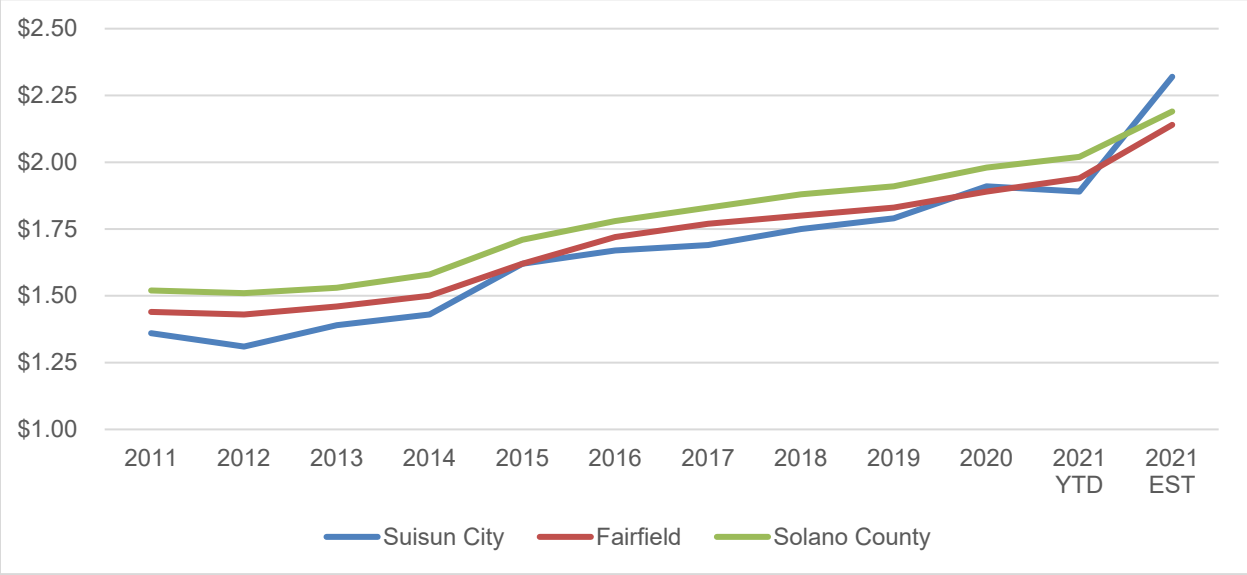
4.1.4 Multifamily Market Indicators

According to the California Department of Finance, in 2021 Suisun City had 1,170 multifamily residential units, which is 3.4 percent of the total multifamily supply of Solano County. Approximately one third of the Suisun multifamily inventory range in size from 2-4 units. The remainder of the multifamily stock are categorized as projects containing having 5 or more units. Inventory has practically remained static since 2010, with only 10 multifamily units added in Suisun City between 2010 and 2021.

According to Costar, multifamily rents on a square foot basis in the region have grown steadily and quickly over the last 10 years, as shown in Figure 9. Based on year to date data for 2021, Suisun City rents average $1.89 per square foot, a 70-percent increase over average rents compared to 10 years ago. Fairfield and Solano County experienced high rent growth over the same period, but at much lower rates of 48.6 percent and 44.1 percent, respectively. Fairfield average rents are 2.6 percent higher than Suisun City's, whereas the average for all of Solano County is close to 7 percent higher than Suisun City's. Although the greater Bay Area has become notorious for skyrocketing housing costs, the small multifamily inventory and limited lease signings may be skewing the data for Suisun City.

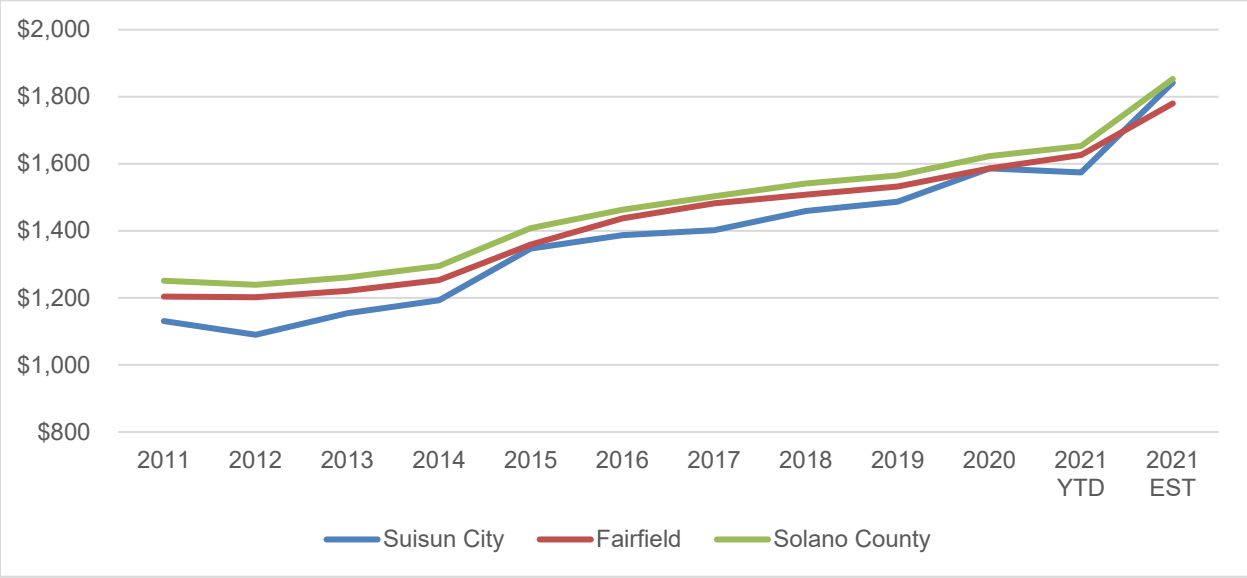
Figure 10 shows that a similar pattern holds for multifamily rents on a per-unit basis, with Suisun City monthly rents averaging $1,574, an increase of nearly 63 percent since 2011. Rent growth on a per unit basis for multifamily units in Fairfield and Solano County were similar to how rents have grown in these comparison communities on a per-square footage basis during this time period.

Figure 9. Multifamily Residential (MFR) Market-rate Rent Trends (Per Square Foot)



Source: CoStar, AECOM

Figure 10. Multifamily Rent Trends (Per Unit)

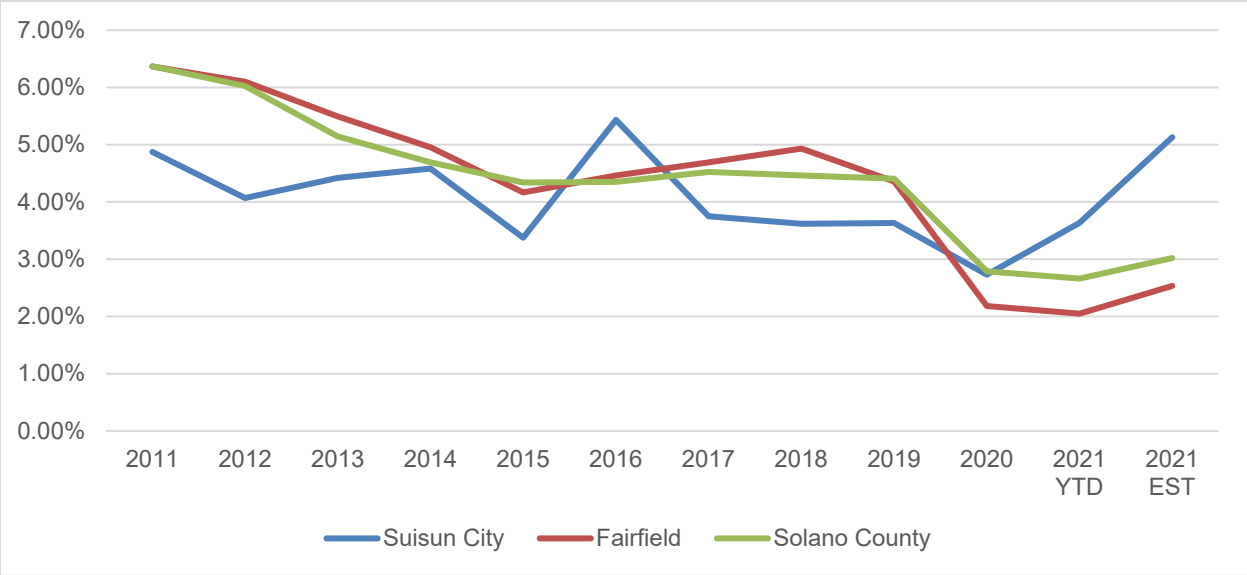


Source: CoStar, AECOM

Multifamily vacancy rates have generally trended downward after the Great Recession, as seen in Figure 11. California's housing shortage has had a major role in pushing vacancy rates even below that which a healthy market could typically bear. As a result of the global pandemic, multifamily rental properties experienced rises in vacancy rates during and after the pandemic and economic closures. While high overall demand for housing, along with projected housing production numbers that unfortunately fall short of total housing needs, will keep vacancy rates at manageable (albeit abnormal for California markets) rates, the longevity of COVID-19's impact on vacancy rates for multifamily products is uncertain.

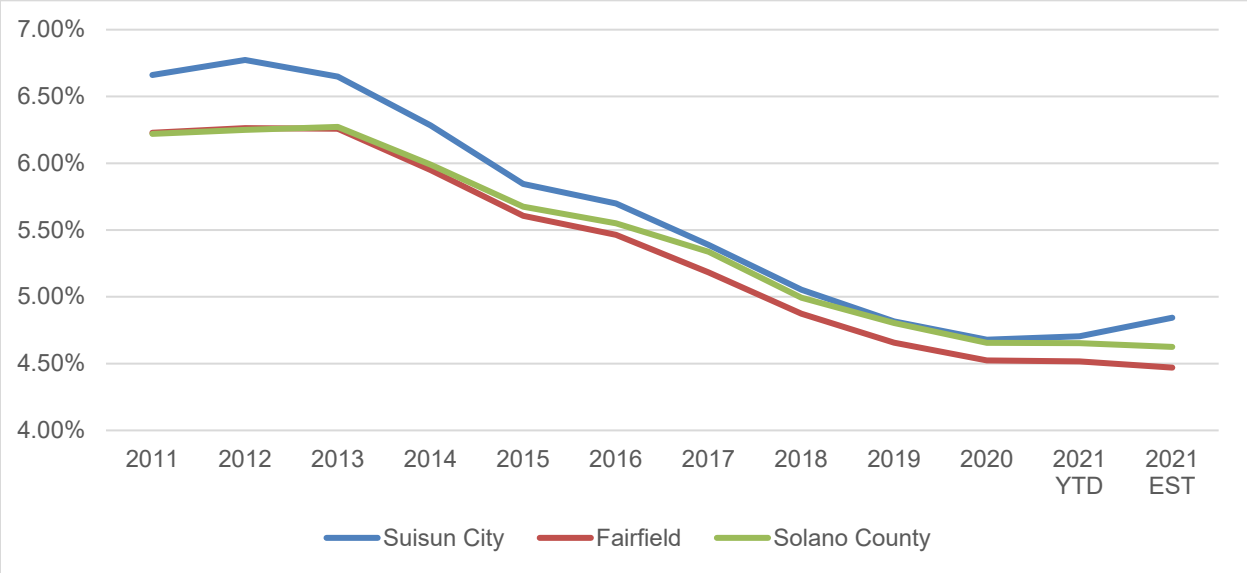
Market capitalization rates (cap rates) are in indication of the relative risk associated with income-generating properties. A higher cap rate indicates a riskier investment and results in a lower valuation for a property, whereas a lower cap rate is recognized as being a more stable investment.The market cap rates for the last 10 years for Suisun City, Fairfield, and Solano County are shown in Figure 12. All three cap rates follow a general downward trend, which is called cap rate compression. Cap rate compression is a signal of an improving market, which appears to be the case for the Solano County region as all three cap rates shown are below 5 percent for year-to-date 2021.

Figure 11. Multifamily Vacancy Trends



Source: CoStar, AECOM

Figure 12. Multifamily Market Capitalization Rate



Source: CoStar

4.1.5 Recent Development Trends and Considerations

Compared to other communities in the region, Suisun City has had relatively little development activity over the last 20 years. However, there are several trends that point to increasing market support for multifamily residential development.

4.1.5.1 Recent Multifamily Development

Recent multifamily development projects across Solano County are further indications of what can be achieved in Suisun City. These are projects built in the last 5 years and have 5 or more units, with densities that span 11 to 50 dwelling units per acre. These projects represent market-proven feasible development types likely to resemble near-term future development. Recently completed and proposed multifamily projects in Solano County are summarized in Table 12.

Table 12. Recent Multifamily Projects in Solano County

RECENT OR PIPELINE MULTIFAMILY RESIDENTIAL DEVELOPMENTS IN SOLANO COUNTY

Project and Address	City	Year Built	Affordability	# Units	Land (ac.)	DU/AC
Verdant at Green Valley, 3900 Business Center Drive	Fairfield	2017	Market-rate	286	12.23	23
Vines On 80, 3950 Business Center Drive	Fairfield	2017	Affordable Units	63	5.67	11
Sunrise Residences, 2750 North Texas Street	Fairfield	2017	-	78	3.76	21
Fair Haven Commons, 1700 Santa Monica Street	Fairfield	2020	Rent-restricted	76	3.51	22
Villas at North Village, 300 Crescent Drive	Vacaville	2016	-	228	9.99	23
Rocky Hill Veterans Housing, 582 Rocky Hill Road	Vacaville	2019	Rent-restricted	39	1.42	27
Strada 1200, 1200 Allison Drive	Vacaville	2020	-	245	12.64	19
Pony Express Senior Apartments, 220 Aegean Way	Vacaville	2022	Rent-restricted	59	1.82	32
1700 Fairgrounds Drive	Vallejo	2022	-	47	0.94	50
1225 McCoy Creek Way	Suisun City	2018	-	10	0.3	33

Source: CoStar

4.1.5.2 Construction Costs and Feasibility

Over the last decade, it has been difficult for market-rate, multifamily projects on the fringes of the Bay Area and in some areas of the Central Valley to reach financial feasibility thresholds without public subsidy. A large part of this reason is because the cost of materials and labor are similar in these areas as they are in more expensive submarkets in the Bay Area and have increased recently. At the same time, projects in places such as Suisun City are not able to achieve the premium rents found in the more expensive submarkets. This has created a development environment where the cost of construction is relatively similar across the vast region, yet large rent disparities across the submarkets makes financial feasibility more difficult in less expensive submarkets. This environment may have made full market-rate, multifamily development difficult at desired higher densities in Downtown Suisun City.

4.1.5.3 Comparing Renting vs. Home Ownership

Another important consideration are the housing options available to certain household incomes. It is helpful to understand the cost of homeownership relative to the pricing of rental units. In general, the rental market is capped at asking rents that are less than the cost of owning a home. The closer asking rents are to mortgage payments, the more attractive owning a home looks to potential buyers. Table 13 shows the average asking rents for recent multifamily projects in Vacaville and Fairfield. The average of all five properties amounts to $2.51/per square foot, which is $2,201 per month for an 878-square foot unit. An annual income of approximately $88,000 is needed to afford this rent.

Table 13. Income Needed to Support Average Rents in Solano County

Project and Address	City	Year Built	Avg. Asking Rent/Sq. Ft	Avg. Unit Size
Verdant at Green Valley, 3900 Business Center Drive	Fairfield	2017	$2.24	958
Vines On 80, 3950 Business Center Drive	Fairfield	2017	$2.25	998
Sunrise Residences, 2750 N Texas Street	Fairfield	2017	$2.82	582
Villas at North Village, 300 Crescent Drive	Vacaville	2016	$2.18	1034
Strada 1200, 1200 Allison Drive	Vacaville	2020	$3.04	819
		Average	**$2.51**	**878**
		Asking Rent/Unit	**$2,201**	
		Income Needed to Afford Rent[1]	**$88,031**	

Source: CoStar, AECOM
(1) Assumes 30% of gross annual income allocated for housing.

The median home price in Suisun City is $486,000. Purchasing a home of this price with a 5-percent down payment and a 3 percent mortgage interest rate results in a monthly mortgage payment of $1,947. Property taxes and homeowner's insurance bring the total monthly housing cost to $2,475. An income of $98,990 is needed to be able to afford a home at this, as demonstrated in Table 14. The estimated monthly cost of owning a home in Suisun is $358 more per month than the $2,201 average rent for new development in Solano County. This estimated monthly cost of homeownership is only 16.2 percent more than the average rent price. However, purchasing a home at the median home value of $486,000 with a traditional 20-percent down payment results in a total housing cost (mortage, taxes, insurance) of about $2,250, which is only slightly more than the current $2,201 average rent for new development.

According to Zillow's Rent vs. Buy Calculator, the cost of buying an average priced home in Suisun City will become cheaper than renting after 2 years and 7 months. This represents the breakeven horizon—the point at which the cost of buying equals the cost of renting. Table 15 shows that Suisun City's breakeven horizon to be slightly lower than its Solano County neighbors, suggesting a lower barrier to entry for homeownership in Suisun City. The difference in breakeven horizons is more stark in more expensive housing markets outside of Solano County, such as Berkeley and Oakland. Rental units will be more attractive housing options in markets with higher breakeven horizons, as a longer-term investment is required to realize the cost-savings and value gains of home ownership.

Multifamily rental developers will be sensitive to pricing units so they are competitive with nearby homebuying options. This may influence the types of multifamily housing developers consider since achievable rents must be able to support total development costs. Achieving higher residential densities (50 units per acre and higher) are likely to require building taller or providing structured or underground parking, solutions which drive total development costs up considerably more than the cost of constructing garden-style or similar moderately higher-density types of multifamily units, and which may not in the short term be supported by achieveable market rents.

Table 14. Income Supporting Home Ownership in Suisun City

Median Home Price in Suisun City[1]		$486,000
Down Payment	5%	$24,300
Mortgage Needed		$461,700
Interest Rate	3.00%	
Estimated Monthly Mortgage Payment		$1,947
Property Tax[2]	1.10%	$5,346
Homeowners Insurance[3]		$987
Annual Housing Cost		**$29,697**
Monthly Housing Cost		**$2,475**
Income Needed to Support Housing Cost		**$98,990**

Source: Zillow, AECOM

1 Zillow Home Value Index

2 Based on Sale Price

3 California Department of Insurance, https://interactive.web.insurance.ca.gov/apex_extprd/f?p=111:20.

Table 15. Homeownership Breakeven Horizon

Jurisdiction	Breakeven Horizon	Total Months
Suisun City	**2 years, 7 months**	**31**
Fairfield	2 years, 9 months	33
Vacaville	2 years, 10 months	34
Solano County	2 years, 9 months	33
Berkeley	6 years, 4 months	76
Oakland	3 years, 7 months	43
Martinez	2 years, 11 months	35
Pittsburg	3 years, 4 months	40

Source: Zillow Rent vs. Buy Calculator; AECOM.

4.1.5.4 Regional Housing Needs Assessment (RHNA)

In compliance with State Housing Law, Solano County has proposed its allocations for the 6th Cycle of the Regional Housing Needs Assessment (RHNA) which covers the next 8-year planning period from 2023-2031. Table 15 summarizes these allocations by jurisdiction and by income tier. Suisun City's housing need is 629 total units, with 359 units (57 percent) designated for households with very low, low, or moderate incomes. The Specific Plan Area is a suitable place to accommodate these future housing needs, given its availability and diversity of sites and the zoning allowed under WDSP. Development that triggers density bonus incentives might make higher-density residential development more feasible if projects were allowed at densities higher than the current maximums of 45 dwelling units per gross acre and 54 units per net acre.

Table 16. Proposed Solano County RHNA Allocations

SOLANO COUNTY SUBREGION PROPOSED RHNA ALLOCATION BY INCOME TIER

	Very Low (<50% of AMI)		Low (50-80% of AMI)		Moderate (80-120% of AMI)		Above Moderate (>120%0% of AMI)		Total Housing Units	
Jurisdiction	Housing Units	%	Housing Units	%	Housing Units	%	Housing Units	%	Total	% of County
Benicia	200	28.1%	121	17.0%	117	16.5%	273	38.4%	711	6.5%
Dixon	116	27.0%	64	14.9%	65	15.2%	184	42.9%	429	3.9%
Fairfield	774	25.9%	453	15.1%	525	17.6%	1,239	41.4%	2,991	27.2%
Rio Vista	90	24.4%	46	12.5%	56	15.2%	177	48.0%	369	3.4%
Suisun City	**162**	**25.8%**	**97**	**15.4%**	**100**	**15.9%**	**270**	**42.9%**	**629**	**5.7%**
Vacaville	685	26.1%	410	15.6%	413	15.7%	1,118	42.6%	2,626	23.9%
Vallejo	695	23.8%	371	12.7%	501	17.2%	1,354	46.4%	2,921	26.6%
Unincorporated Solano	81	25.8%	49	15.6%	55	17.5%	129	41.1%	314	2.9%
Solano County Requirement	2,803	25.9%	1,612	14.9%	1,832	16.5%	4,745	42.6%	10,992	100.0%

Source: Solano County SubRegion 6th Cycle RHNA Proposed Methodology

4.1.6 Recommended Higher-Density Residential Prototypes

The density of multifamily development affects the feasibility of multifamily develeoment projects. While this is a dynamic environment where the most favored densities and housing types for the development industry can change based on prevailing rents, labor costs, land costs, and chagnes to the building code, there can be a coalescing around certain housing types and density based on relative returns. For example, projects at a density of 40 dwelling units/acre are difficult to find because achieving such a density would likely not yield enough of a financial return to justify more expensive construction methods for such a project over the less expensive construction that are generally required for projects at 30 dwelling units/acre.

Figure 11 explains recommended density prototypes based on the developments found in the multifamily market research process. These prototypes are not recommendations for actual projects but rather serve as a tool for visualizing, understanding, and discussing density. These prototypes can serve as a basis for more in-depth financial feasibility and physical yield analyses of these multifamily development prototypes, as well as others.

Figure 13. Recent Multifamily Projects in Solano County



Prototype 1.
20-25 DU/AC
A "flexible townhome style" product that can be owner or renter-occupied; provides new home ownership opportunities at higher densities than single-family homes.



Prototype 2.
25-30 DU/AC
A mixed-use project that provides residential units at high densities as well as commercial space and/or community space.



Prototype 3.
30-35 DU/AC
This represents the highest density likely to be pursued before having to use more expensive construction types and design solutions (e.g. underground parking) to achieve on-site density.



Prototype 4.
50-60 DU/AC
This represents the lowest density that is feasible while using more expensive construction types or design solutions, such as building higher or creating underground parking.

4.2 Residential Opportunities Summary

Suisun City's residential housing stock, although older with little new activity, has seen significant rent growth for multifamily products as well as steady increases in single family-home values. The current housing stock is heavily weighted towards single-family development. Access to well-paid jobs in the Bay Area's regional employment centers, as well as local manufacturing and light industrial jobs within and around Solano County present career opportunities for current younger households and residents, but can also allow the City to better position itself as a home offering more affordable access to housing, as well as connections with open space and recreational opportunities.

Based on recently completed and proposed multifamily projects found throughout Solano County, AECOM identified four higher-density residential prototypes to help understand and visualize density and serve as the basis for more in-depth financial feasibility and physical yield analyses of these multifamily development prototypes as well as others.

4.3 Example Multifamily Development Concept with Parcel Assembly

The City identified an area with the potential for land use transition during buildout of the Specific Plan Area west of Main Street and south of the Suisun Train Depot.

This almost eight-acre potential development site is currently in 15 separate parcels, some vacant, and some with low-scale buildings. The Specific Plan Land Use Zone for this area is Downtown Mixed Use, which allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development. This Land Use Zone would allow residential development of up to 45 dwelling units per gross acre or 54 dwelling units per net acre and non-residential development with a floor area ratio up to 3.0.

The example concept shown below in Figures 14 through 17 could occur with all or only some portion of the properties – in general, in order to efficiently manage new multifamily construction, a current rule of thumb is a minimum of 120 to 150 units in a single development. These development concepts depict 387 to 417 total dwelling units in four-story buildings with an average dwelling unit size of 1,000 square feet. The gross density of these examples would be between 49 and 53 units per acre, which would exceed that currently allowed by the Specific Plan in this Land Use Zone.

The images incorporated here illustrate different design approaches with four stories and similar densities.









Figure 14. Example Multifamily Development Concept 1

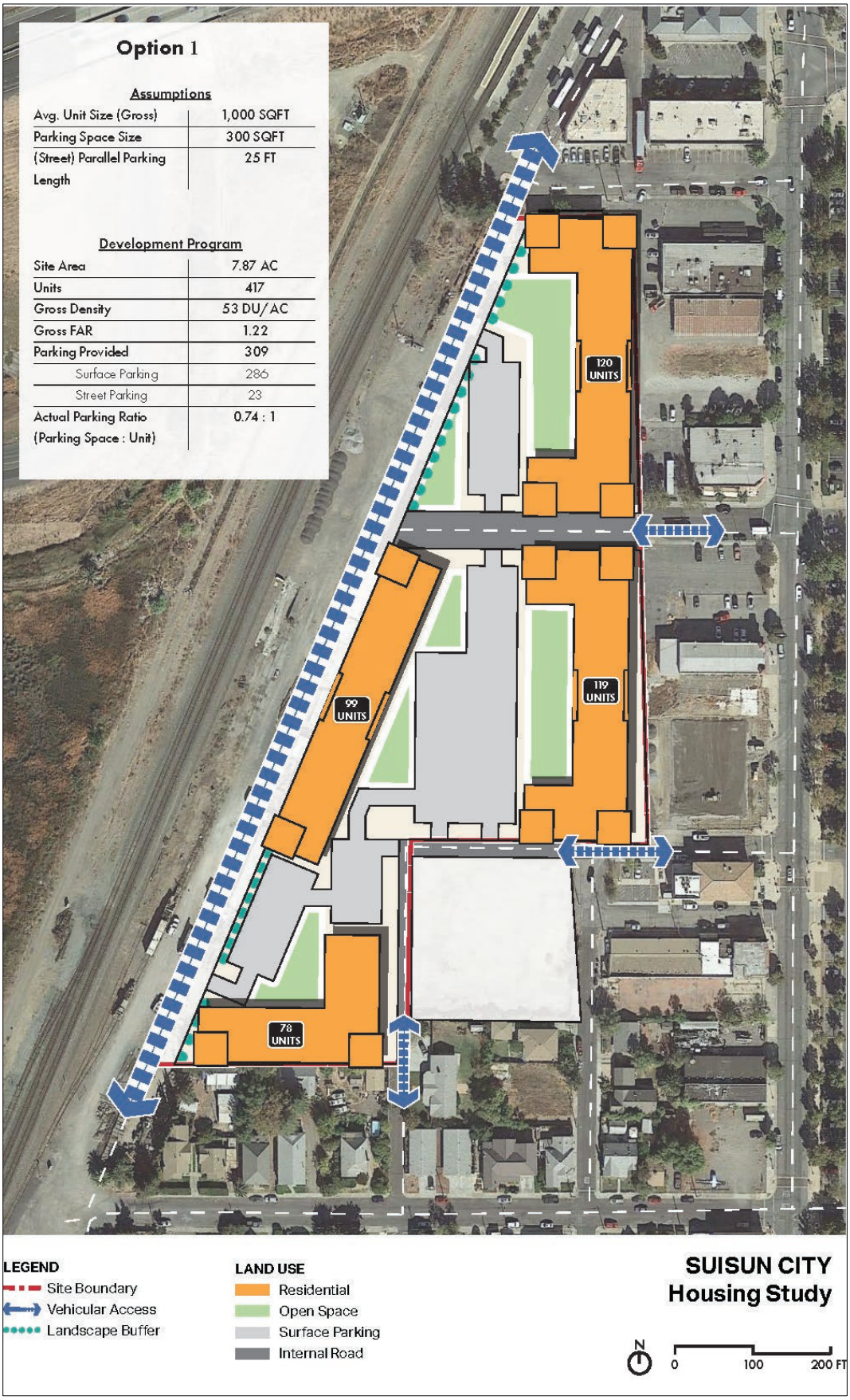


Figure 15. Example Multifamily Development Concept 1 (with Exisitng Property Lines)

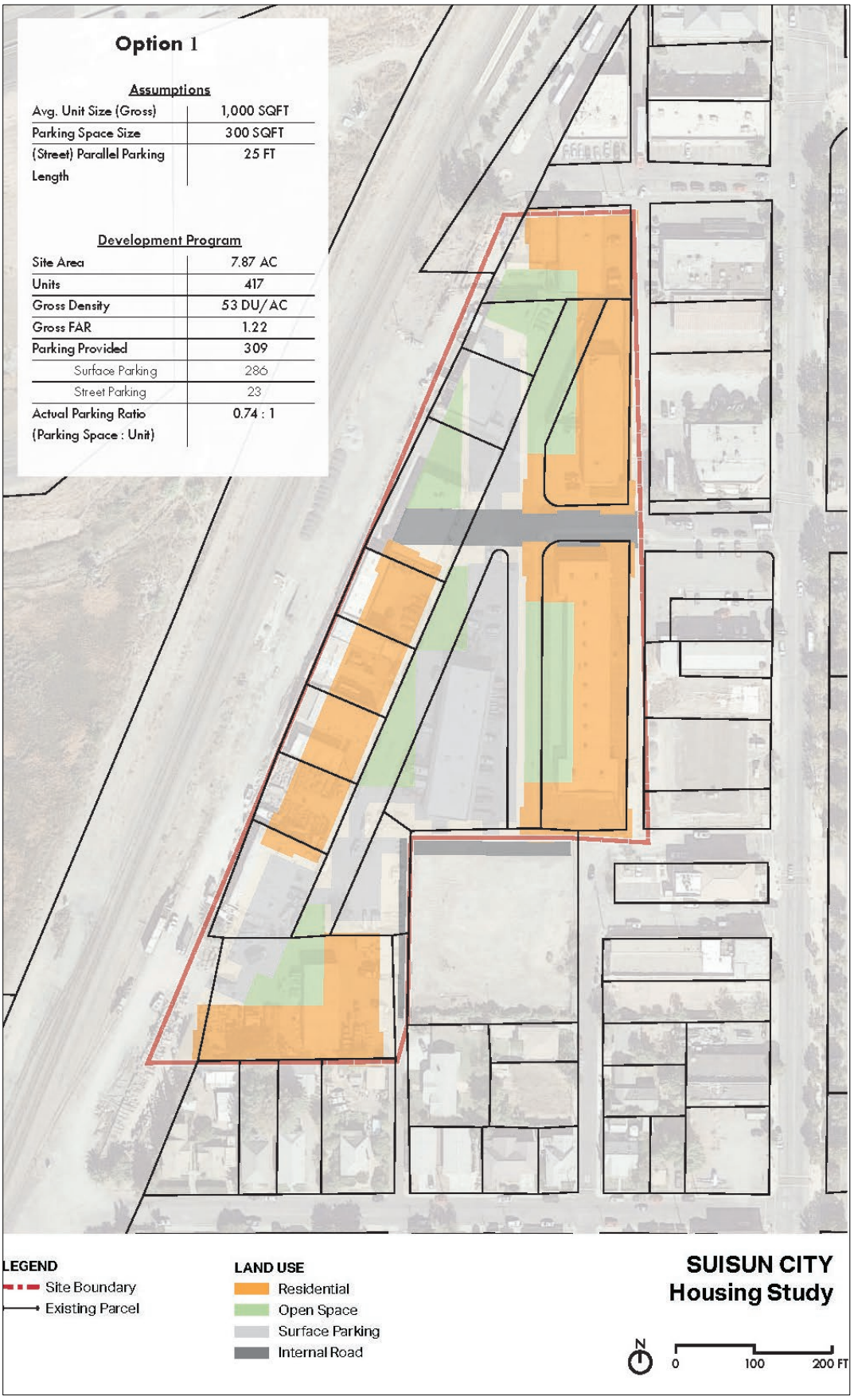


Figure 16. Example Multifamily Development Concept 2

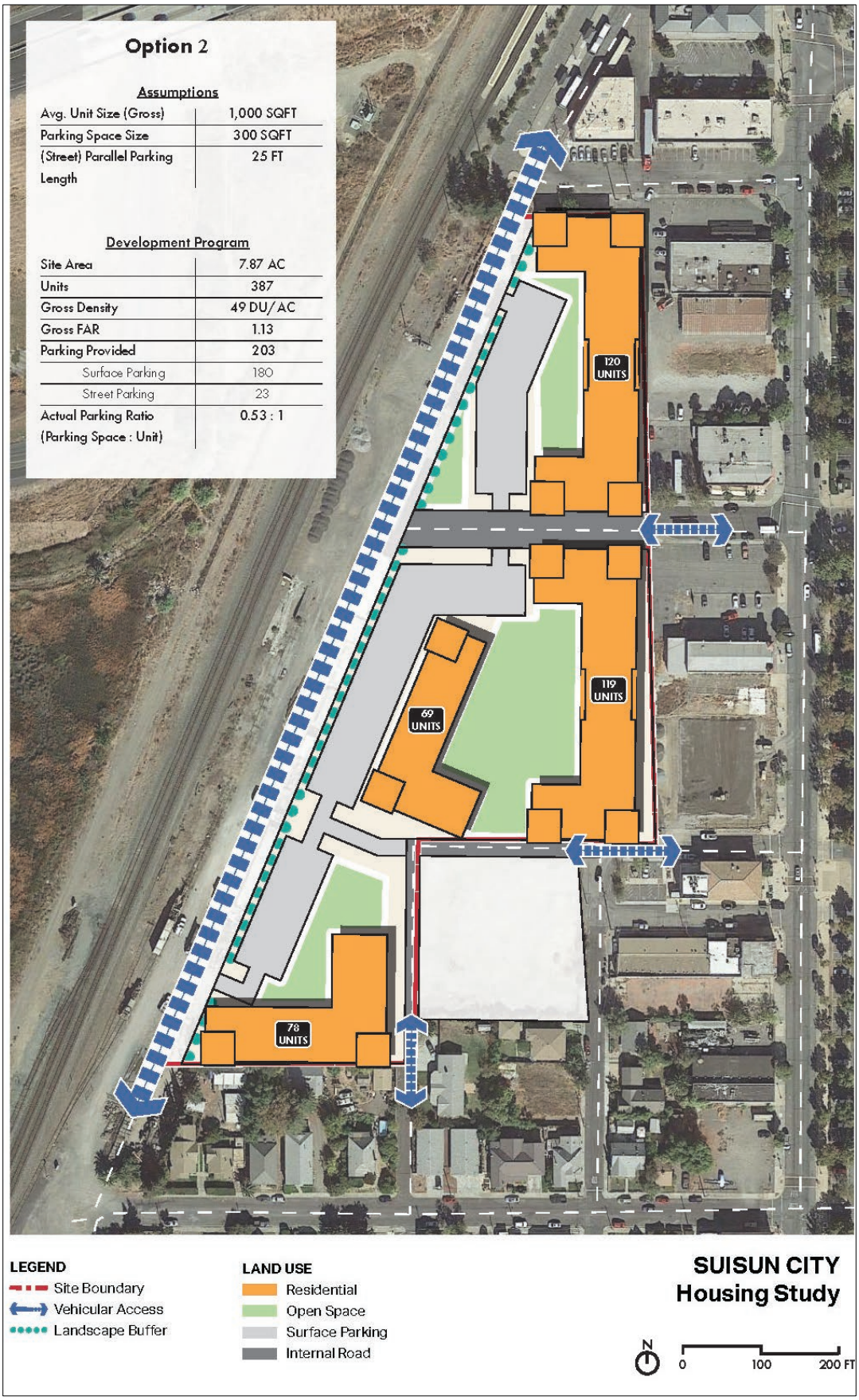
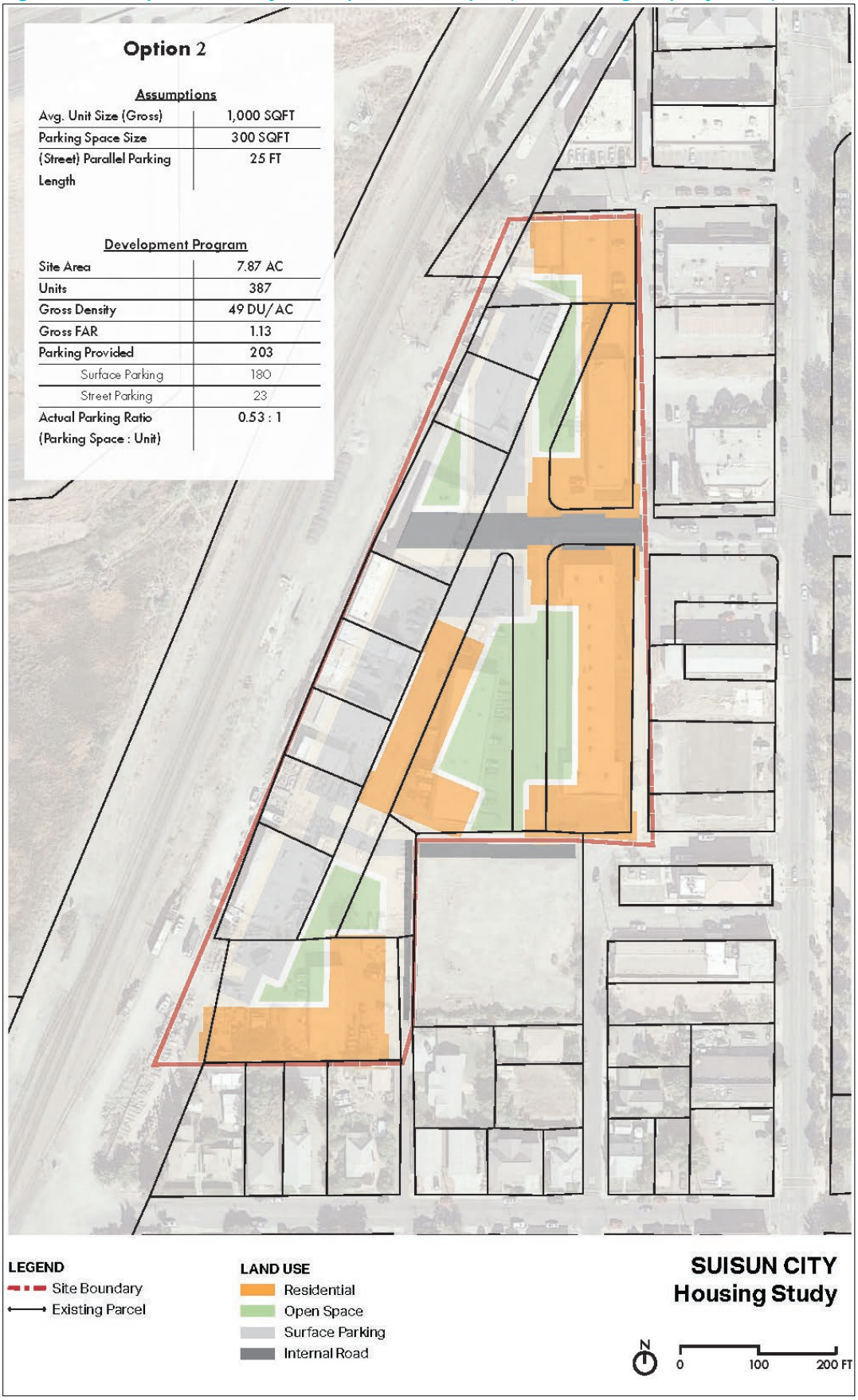


Figure 17. Example Multifamily Development Concept 2 (with Exisitng Property Lines)



5. Limitations

AECOM devoted effort consistent with (i) the level of diligence ordinarily exercised by competent professionals practicing in the area under the same or similar circumstances, and (ii) the time and budget available for its work to ensure that the data contained in this report is accurate as of the date of its preparation. This study is based on estimates, assumptions, and other information developed by AECOM from its independent research effort, general knowledge of the industry, and information provided by and consultations with the Client and the Client's representatives. No responsibility is assumed for inaccuracies in reporting by the Client, the Client's agents and representatives, or any third-party data source used in preparing or presenting this study. AECOM assumes no duty to update the information contained herein unless it is separately retained to do so pursuant to a written agreement signed by AECOM and the Client.

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DRAFT

AECOM

City of Suisun Parking In-lieu Fee

Analysis for the Waterfront District Specific Plan

City of Suisun City

October 2023

Delivering a better world

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1. Executive Summary

AECOM carried out a parking in-lieu fee study to estimate the potential costs of providing off-street parking for residents and businesses in the City of Suisun City Waterfront District Specific Plan (Specific Plan) area through an in-lieu fee instead of providing parking on-site.

Parking in-lieu fees offer an alternative to meeting parking requirements where providing required on-site parking would be expensive, would be challenging based on site or design constraints, or where excessive surface parking would impede economic development or walkability objectives. This study adapts the parking requirements in the Specific Plan and the City's parking ordinances to address the demand estimate by land use, adjusted by time and season, to meet the need through a shared parking strategy.

Public parking facilities or structures can allow for shared use among various land uses, where fewer spaces are needed to meet parking demand. Shared parking strategies have been used by many cities in California to advance their environmental and economic goals, and a range of fees have been established to reflect these jurisdictions' policy goals and financial resources. Once a new development has been built or planned, collected parking in-lieu fees can help fund the public parking structure needed to meet collective demand or contribute towards funding for multimodal alternatives to driving and parking, such as pedestrian, bicycle, and transit-related improvements.

Both a survey of recently built parking facilities in nearby jurisdictions and a pro forma construction cost estimate indicate that the price of building a single new parking space in a centralized parking structure is **approximately $34,000**, including all hard and soft costs of development. The City could set fees at a level that is equivalent to construction costs, at a level sufficient to also cover land acquisition and maintenance, or at a level that is lower than construction costs in order to encourage participation.

2. Introduction

The City of Suisun City (City) is planning for increased infill development through the implementation of the Waterfront District Specific Plan (Specific Plan). The Specific Plan describes the City's long-term vision to increase housing, retail, and employment opportunities, and maximize access to regional commuter rail access. At buildout, the planned housing, retail, and office growth in the Specific Plan Area will increase demand for parking options beyond the existing capacity. The Specific Plan proposes policies and strategies to encourage a walkable, compact development pattern.

To complement the Specific Plan's focus on economic development and fiscal sustainability through compact, mixed-use infill development, the City is exploring a shared parking strategy and multimodal alternative funding strategy. Specifically, a shared public parking strategy that could be financed through the collection of in-lieu parking fees that allow developers to pay into a fund rather than provide required parking on-site. This would allow visitors to leave their vehicle at a centralized shared parking facility while visiting multiple destinations either by alternative methods such as by foot or bicycle. The multimodal alternative funding strategy could include targeting funds for specific pedestrian, bicycle, and transit improvements to encourage alternatives to vehicle use. This could include contributing towards revitalizing the Suisun City train depot, repairing or improving sidewalks, integrating safe and accessible pedestrian connections, incorporating landscaping on existing pathways, adding bicycle or scooter parking, expanding existing bicycle routes, etc. Both strategies are consistent with the long-term vision and goals of the Specific Plan Area.

Several cities have adopted ordinances that allow parking in-lieu fees to be utilized for alternatives to building parking. The City of Healdsburg established a deposit account to be used for alternative

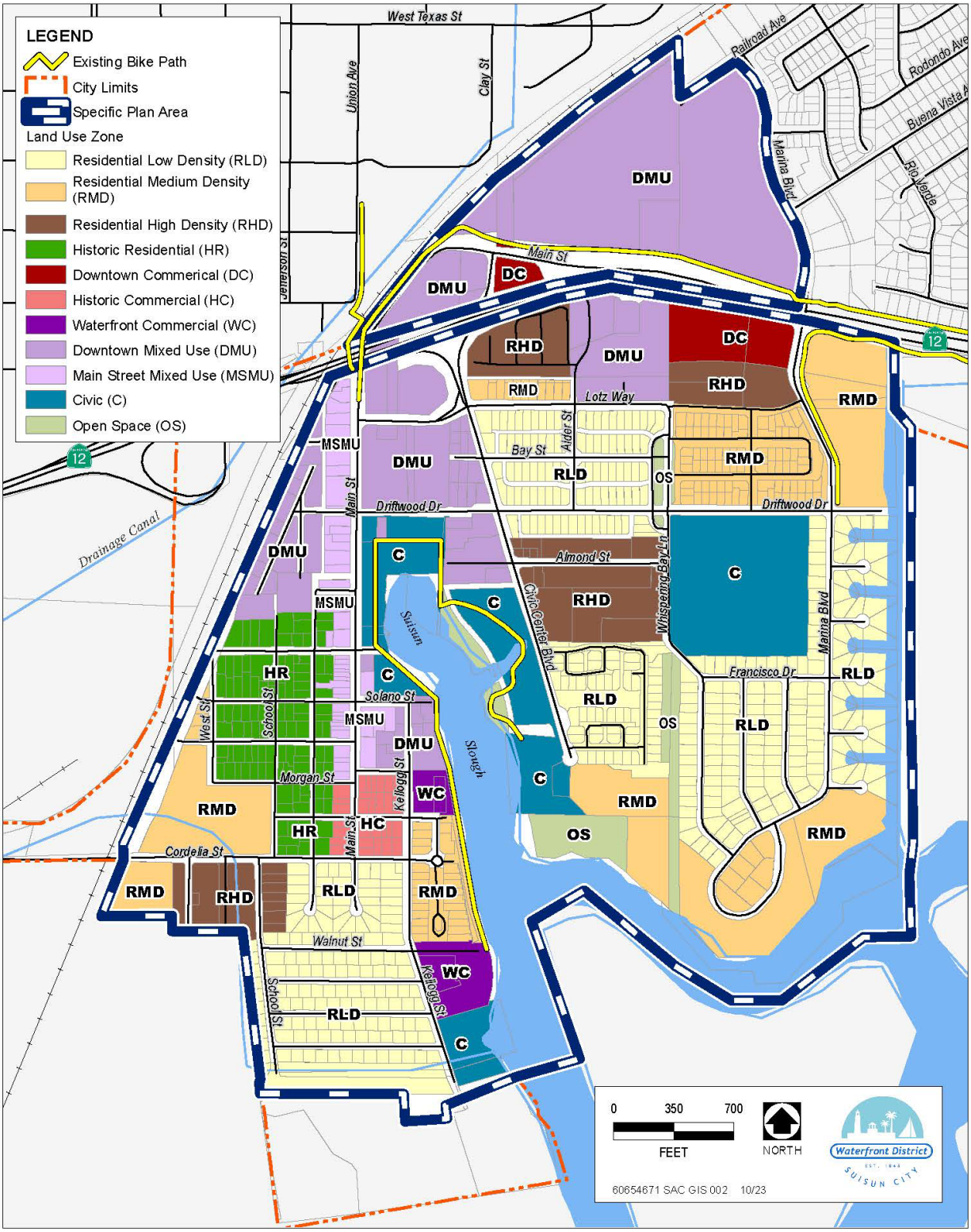
transportation projects, including bicycle and pedestrian improvements, that may reduce demand for parking downtown by providing alternatives to driving downtown. The City of Santa Monica collects funds in a dedicated Downtown Parking Fund which can be used to finance trip reduction strategies, including, but not limited to, improvement to parking utilization rates by means of improved wayfinding, signage, information systems, management, and circulation and access.

This memo assesses key elements of a parking in-lieu fee program as an option for managing and growing downtown parking supply by providing insights regarding forecasted parking demand and development costs and provide recommendations to support fee estimation. This approach addresses parking in-lieu fees specific to the Waterfront District Specific Plan Area (Specific Plan Area).

The Waterfront District Specific Plan

The Waterfront District Specific Plan (previously called the "Downtown Waterfront Specific Plan"). as adopted by the City in 1983 and comprehensively amended in 1999 and 2016. The 1979 Suisun City General Plan called for special treatment of the historic downtown and waterfront through the preparation and adoption of a Specific Plan for Old Town and waterfront areas. The 2035 General Plan update also provided specific direction for development, transportation, design, recreation, and resource conservation within the Specific Plan Area. In 2020, the City received grant funding through the State's SB 2 Planning Grant program to update the Specific Plan and conduct other technical and community outreach work with the goal of accelerating housing production.

Figure 1: City of Suisun City Waterfront Specific Plan Land Use Map



The Specific Plan describes the City's long-term vision to strategically develop vacant, underutilized, and infill properties in the downtown area; promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors; and ensure safe and efficient walking, biking, driving, and parking in the downtown. The Specific Plan outlines the requirements for new development within the Specific Planning Area to provide parking based on the standards provided in Section 6.4.3 (Parking Standards). For commercial and mixed-use development south of SR 12, the Specific Plan proposes on-site parking through a combination of surface parking lots, parking garages, and garages below podium-level decks. However, to address parking requirements that cannot be met through on-site or shared parking, the Specific Plan allows for payment of a fee in-lieu of actual development of the required parking. This fee, to be determined by the resolution of the City Council, would be equivalent to the estimated cost of land acquisition and development of one off-street surface parking space. The in-lieu fee would be charged for each required parking space that cannot be otherwise provided for the proposed use. The evaluation of a parking in-lieu fee suitable for the Specific Plan considers options for structured parking and surface lots only, as well as necessary access improvements and improvements to encourage alternatives to vehicle use.

City Parking Goals

The City recognizes the significance of addressing parking challenges associated with new development, particularly residential development and affordable housing projects. The City's long-term vision of strategically developing vacant, underutilized, and infill land throughout the City, especially in the downtown area, aligns with the goal of promoting a vibrant downtown that attracts visitors with daytime and nighttime activities. However, this planned growth in housing, retail, and office spaces within the Specific Plan Area will increase the demand for parking options beyond the existing capacity. By leveraging the 2016 Parking Study findings and recommendations and considering the specific parking demands associated with different land uses and time periods, the City can develop a comprehensive parking in-lieu fee structure that offers viable alternatives for new development.

A parking in-lieu fee could serve many potential objectives for the City’s Specific Plan, including:

- Funding the construction of parking spaces to meet the demand of new development in the Specific Plan Area.
- Funding alternative modes of transportation.
- Providing flexibility to developers to meet City requirements, building standards, and financial goals.
- Furthering economic development goals by encouraging visitors to park once in a central location and visit several destinations per trip in the Specific Plan Area.

3. Methodology

The methodology for this analysis includes a review of existing relevant parking strategies, an assessment of parking demand and supply in the Specific Plan Area, a cost estimation for new parking facilities, and the calculation of in-lieu fees for the land uses proposed in the Specific Plan Area.

To estimate the potential in-lieu fee for future development in the Specific Plan Area, AECOM developed a pro forma analysis to estimate the hard and soft costs required to build a multi-level parking structure and allocate costs per parking space. The parking in-lieu fee estimate builds off the analysis and recommendations provided in the Parking Study Memorandum drafted in 2016 by AECOM. The authors concluded that the planned housing, retail, and office growth in the Specific Plan Area will increase demand for parking options beyond the existing capacity. The parking study presented the results of a shared parking analysis that considers opportunities to reduce total parking requirements by leveraging the varying time-of-day and seasonal parking demand periods of different land uses. The study projected future demand by assessing the seasonal and temporal needs of the various land uses in the Specific Plan and calculating the total demand for the Specific Plan Area.

The analysis was conducted to determine the proportion of expenses that can be allocated to new development to achieve a fair distribution of parking improvement costs based on the parking demand each land use generates. This analysis considered existing land uses within the Specific Plan Area, resulting in the establishment of an equitable cost allocation model. To evaluate the potential impact of removing certain parking spaces during the buildout of the Specific Plan, an assessment of the current public parking supply was also conducted. This included a summary of on-site and adjacent on-street parking availability in the Specific Plan Area. The total existing parking supply provides a baseline for future planning and identifies any potential gaps that need to be addressed. This information is critical for evaluating the impact of removing certain public parking spaces during the buildout of the Specific Plan. Moreover, the City's assumption regarding the proportion of new development utilizing the parking in-lieu option was examined. This analysis informed the development of an allocation model for the new development parking in-lieu proportional fee by land use.

To ensure the long-term viability of the parking in-lieu fee program, appropriate indices for annual fee rate escalation were identified. Consideration was given to factors such as inflation and market trends to establish an index that reflects the changing economic conditions and supports sustainable funding for future parking improvements.

4. Analysis

The relationship between land use, parking requirements, and parking in-lieu fees is shaped by local regulations and policies. Municipalities establish guidelines that anticipate parking needs by different land uses, establish minimum requirements to meet these needs, and outline when and how in-lieu fees can replace the physical provision of parkin on-site. The specific criteria for determining the fees, such as the size and location of the development, expected parking demand, or the availability of alternative parking nearby, can vary across jurisdictions. The collected fees are typically directed towards funding transportation infrastructure improvements including parking structures, public transit enhancements, or other mobility-related initiatives.

Parking in-lieu fees are beneficial in areas with higher development densities, where space is limited, and land-efficient development is crucial. In such areas, strict parking requirements may not align with the goals of promoting compact development or prioritizing pedestrian-friendly environments. The availability of alternative transportation options, such as public transit, cycling infrastructure, or ride-sharing services, can influence the application of parking in-lieu fees, as well. If a development is located in an area well-served by transit or with high walkability, developers may be more inclined to opt for reduced parking and pay the fees instead, recognizing that residents or visitors can rely on alternative modes of transportation. Parking fees can also facilitate parking strategies that include the development of a shared public parking structure in a central location that will allow residents, employees, and visitors to park once and visit several businesses in a commercial district. The shared parking structure can increase the volume of pedestrians and decrease traffic of visitors circulating the district looking for parking.

Parking Demand

The City anticipates new residential, commercial, and mixed-use development under the revised Specific Plan and much of this new development could potentially benefit from shared parking within the Specific Plan Area. Table 1 shows the total new development assumptions under the updated Specific Plan based on a maximum development scenario. This maximum development scenario is intended to illustrate the high end of possible development and associated parking demand that could exist for the Specific Plan Area at buildout.

Table 1: New Land Use Assumptions for Specific Plan Area – Maximum Development Scenario

Land Use	New Dwelling Units (sq ft)	New Population (person)	New Non-Residential (sq ft)	New Employment (person)
Commercial and Higher-Density Residential Mixed Use	1,780	3,251	443,286	615
Commercial Recreation	0	0	12,000	15
Historic Commercial	0	0	20,264	25
Main Street Commercial	127	254	354,632	644
Residential Medium-Density and Commercial Recreation	65	176	56,213	69
Mixed Use	91	183	228,545	415
Residential High Density	166	332	228,545	0
Residential Low Density	211	501	-25,294	-25
Residential Medium Density	107	267	0	0
Waterfront Commercial	100	199	207,446	376
Total	**2,647**	**5,163**	**1,297,092**	**2,134**

Notes: sq ft = square feet. The land use types presented above in this table describe the mix and amount of anticipated land use change under the revised Specific Plan – the names of the land use types are similar to, but district from the Zoning District names in the Specific Plan.

Source: City of Suisun City, AECOM

At build out, under this maximum development scenario, new development within the Specific Plan Area could result in up to 2,647 new dwelling units and up to 1.3 million square feet of additional non-residential space (retail, restaurant, and office) that would accommodate up to 5,200 new residents and up to 2,100 new employees within the Specific Plan Area.

The non-residential land uses were sorted into different non-residential development types (retail, restaurant, and office) for the purpose of analysis of maximum parking demand, including estimates of seasonal and time of day fluctuations to this demand. Table 2 shows the breakdown of non-residential development into retail, restaurant, and office space, estimated at build out under this maximum development scenario. Of the up to 1.3 million square feet of new non-residential space that could be added within the Specific Plan Area, approximately 635,000 is assumed to be retail space, 260,000 is assumed to be restaurant space, and 402,000 is assumed to be office space for the purpose of this analysis of maximum parking demand.

Table 2: Anticipated Non-Residential Development Converted to Non-Residential Land Use Types

New Land Use	Retail Sq Ft	Restaurant Sq Ft	Office Sq Ft
Commercial and Higher-Density Residential Mixed Use	314,733	128,553	0
Commercial Recreation	6,000	6,000	0
Historic Commercial	6,890	6,687	6,687
Main Street Commercial	124,121	53,195	177,316
Residential Medium-Density and Commercial Recreation	56,213	0	0
Mixed-Use	79,991	34,282	114,273
Residential High Density	0	0	0
Residential Low Density	-25,294	0	0
Residential Medium Density	0	0	0
Waterfront Commercial	72,606	31,117	103,723
Total	**635,260**	**259,834**	**401,999**

Note: sq ft = square feet

Source: City of Suisun City, AECOM

The Specific Plan establishes minimum parking requirements for various land uses. Existing structures are only required to maintain the off-street parking spaces that were originally mandated at the time of construction, addition, or substantial modification. Any new floor area added to existing structures or construction of new structures after the plan's effective date must comply with the off-street parking provisions outlined in the Specific Plan. For multi-family residential, developers are required to provide 1 space per unit for studio and one-bedroom units, 1.5 spaces for units of two or more bedrooms, and one additional guest space for every 5 units. Parking within the one-quarter mile radius of the Suisun City train depot will be waived. All commercial land uses are required to provide approximately 1 space for every 300 gross square feet.

The minimum number of off-street parking spaces varies for each land use, as summarized in Table 3, and for uses not listed, the Specific Plan refers to the City Zoning Code.

Table 3: Waterfront District Specific Plan 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
Multi-Family Residential	
Studio	1 space per unit
One-Bedroom	1 space per unit
Two+ Bedrooms	1.5 space per unit
Guest Spaces	1 space per 5 unit, 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 than 1 space per 300 gross square feet. Proposed buildings of less than 5,000 square feet with adjacent on-street parking shall not be required to provide any off-street parking.

Notes:
(1) For developments containing five or more units, up to 35% of the required uncovered spaces may be compact car spaces

(2) On-street parking spaces adjacent to the property street frontage may be used to satisfy required off-street parking requirements

Source: City of Suisun City Waterfront District Specific Plan 2023.

While the Specific Plan details parking requirements for each land use, previous studies have adopted a more nuanced approach to estimate the parking need according to the time of day, day of the week, and season of the year. These temporal and seasonal demand estimates lay the foundation for shared parking strategies that would allow the City to match the demand generated by land uses in the Specific Plan Area without building unnecessary parking that would raise the cost of development and hinder other policy goals (such as the economic development goals of the Specific Plan and the City's General Plan). The AECOM Parking Study, produced in 2016, builds off previous work of Wilbur Smith Associates to produce the base demand estimates in Table 4.

Table 4: Parking Demand Rates for Weekday and Weekend by Land Use

Land Use	Weekday Demand	Weekend Demand	Unit
Retail [1]	2.88	4.03	space/1,000 sq ft
Restaurant [1]	6.38	6.38	space/1,000 sq ft
Office [1]	2.97	0.3	space/1,000 sq ft
Hotel [2]	1.25	1.08	space/room
Theater [1]	0.25	0.25	space/seat
Higher-Density Residential [3]	1.16	1.16	space/unit

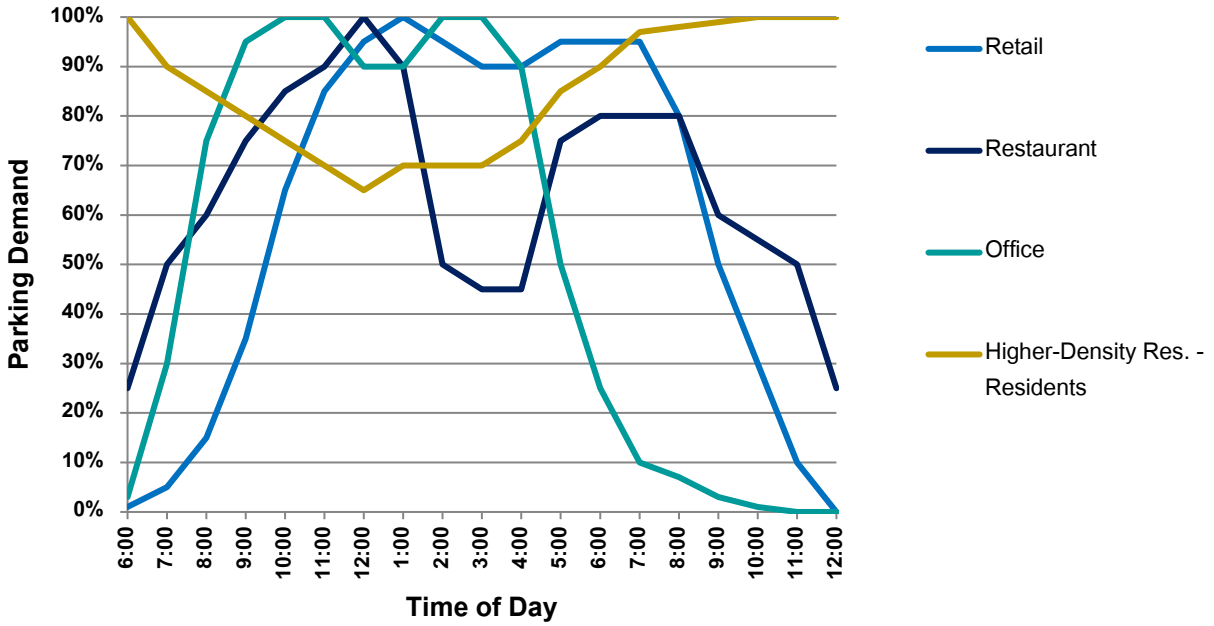
[1] Wilbur Smith Associates, *Suisun City Downtown Parking Study – Final Report*

[2] Urban Land Institute, *Shared Parking*, Second Edition

[3] AECOM 2016 (weighted average of 3 Districts studied in 2016 report)

AECOM refined these base demand estimates by factoring in the busiest months and times of day for each land use under consideration. Land uses also require parking at different times of the day, and it is the differences in these peak demand periods that allow parking supply to be shared among various uses within a parking district. Figure 2 illustrates the parking demand curves for the four land uses analyzed in this study. As shown, residential uses achieve peak demand from nighttime to early morning when residents are at home. Then, parking demand for these uses declines as people drive their cars to work, school, and other daily tasks. The opposite is shown for the non-residential uses where parking demand increases from morning through early evening. Office demand peaks while employees are at work; restaurant demand peaks during lunch and dinner mealtimes; retail demand is high from midday to evening when stores are open.

Figure 2: Parking Demand by Land Use by Time of Day



Based on considerations of demand during various seasons, days of the week, and time of day, AECOM developed a refined parking demand scenario that lowered the parking demand from the base scenario by approximately 20 to 25 percent per land use category. The final estimates of parking demand bay land use are shown in Table 5. The impact of the seasonal and temporal demand adjustments lowers the parking requirements to 1 space for every 527 sq ft of retail, 164 sq ft of restaurant, and 409 sq ft of office space.

Table 5: Seasonally and Temporally Adjusted Demand by Land Use

Land Use	Parking Space Demand
Retail	1 Space for every 527 sq ft
Restaurant	1 Space for every 164 sq ft
Office	1 Space for every 409 sq ft
Higher Density Residential	1 Space for every unit

Note: sq ft = square feet

Source: City of Suisun City, AECOM

Based on the parking demand estimated in Table 5, full buildout of the maximum development scenario evaluated in this study, new development would generate peak parking demand for approximately 5,511 new parking spaces within the Specific Plan Area. If growth were consistent from 2023 through 2035, this

results in the average annual demand for 424 net new parking spaces. Table 6 shows the allocation of demand across the four land uses.

Table 6: Net New Parking Demand by Land Use at Specific Plan Buildout

Land Use	Net New Sq Ft (Units)	Sq Ft (Unit) / Space	Average Annual Spaces	Total Spaces
Retail	635,260	527	93	1,206
Restaurant	259,834	164	122	1,583
Office	401,999	409	76	984
Higher Density Residential	2,647	1.5	134	1,738
Total			424	5,511

Note: sq ft = square feet

Source: City of Suisun City, AECOM

Additional Parking Demand Considering Historic Growth Rates

As established in the 2035 General Plan, the 2016 Waterfront District Specific Plan, and the 2023 update to the Waterfront District Specific Plan, the City is seeking to facilitate and encourage mixed-use development, particularly within the Specific Plan Area. While the maximum buildout scenario could produce many fiscal, economic, environmental, and social benefits for the City, this scenario would also represent a departure from historic growth rates.

Assuming the Specific Plan Area captures all of citywide growth in retail and residential use, and that the Specific Plan builds out consistent with historic growth trends between present and 2035, rather than the 5,511 parking spaces under the maximum buildout scenario, there could be instead the need for 134 additional parking spaces for office development, 607 spaces for restaurant/retail development, and 112 additional spaces for residential development, for a total new parking demand of 853 additional parking spaces.

Cost of Parking Structure

To estimate the probable costs associated with the construction of a shared parking structure to be built (in part or in whole) through the collection of in-lieu fees, AECOM took two approaches. The first compiles data from recently constructed public parking structures from neighboring jurisdictions and cities with Bay Area Regional Transit (BART) transportation centers. The construction costs are normalized to 2023 $USD using the Bureau of Labor Statistics (BLS) Consumer Price Index (CPI) for the San Francisco Metropolitan Statistical Area (MSA). Table 7 shows the size (number of spaces) and cost (2023 $USD per parking space) for 16 parking structures built in the region. The average size for parking structures in the sample is 805 spaces, ranging from 178 spaces to 1,547. The average cost per space in the sample is $34,189, ranging from $26,740 to $53,778. The cost varies based on location and building type, with structures built below grade or on complicated terrains costing more to construct than those built above grade.

Table 7: Comparable Parking Structures

Parking Structure	Spaces	Cost/ Space (2023 $USD)
San Leonardo Municipal	380	$28,565
Federal Facility SF	377	$30,615
East Bay Community College	900	$33,587
Jack London AMTRAK	1,086	$41,221
Fruitvale BRT	506	$32,585

Richmond BRT	678	$53,778
Hayward City Hall	178	$27,017
Hayward Cinema Place	244	$40,545
Fairfield Transportation Center	400	$28,340
Livermore Valley P&R	502	$27,979
Dublin/Pleasanton BART	1,513	$38,142
West Dublin/Pleasanton	1,180	$27,948
Pleasant Hill BART	1,547	$45,508
Fairfield Center Expansion	1,200	$34,351
Vallejo Station	1,300	$26,740
Solano County Center	1,050	$30,098
Average	**815**	**$34,189**

Source: Walker Parking Consultants, Metropolitan Transportation Commission, City of Vallejo, Clark Construction, BLS, AECOM

AECOM also estimated the costs to build a new parking structure in the City through a pro forma analysis that models the inputs typically associated with new construction. These inputs include direct costs (materials and labor), indirect costs (design, planning, legal), and financing costs. Table 8 shows the key inputs and assumptions used in the proforma analysis. Based on a representative sample of parking structures built in neighboring jurisdictions, the prototype parking structure contains 5 stories with 1,200 spaces on 2 acres of land. Cost estimates include space for ingress/egress, circulation, elevators, and stairwells. The complete structure would cost approximately **$41 million** or **$34,173 per parking space**. This estimate is remarkably similar to the average costs associated with the sample structures in Table 7.

Table 8: Pro Forma Parking Structure Construction Costs

Project Overview		
Site Area		
In AC	2	
In Sq Ft	87,120	
Building Area		
Spaces	1,200	
Sq Ft/Space	325	
Gross Sq FT	390,000	
Direct Costs		
On-Site Improvements	$1.0 per site sf	$87,120
Building Hard Costs	$69 per gross sf	$26,795,843
Contractor Fees	18% of all hard costs	$4,838,933
Hard Cost Contingency	5% of all other direct costs	$241,947
Total Direct Costs		**$31,963,843**
Indirect Costs		
A&E	5% of all direct costs	$1,438,373
Legal, Insurance, Warranty	3% of all direct costs	$958,915
G&A	1% of all other indirect costs	$23,973
Developer Fee	4.5% of all direct costs	$1,438,373
Soft Cost Contingency	5% of all other indirect costs	$192,982
Total Indirect Costs	10% of all total costs	**$4,052,616**

Financing Costs[1]		
Loan Amount		$21,609,875
Loan Fees		$432,198
Construction Period Interest		$831,149
Total Financing Costs		**$1,263,347**
Total Costs		
Total Costs (excl. developer return and land)		$37,279,805
Developer Return on Cost	10% of all total costs	$3,727,981
Total Development Costs		**$41,007,786**
Value per gross sq ft		*$105*
Value per space		*$34,173*

1 Financing Assumptions: 60% LTC, 2% Fee, 5% Interest, 18 months construction)

Source: RS Means, AECOM

The estimated cost for a new parking space in a parking structure from both a representative sample and proforma analysis are both approximately $34,200. This figure should serve as the baseline costs from which the City derives its in-lieu fee in light of additional considerations and policy objectives.

Additional Considerations

Jurisdictions can adjust this amount up or down according to a tailored parking strategy designed to meet particular goals. Options for a parking in-lieu fee include:

A. **Charge the equivalent to the costs of construction**. This strategy requires that developments pay pro-rata fees that are directly related to the cost of off-street parking. Developments that could more easily provide surface parking on-site (based on preference, design, or lower floor area ratio [FAR]) would opt out of the fee program.

B. **Charge to cover construction, land acquisition, and maintenance**. This strategy requires developers to pay above the equivalent costs of construction to also cover a portion or all of the costs of land acquisition and property maintenance. The fee would take into consideration the additional costs of collecting fees, administering funds, overseeing construction, and carrying out routine maintenance of parking structures.

C. **Charge below the equivalent costs of construction**. This strategy sets the fee below the equivalent costs of construction in order to encourage widespread participation in the program. The lowering of the fee would require the availability of additional sources of funding/revenues, such a public subsidy, land donation, partnership with another agency, or the ability to charge for parking for a portion of the total spaces or during certain times of the day or week. The fee could rise gradually as development reaches buildout or subsidies wane.

The fee should be tied to the appropriate construction cost index (discussed below) to rise or fall over time with the costs of construction.

Beyond the costs of the initial construction, a number of additional considerations could impact the assessment of a parking in-lieu fee, including the cost of maintenance, land for development, and cost escalations over time.

Over time, the City will need to cover the costs of maintenance of the shared parking structure. These costs vary contingent on the development type, building materials, location, and use. Routine maintenance costs and eventual replacement of building materials will be required. Some jurisdictions require an annual maintenance credit be paid to cover these costs, while others cover repairs through

public funds or district taxes. The City could also consider charging a fee for drivers wishing to use the shared parking structure to help offset construction, maintenance, and operational costs.

The most effective shared parking strategies would develop parking structures in a central location that best serves the businesses and residences that opted to pay the fee rather than develop on-site parking. The 2016 AECOM Parking Study identifies several potential vacant and underutilized lots in the Specific Plan Area that could serve as the location for future shared parking developments. The City must acquire the land necessary to build the shared parking structures. If no public land is readily available and the City does not plan on funding land acquisition costs through other means, the in-lieu fee could include the costs of buying land. AECOM survey recent land sales transactions (2021-2023) both within the City and within a 5-mile radius of the center of the Specific Plan Area. The average sales price was approximately $16 per square foot of vacant land. If the cost of land were incorporate into the proforma table in Table 8, this would indicate an additional $1,161 per parking space.

Construction costs rose notably in the years impacted by pandemic-related economic downturn, rising by approximately 11.5 percent in 2021 and 12.8% in 2022, according to CBRE.[1] While construction costs are expected to normalize in 2023, yearly escalations must still be accounted for in the design of an impactful in-lieu fee.

While the in-lieu fee could be scaled up over time to account for these escalations, the future costs of materials and labor are unknown, and recent historical events show that year over year costs can increase dramatically for a number of unpredictable reasons. There are a number of cost indices to which the City could peg the in-lieu fee to assure future fees can cover future costs of development. The fee should be revisited and updated annually to this end. There are a number of private and public resources to estimate construction cost escalations. Paid services such as RS Means and the Engineering News Record Construction Cost Index are reliable sources of construction cost data.

5. Conclusion

The amount of potential new development envisioned in the Specific Plan suggests the potential need for structured parking options and viable alternatives to vehicle transportation in the long-term. However, developing structured parking is expensive, and can be especially problematic in a small downtown environment like Suisun City where many small users contribute to a cumulatively large parking demand. It may be an option for some large future development projects to provide their own structured parking options within the planning area. For example, a new hotel, multi-story office, or residential project may be able to finance structured parking with designated spaces for project tenants and possible excess supply for public parking users. However, for the majority of future projects in the study area, independent construction of structured parking will not be an option. The City could establish some type of benefit district and collect fees with new development to fund the future construction of centralized structured parking. The City could also allow collected in-lieu fees to fund alternatives to the construction of parking, such as pedestrian, bicycle, and transit improvements to encourage non-vehicle use in the Specific Plan Area.

The estimated cost for a new parking space in a parking structure from both a representative sample and proforma analysis are both approximately $34,200. While some parking strategies encourage lowering the in-lieu fee below the projected cost to encourage developers to participate in shared parking programs, others inflate the costs to cover administrative and maintenance costs that will be incurred through the collection of fees, financing of development, and administering the shared parking structure. Parking in the City to date is entirely surface parking, for which costs are well below that of structured parking. Nonetheless, the compact, walkable urban core envisioned in the Specific Plan requires higher density development without sprawling parking lots. The City should evaluate options, including whether to scale the in-lieu fee up or down, consistent with goals of the General Plan and Specific Plan.

[1] https://www.cbre.com/insights/books/us-real-estate-market-outlook-2023/construction-costs

Appendix A

A.1 Existing In-lieu Fees in Comparable Jurisdictions

The following table includes a summary of in-lieu fees from selected cities through California.

Jurisdiction	In-lieu Fee
Beverly Hills	$49,967
Healdsburg	$47,834
Davis	$10,630
Emeryville	$99,655
Hermosa Beach	$39,198
Huntington Beach	$36,341
Millbrae	$18,913
Mountain View	$34,547
Palo Alto	$89,158
Pismo Beach	$47,834
San Luis Obispo	$22,684
Ventura	$32,481
Walnut Creek	$35,261

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City of Suisun City

Updated Waterfront District Specific Plan Consistency Analysis









January 2024

City of Suisun City

Updated Waterfront District Specific Plan Consistency Analysis

January 2024

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ACRONYMS AND ABBREVIATIONS

µg/l	micrograms per liter
AB	Assembly Bill
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	Civic
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
HC	Historic Commercial
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
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
VdB	vibration decibel(s)
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

In 2016, the City of Suisun City (City) adopted updates to the Waterfront District Specific Plan (WDSP) (previously known as the "Downtown Waterfront Specific Plan"). The City is currently proposing to adopt additional updates to the Waterfront District Specific Plan. This document provides the appropriate California Environmental Quality Act (CEQA) analysis and findings to support the City's action on the 2023/2024 proposed update to 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 proposed 2023/2024 updates to 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 amended in 1999 and 2016, when the name was changed from the "Downtown Waterfront Specific Plan" to the "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 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 Geneal Plan also includes detailed Programs that are designed as mitigation measures to be implemented within subsequent projects developed under the General Plan.

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, 1999, and 2016 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 UPDATE TO SPECIFIC PLAN

The proposed update to the WDSP consists of the following changes:

- Addition of new Specific Plan goal to facilitate housing development within the Specific Plan Area.

- Modifications to Land Use Zones, including replacing Commercial-Office-Residential (C/O/R) with Downtown Mixed Use (DMU) and converting the area north of SR 12 to DMU.
- Revisions to DMU permitted uses to allow single-family and multi-family residential dwellings, including ADUs.
- Renamed Public Facilities (PF) Zone to Civic (C) Zone.
- Removed Section 3.2 District and Opportunity Area Concepts and Figure 3.2 District and Opportunity Area Land Use Concept.
- Replacement of subjective Design Guidelines with objective Design Standards to enhance certainty with clear requirements for developers.
- Revisions to Site Plan and Architectural Review process and Administrative Review and Conditional Use Permits discussion.
- Minor language changes to reflect current conditions.

2.3 ALLOWABLE LAND USE

Allowable land use within the Specific Plan Area is shown in the updated Exhibit 2-1. The updated WDSP Land Use Map identifies zones that govern future development. Each zone has different allowable land uses and development standards in the updated WDSP. Zones in the updated WDSP consist of:

- **Residential Low Density (RLD).** This zone provides for single-family and other lower-density residential development types at up to 12 dwelling units per net acre.
- **Residential Medium Density (RMD).** This zone provides for a wide variety of residential development of between 12.1–24.9 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.
- **Residential High Density (RHD).** This zone provides for a wide variety of multi-family residential development types between 25–54 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.
- **Historic Residential (HR).** The purpose of the HR zone is to allow compatible development between 6 and 18 units per acre, to 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.

- **Historic Commercial (HC).** 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 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.

- **Civic (C).** The Land Use Map designates locations of existing and planned civic facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The C 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.

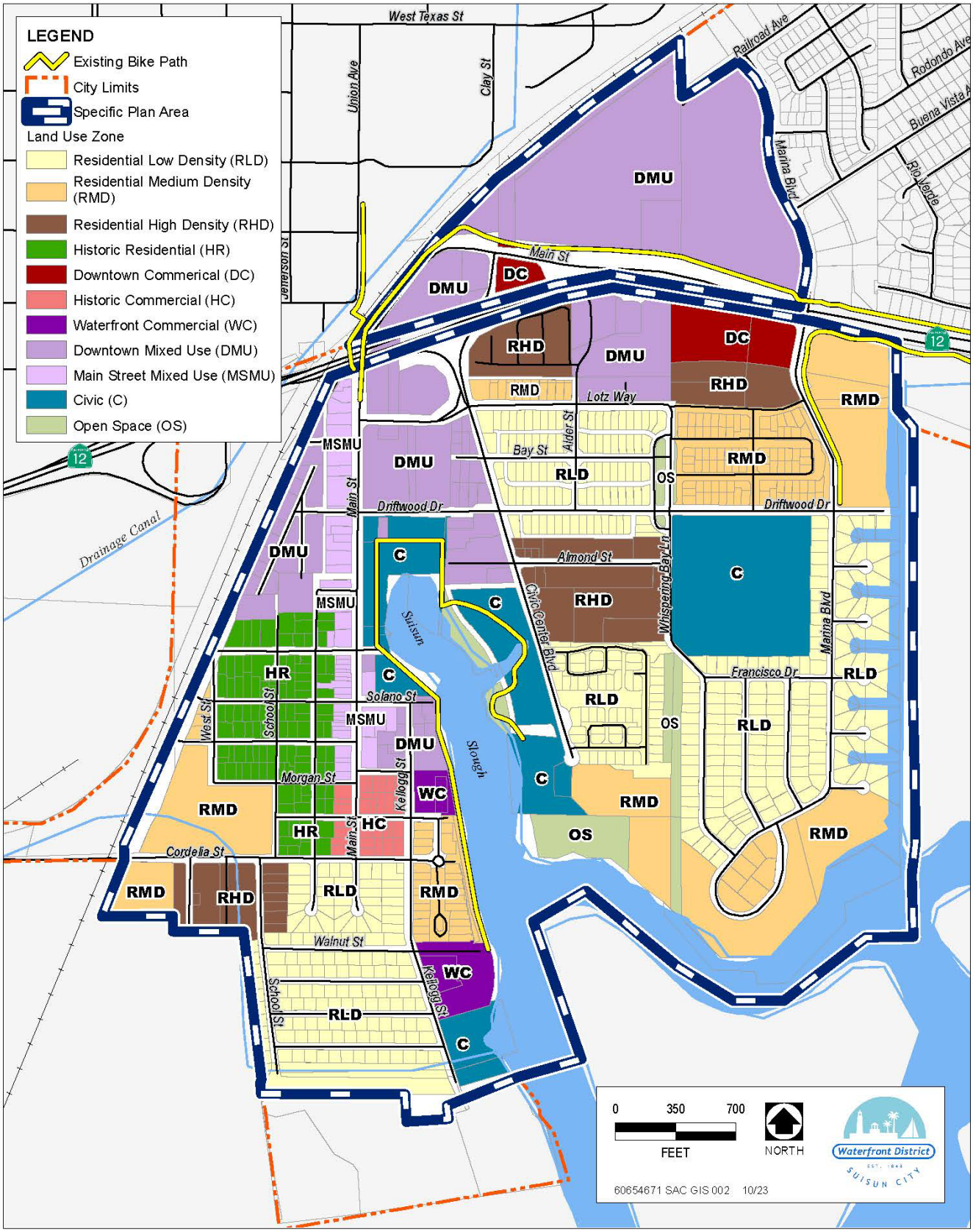


Exhibit 2-1: Land Use Map

3 CONSISTENCY ANALYSIS

The following checklist examines the potential environmental impacts that may result from implementation of the proposed updates to the WDSP.[2]

Since the 2015 General Plan EIR was certified, the CEQA Guidelines Appendix G checklist was updated. Among those updates was the additional of questions related to energy use, renewable energy, and energy efficiency. Energy is addressed in the greenhouse gas emissions section of this Specific Plan Consistency Analysis. Also added as a part of these relatively recent changes was a new section with questions related to wildfire. Wildfire is addressed in this Specific Plan Consistency Analysis under the heading, "Hazards and Hazardous Materials," in Section 3.8. A section addressing tribal cultural resources was added in Appendix G and is addressed as a part of the cultural resources assessment in this Specific Plan Consistency Analysis. In addition, consistent with Senate Bill 743, the Transportation section of Appendix G was updated to include criteria for assessing Vehicle Miles Traveled (VMT) for determining a project's traffic impacts[3]. While VMT in itself is not an environmental impact, VMT could result in associated physical environmental impacts, such as those related to criteria air pollutants, greenhouse gas emissions, and transportation-related noise. VMT related changes attributable to implementation of the updated Waterfront District Specific Plan are comprehensively addressed in the Air Quality, Greenhouse Gas Emissions, and Noise sections of this updated Consistency Analysis. The conclusions from the 2015 Consistency Analysis remain unchanged despite these changes to the CEQA Guidelines Appendix G checklist.

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 updated WDSP. The applicable uniform development policies and standards include both those that have been included in policy diagrams, narrative policies and standards in the proposed updates to the WDSP, as well as those from the 2035 General Plan that will be required for new developments proposed under the updated WDSP. Applicable uniform development policies and standards that will be incorporated by development under the updated WDSP are summarized in Section 4, "Applicable General Plan Policies and Programs," at the end of this checklist.

The checklist indicates whether the updated 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.

3 SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts, as well as recommend methodologies and significance thresholds. SB 743 does not change the discretion that lead agencies have to select methodology or define significance thresholds.

Impacts attributable to implementation of the proposed updates to the 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) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
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."[4] New development, depending on the design and location, could even increase public access to important aesthetic resources.

Following the adoption of the City's 2035 General Plan, changes to the CEQA Guidelines Appendix G followed the approach taken by the City on evaluating impacts related to the change in visual character. The Appendix G checklist now recommends that, if a project site is within an urbanized area, the impact analysis should focus on whether the proposed project is consistent with relevant design standards, rather than whether a particular change to visual character is adverse or significant. Please see above under item c). The Waterfront District Specific Plan Area is within an urbanized area.[5]

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

[4] City of Suisun City. 2035 General Plan EIR, page 3.15-2.
[5] Please see the U.S. Census Bureau website for more details: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua28657_fairfield_ca/DC10UA28657.pdf.

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 updated 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 updated WDSP. The proposed changes associated with rezoning and development densities would result in the same impacts to scenic vistas and visual character as described in the 2035 General Plan EIR. The impacts, then, associated with the development of these properties in the updated WDSP were 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 contained in the updated 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

Section 6.2 provides standards 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 and design standards. The standards enforce elements of historic residential styles in a modern context and ensure compatibility with existing residential development. The standards also provide direction for recreational space, open space, and landscaping. Implementation of these standards would reduce the change to visual character.

- Section 6.2.4 incorporates residential building design standards for architectural details, garages, and fencing in order to avoid a “cookie-cutter” appearance. The standards encourage architectural elements to provide variety, compatibility of color with the waterfront, recessed garages, and setbacks and landscaping for fencing. These standards 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

Section 6.3 provides standards for the commercial and mixed-use zones. The standards 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 standards for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The standards 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 standards would reduce the change to visual character.

Civic and Open Space Standards

Section 6.3.7 provides standards for lot coverage, setback, and heights for civic uses and open space. Implementation of this policy would help reduce the change to the existing visual character.

General Development Standards

Section 6.4 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 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 changes proposed in the updated WDSP 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 changes proposed in the updated WDSP are 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 updated WDSP. The impacts, then, associated with the development of these properties were 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 contained in the updated WDSP would help to reduce impacts associated with increases in nighttime lighting and daytime glare.

Residential Development Standards

Section 6.2 provides standards for residential development.

- Section 6.2.3 contains residential site and design standards. Per the standards, 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 standards would substantially mitigate the potential impacts of nighttime lighting.

Commercial and Mixed-Use Development Standards

Section 6.3 provides standards for the commercial and mixed-use zones.

- Sections 6.3.3 through 6.3.4 contain standards 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 6.4 provides general development standards that enforce policies related to building maintenance, signage, windows and doors, color, fencing, landscaping, trash enclosures, and parking standards.

- Section 6.4.2 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 updated 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 updated WDSP 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 updated WDSP or impacts that would be peculiar to the parcel and more severe for the updated WDSP than the General Plan.

CONCLUSION

Since no state-scenic highways are within the WDSP 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 changes proposed in the updated WDSP are 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 Area is located within the already developed area of downtown Suisun City. The updated WDSP will continue to facilitate 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 SR 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 updated WDSP would not result in cancellation of any Williamson Act contracts and would not conflict with existing zoning for agricultural uses.

The updated 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 updated WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 SR 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 resulted in conflicts 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 updated WDSP.

The updated 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 updated WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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) 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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely 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 updated 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 updated WDSP. The land uses types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were 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 updated WDSP allows additional high-density residential development, rather than exclusively retail commercial land uses, in some of the areas near the Suisun-Fairfield train depot. However, there could be environmental benefits associated with replacing what had been assumed to be retail commercial development that would have drawn trips from a broader area, with additional housing near transit. Implementation of the development standards contained in the updated 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 updated 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 4-8 of the updated 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 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 contained in the updated 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to 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 updated WDSP 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 $PM_{2.5}$ 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to 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 updated WDSP 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 contained in the updated 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 4-8 of the updated 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 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 contained in the updated 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 updated WDSP 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 Wildlife 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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (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.

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 updated WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR. The City had additional research and survey work completed in 2015 for specific properties within the WDSP (as amended in 2016), to support the consistency analysis. Because the same properties are proposed for development under this updated WDSP as those that were proposed for development in the 2016 WDSP amendment, no further biological surveys are warranted to support this updated WDSP.

Conclusions

Exhibit 3-1 shows habitat types in the WDSP Area (Suisun Slough, saline emergent wetlands, and the Suisun Drainage Canal), which have not changed. 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 updated 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.

The WDSP Area 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 updated WDSP 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 contained in the updated WDSP would help to reduce impacts to biological resources. The updated 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 updated 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.

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.

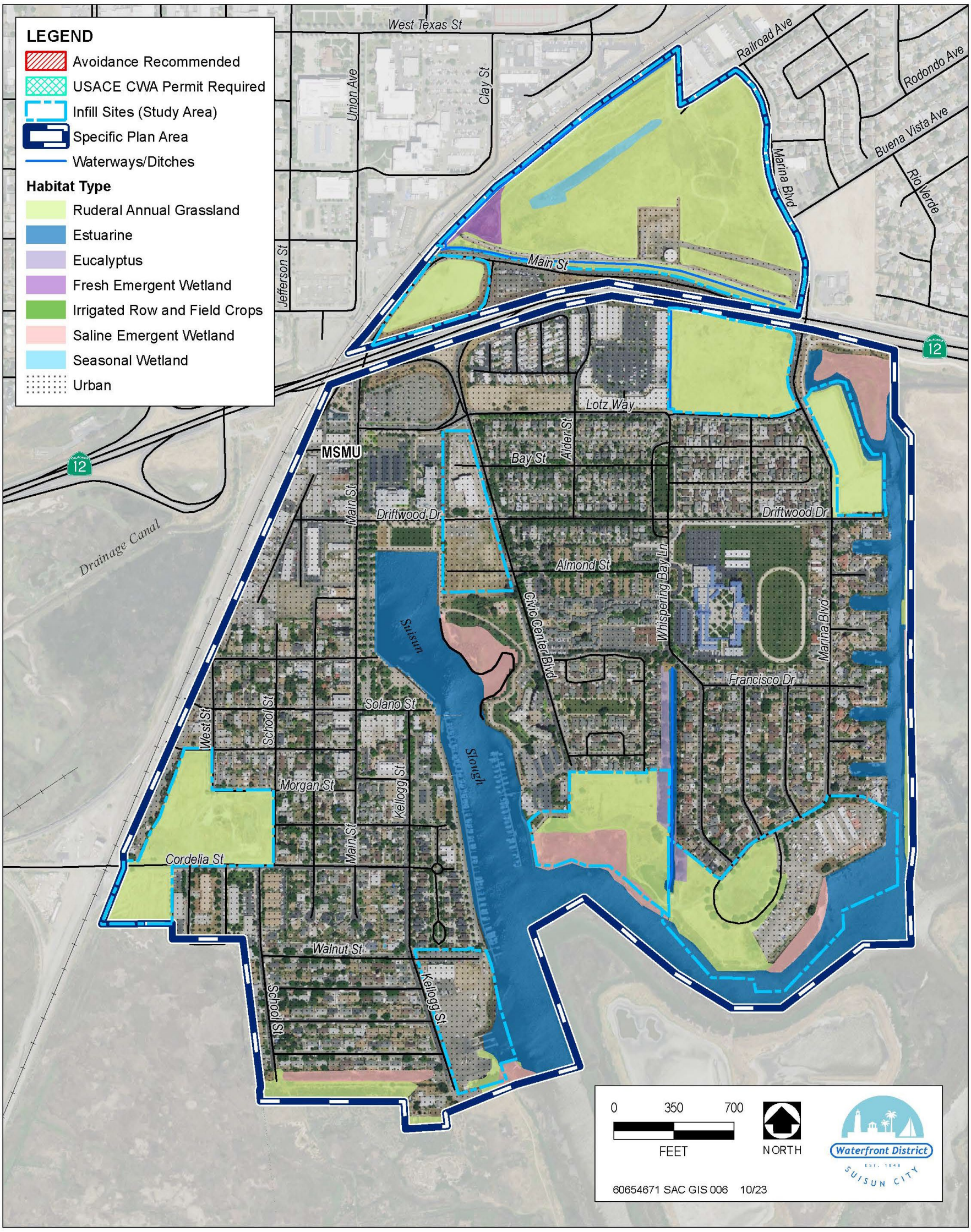


Exhibit 3-1: Habitat Types

- **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) 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 updated 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 updated WDSP. The impacts, then, associated with the development of these properties were 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 initiated consultation with Native American tribes as part of the 2016 WDSP amendments. Other than a request from the Yoche Dehe Wintun Nation for a copy of the cultural resources study that was previously prepared for the WDSP, no other correspondence from Native American Tribes was received.

Since the certification of the 2015 General Plan EIR, the CEQA Guidelines Appendix G checklist was revised to include an evaluation pertaining specifically to tribal cultural resources. The General Plan includes *Program*

OSC-5.1: Cultural Resource Review and Mitigation which identifies the consultation process and reduces potential impacts to tribal cultural resources, consistent with current state statutory and regulatory requirements.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Implementation of the development standards contained in the updated WDSP would substantially reduce impacts to historical resources.

Residential Development Standards

Section 6.2 provides standards 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 and design standards. The standards 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

Section 6.3 provides standards for the commercial and mixed-use zones. The standards address elements such as building heights, form and composition, storefront design, and signage to preserve the historic character and small-town quality of the updated 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 standards for building height, building form and style, exterior walls and materials, windows and doors, roofs, and color. The standards 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 standards would reduce the change to the existing historic character.

General Development Standards

Section 6.4 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 contained in the updated 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 updated WDSP 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.

3.6 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) Directly or indirectly cause 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), creating substantial direct or indirect 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

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 updated 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 updated WDSP 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 updated 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 updated 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 updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 the establishment of 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.

- **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 updated WDSP 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.

3.6.3 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

The same properties that were assumed to develop under the 2035 General Plan are also assumed to potentially develop under the updated WDSP. As shown in Exhibit 7-10 of the 2035 General Plan Open Space and Conservation Element, projects within the updated 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 updated WDSP would have no impact on unique paleontological resources.

CONCLUSION

Since no unique paleontological resources are within the WDSP Area, there are no applicable uniform development policies and standards.

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 updated WDSP is to promote housing 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 4-8 of the updated 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 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 6.2.3 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 6.4.3 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.

The updated WDSP allows residential development, rather than exclusively retail commercial land uses, in some of the areas adjacent to the Suisun-Fairfield train depot. This could result in environmental benefits associated with replacing what had been assumed to be retail commercial development that would have drawn trips from a broader area, with additional housing near transit. Since the number of trips could be reduced, associated GHGs that would otherwise have been generated by these trips would also be reduced.

General Plan

In addition to the standards contained in the updated 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

Consistency Analysis

General Plan policies and programs reduce automobile use, require pedestrian-friendly development, promote mixed-use, higher-density, infill development, and reduce parking requirements.

- **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 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated 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 updated WDSP 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 reducing 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 updated WDSP 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 Area is not located in proximity to Travis AFB; therefore, known hazardous materials contamination at the AFB would have no impact on properties within the updated WDSP Area.

A Phase I Environmental Site Assessment was prepared in 2015 to investigate the potential that hazardous materials might be present on specific properties within the WDSP. The same properties that were assumed to develop in the 2016 WDSP amendment are also assumed to potentially develop under the updated WDSP. The potential for various hazardous materials to be present within the WDSP Area has not changed since the 2016 amendment. These hazardous materials may include the following:

- Asbestos-containing materials (ACMs) and lead-based paints, which may be present in older structures, particularly in the historic downtown area.
- Soil contaminated with petroleum hydrocarbons at the former Crystal School property.
- Soil and groundwater contaminated with tricholoroethylene at the former Sheldon Oil Truck Washing facility.
- Groundwater contaminated with petroleum hydrocarbons at the former City Corporation Yard.
- Soil contaminated with heavy metals at the former Fairfield-Suisun Sewer District Wastewater Treatment Plant.

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 updated 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 updated WDSP. The impacts, then, associated with the development of these properties were 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 updated WDSP 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 updated 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 updated WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the

updated WDSP 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 in the WDSP Area.

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 boundaries of the WDSP Area have not changed as part of the proposed update. The WDSP Area is 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. The updated WDSP includes these same height limits. 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 updated WDSP 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 4-8 of the updated 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 contained in the updated 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 Area is not in a high or very high fire risk area. Fire hazard severity zone mapping of the WDSP Area has not changed since the 2035 General Plan was prepared (California Department of Forestry and Fire Protection 2021). The edges of the WDSP have a moderate fire risk (City of Suisun City 2017).

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, 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 updated WDSP 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 or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation or through the addition of impervious surfaces;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding;	☐	☐	☐	☒
iii) 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;	☐	☐	☐	☒
iv) impede or redirect flood flows??	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated WDSP would help to reduce impacts from hydromodification and increased stormwater runoff by reducing the addition of impervious surfaces.

- Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards contained in the updated 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 updated WDSP 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, now known as the California Department of Fish and Wildlife), 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 updated 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 updated WDSP. As shown in Exhibit 9-4 of the 2035 General Plan Public Health and Safety Element, most of the WDSP Area is within a 100-year floodplain as designated by the Federal Emergency Management Agency (FEMA). 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 updates to the WDSP, including minor land use and density changes. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the updated WDSP 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 contained in the updated WDSP would help to reduce impacts associated with dam failure by providing a well-connected circulation system for evacuation (see updated WDSP Figure 4-1).

- Section 4.1.4 contains roadway design standards which aim to enhance safety and connections. Figures 4-2 through 4-8 of the updated 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 per the City's Emergency Operations Plan.

CONCLUSION

Uniformly applied development policies and standards will substantially mitigate environmental effects of the updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 preservation as open space (see updated WDSP Figure 3-2).

- Section 6.3.3 encourages landscaping and pervious paving surfaces.

General Plan

In addition to the standards contained in the updated 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.

- **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 updated WDSP 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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 proposed updates to the WDSP are subservient to, and must be consistent with, the 2035 General Plan. The 2035 General Plan includes a program to periodically 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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.

3.11 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels??	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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.

- **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 updated WDSP 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 SR 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 vibration decibel(s) [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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated WDSP 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 Area 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 unplanned 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 people or homes, 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impacts 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP or the site that would result in additional impacts beyond those identified in the 2035 General Plan EIR.

CONCLUSION

Since impacts 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated WDSP does not propose to displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. The updated 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 updated 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 updated WDSP does not change the approach envisioned in the 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 updated WDSP 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, 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 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 updated WDSP 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.:				
a) Would the project 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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the updated WDSP 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 updated 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 standards 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.A specifically for the SR 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:

- **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 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 updated WDSP 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

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/ Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

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.

The 2035 General Plan EIR also found that segments of SR 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 SR 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 SR 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated WDSP would help to reduce impacts associated with roadway traffic capacity by reducing automobile travel.

- Chapter 1 explains that the updated WDSP proposes additional residential development, rather than retail commercial land uses, in some of the areas adjacent to the Suisun-Fairfield train depot. This would provide environmental benefits associated with replacing what had been assumed to be retail commercial development that would have drawn trips from a broader area, with additional housing near transit.

- Section 4.1.4 contains roadway design standards which aim to enhance pedestrian, bicycle, or transit safety and connections. Figures 4-2 through 4-8 of the updated 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 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 contained in the updated 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 updated WDSP 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. In addition, changes to traffic congestion are not considered an impact under CEQA.

3.16.2 ROADWAY TRAFFIC CAPACITY – CONGESTION MANAGEMENT PROGRAM ROUTES

The 2035 General Plan EIR found that certain segments of SR 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated WDSP would help to reduce impacts associated with congestion by reducing automobile travel.

- Chapter 1 explains that the updated WDSP proposes additional residential development, rather than retail commercial land uses, in some of the areas adjacent to the Suisun-Fairfield train depot. This would provide environmental benefits associated with replacing what had been assumed to be retail commercial development that would have drawn trips from a broader area, with additional housing near transit.

- 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 updated 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 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 contained in the updated 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 updated WDSP 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. In addition, changes to traffic congestion are not considered an impact under CEQA.

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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant

effects that are peculiar to the updated WDSP 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 contained in the updated WDSP conflict with the Transportation Element policies or with the land use projections and policies in the Land Use Element of the General Plan.

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 automobile 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 4-8 of the updated 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 contained in the updated 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 contained in the updated 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 contained in the updated 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 updated WDSP 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) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the waste water treatment provider, which 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?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction 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. Further, according to the Fairfield-Suisun Sewer District (FSSD) 2020 Wastewater Collection System Master Plan Update, the WWTP has a current design capacity of 23.7 million gallons per day (mgd) average dry-weather flow and 52.9 peak wet-weather flow. Currently, the WTTP treats 16.1 mgd average dry-weather flow, and average daily flow could reach 23.0 mgd with buildout of FSSD service area. As such, the WTTP would have adequate capacity to serve buildout of the FSSD service area in the long-term (Woodard & Curran 2020). Therefore, this impact was considered less than significant.

IMPACTS PECULIAR TO THE PARCEL

The updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 major force main pipeline between Suisun Pump Station and Central Pump Station. This project will improve service to the nearby communities and is anticipated to be completed by fiscal year 2026/2027.

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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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. c. Since both proposed development and existing customers will benefit, the project is assumed to be funded 50 percent from capacity charges and 50 percent 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.

- **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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 major force main pipeline between Suisun Pump Station and Central Pump Station. This project will improve service to the nearby communities and is anticipated to be completed by fiscal year 2026/2027.

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 contained in the updated 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.

- **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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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.

APPLICABLE UNIFORM DEVELOPMENT POLICIES AND STANDARDS

WDSP

Updated WDSP Chapter 5, "Open Space + Civic 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 updated WDSP 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 SSWA's updated 2023 Urban Water Management Plan (UWMP) also identifies sufficient water supply to meet demand during normal, single-dry, and multiple-dry years through 2045 (Maddaus Water Management 2023).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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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

Updated WDSP Chapter 5, "Open Space + Civic 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 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 percent from capacity charges and 50 percent 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 updated WDSP 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 updated 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 updated WDSP. The land use types, densities, and intensities assumed for the Downtown Specific Plan land use designation under the 2035 General Plan, and analyzed in the General Plan EIR, are consistent with those now assumed as a part of the proposed updates to the WDSP. The impacts, then, associated with the development of these properties were addressed as a part of the General Plan EIR, and there are no project-specific significant effects that are peculiar to the updated WDSP 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 updated WDSP 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.

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 updated 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 $PM_{2.5}$ 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.

- **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.

- **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.

- ✓ 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.

- **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.

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California Environmental Quality Act Exemption Findings
City of Suisun City
Waterfront District Specific Plan

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1 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." In 2014, the City received grant funding from the Solano Transportation Authority to prepare an update to the WDSP. This update addressed the Specific Plan Area, which expanded on the previous WDSP boundaries to include the properties north of State Highway 12 (SR 12) – at the northwest corner of Marina Boulevard and SR 12 and the properties between Main Street and SR 12, including the "Denverton Curve" property in the northwest of the Specific Plan Area.

In 2020, the City received a Senate Bill (SB) 2 grant from the State of California, through a program administered by the California Department of Housing and Community Development. The City used the SB 2 grant funds to prepare this update to the 2016 WDSP policies and development standards to better facilitate housing development, particularly in areas with high-quality transit and within walking distance of employment, services, and entertainment.

1.1 IMPLEMENT THE 2035 GENERAL PLAN

In 2015, the City adopted a comprehensively revised General Plan. The 2035 General Plan provides 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 Geneal Plan also includes detailed Programs that are designed as mitigation measures to be implemented within subsequent projects developed under the General Plan.

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, 1999, and 2016 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.

1.2 ALLOWABLE LAND USE

The updated WDSP Land Use Map (**see Exhibit 2-1 in the attached Specific Plan Consistency Analysis**) 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 at up to 12 dwelling units per net acre.

- **Residential Medium Density (RMD).** This zone provides for a wide variety of residential development of between 12.1–24.9 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.

- **Residential High Density (RHD).** This zone provides for a wide variety of multi-family residential development types between 25–54 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.

- **Historic Residential (HR).** The purpose of the HR zone is to allow compatible development between 6 and 18 units per acre, to 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.

- **Historic Commercial (HC).** 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 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.

- **Civic (C).** The Land Use Map designates locations of existing and planned civic facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The C 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 CEQA REVIEW AND FINDINGS

The City of Suisun City ("City") is the lead agency for purposes of compliance with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.). Pursuant to CEQA Guidelines Section 15060, the City has performed a preliminary review and determined that the updated Waterfront District Specific Plan (also known as "the project") is exempt from further CEQA review pursuant to the provisions of Public Resources Code Section 21083.3 and CEQA Guidelines Section 15083, as detailed in the material that follows and in Attachment A.

2.1 THE SPECIFIC PLAN IS EXEMPT FROM ADDITIONAL CEQA REVIEW PURSUANT TO PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183.

Public Resources Code section 21083.3 and CEQA Guidelines Section 15183 provide a limited statutory exemption from CEQA for qualifying projects. Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

Public Resources Code Section 21083.3(d) and CEQA Guidelines Section 15183 (f) further define 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, which need not include an environmental impact report, that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

2.2 ADOPTION OF GENERAL PLAN AND CERTIFICATION OF GENERAL PLAN EIR

The City Council of the City of Suisun City certified the City of Suisun City 2035 General Plan Final Environmental Impact Report (General Plan EIR, SCH #2011102046), consisting of the Draft Environmental Impact Report (DEIR), revisions to the DEIR, comments on the DEIR, and responses to comments, and subsequently adopted the City of Suisun City 2035 General Plan (General Plan).

The 2035 General Plan EIR declared the City's intent to make use of the limited specific limitation from CEQA described in Public Resources Code Section 21083.3:[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

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

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."

The exemption described in Public Resources Code section 21083.3 and CEQA Guidelines Section 15183 applies to the updated Waterfront District Specific Plan and no further environmental analysis is required since all of the effects on the environment caused by the updated Waterfront District Specific Plan were adequately analyzed and mitigation measures provided for in the General Plan EIR; there are no significant effects on the environment that are peculiar to the parcel or to the updated Waterfront District Specific Plan not addressed and mitigated in the 2035 General Plan EIR and by uniformly applied development policies; and there is no new information showing that any of the effects shall be more significant than described in the 2035 General Plan EIR.

2.3 THE PROJECT IS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

The specific limitation applies to a project if the following conditions are met:

- the project is consistent with a community plan adopted as part of a general plan; a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or; a general plan of a local agency and

- an EIR was certified by the lead agency for the zoning action, the community plan, or the general plan (CEQA Guidelines Section 15183[d]).

The City finds and determines that the updated Waterfront District Specific Plan is consistent with the 2035 General Plan EIR, which was approved by the City Council and for which the 2035 General Plan EIR was certified.

The 2035 General Plan includes a land use designation called "Downtown Waterfront Specific Plan," which provides guidance on allowable land use, as well as allowable density, measured in units per gross acre, and also development intensity, measured in floor area ratio, or FAR, which is the relationship between gross building floor space and the land area of a parcel:

2.3.1 GENERAL PLAN LAND USE DESIGNATION: DOWNTOWN WATERFRONT SPECIFIC PLAN

- Allowable land uses: Provides for a wide range of uses allowed by the Downtown Waterfront Specific Plan, including "horizontal" (same site) and "vertical" (same building) mixed retail, commercial service, professional office, public services and facilities; research, assembly, fabrication; low-, medium-, and higher-density dwelling units; and other compatible uses.

- Allowable density: 8 to 45 units per gross acre

- Allowable intensity: 0.5 to 3.0 FAR

- Guidance for mixed-use projects: Mixed-use projects may use FAR to regulate intensity of combined residential and nonresidential sites or may use the FAR and density (units per acre) separately for the nonresidential and residential portions of the project.

Although the name of the Specific Plan has changed from Downtown Waterfront Specific Plan to Waterfront District Specific Plan during the 2016 update, the allowable land uses, density, and development intensity in the updated Waterfront District Specific Plan are consistent with that allowed under the 2035 General Plan.

The updated Waterfront District Specific Plan also describes allowable land use, density, and development intensity. However, instead of a single land use designation, the updated Waterfront District Specific Plan includes four residential zones, five commercial and mixed-use zones, a civic zone and an open space zone:

- Residential Low Density (RLD)
- Residential Medium Density (RMD)
- Residential High Density (RHD)
- Historic Residential (HR)
- Main Street Mixed-Use (MSMU)
- Historic Commercial (HC)
- Downtown Mixed-Use (DMU)
- Downtown Commercial (DC)
- Waterfront Commercial (WC)
- Civic (C)
- Open Space (OS)

The City finds and determines that the proposed building intensity of the updated Waterfront District Specific Plan is consistent with the allowable uses, density, and development intensity in the 2035 General Plan.

2.4 FINDINGS RELATIVE TO EFFECTS ON THE ENVIRONMENT PECULIAR TO THE PROJECT OR THE PROJECT SITE

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that since the project is consistent with the 2035 General Plan and the certified 2035 General Plan EIR, the application of CEQA to the approval of the proposed Waterfront District Specific Plan update shall be limited to significant effects on the environment which are peculiar to the project site (in this case the Waterfront District Specific Plan Area) or to the project and which were not addressed as significant effects in the prior 2035 General Plan EIR, or which substantial new information shows will be more significant than described in that environmental impact report.

The 2035 General Plan EIR analyzed the impacts of development anticipated under the updated Waterfront District Specific Plan. The 2035 General Plan EIR addressed impacts associated with the types of development proposed in the updated Waterfront District Specific Plan, proposed zoning and land use designations, development density, and the locations where updated Waterfront District Specific Plan development would occur.

Further, the 2035 General Plan EIR identified a series of mitigating policies and programs to address potentially significant effects associated with implementation of the General Plan. The City prepared a document called "Updated Specific Plan Consistency Analysis" (see Attachment A) that reviews, in detail, the consistency

between the Specific Plan and General Plan for each environmental topic addressed in Appendix G of the CEQA Guidelines.

This Specific Plan Consistency Analysis first describes each impact area, as addressed by the 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 2035 General Plan and EIR. Then, the analysis describes applicable uniform development policies and standards that will be incorporated by development under the updated Waterfront District Specific Plan.

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 updated Waterfront District Specific Plan, as well as those from the 2035 General Plan that will be required for new developments proposed under the updated Waterfront District Specific Plan. Applicable uniform development policies and standards that will be incorporated by development under the updated Waterfront District Specific Plan are summarized in Section 4 of the Specific Plan Consistency Analysis, "Applicable General Plan Policies and Programs." Section 4 of the Specific Plan Consistency Analysis identifies applicable General Plan policies and programs that will be applied to developments within the Specific Plan Area and that address:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Transportation/Traffic
- Utilities

Since the 2035 General Plan EIR was certified, the CEQA Guidelines Appendix G checklist was updated. Among those updates was the additional of questions related to energy use, renewable energy, energy efficiency, tribal cultural resources, and transportation impacts relative to Vehicle Miles Traveled (VMT). These updates are comprehensively addressed in the Air Quality, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation/Traffic sections of the updated Consistency Analysis.

2.5 FINDINGS RELATING TO UNIFORMLY APPLIED DEVELOPMENT POLICIES

The City finds and determines that the development standards and guidelines contained in the updated Waterfront District Specific Plan, along with the uniformly applied development policies (which are called "Applicable

General Plan Policies and Programs" in the Specific Plan Consistency Analysis) will serve to substantially mitigate impacts of the updated Waterfront District Specific Plan and, thus, the effects of the updated Waterfront District Specific Plan upon the environment shall not be considered peculiar to the updated Waterfront District Specific Plan or the Waterfront District Specific Plan Area.

2.6 FINDINGS RELATING TO ENVIRONMENTAL EFFECTS

The City hereby finds and determines, based upon substantial evidence, including the studies and uniformly applicable development policies and standards set out above, that:

(1) there are no environmental effects peculiar to the updated Waterfront District Specific Plan or Waterfront District Specific Plan Area that warrant further environmental examination or analysis;

(2) there are no significant environmental effects of the updated Waterfront District Specific Plan were not analyzed as significant effects in the General Plan EIR;

(3) there are no potentially significant off-site impacts and cumulative impacts that were not discussed in the General Plan EIR that may be caused by the updated Waterfront District Specific Plan; and

(4) there are no previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR (CEQA Guidelines Section 15183[b])

2.7 FINDINGS UNDER SECTION 21083.3(C) OF THE PUBLIC RESOURCES CODE

As required by section 21083.3(c) of the Public Resources Code, the City, following a public hearing, finds that all mitigation measures (which are called "Applicable General Plan Policies and Programs" in the Specific Plan Consistency Analysis, Attachment A) included in the 2035 General Plan EIR that are relevant to the updated Waterfront District Specific Plan (as set forth in more detail above) shall be undertaken.

ATTACHMENT A

SPECIFIC PLAN CONSISTENCY ANALYSIS

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Planning Commission Agenda Report Meeting Date 01/30/2024

Files:
SPAR23/24-003

DATE: 01/30/2024

TO: PLANNING COMMISSION

FROM: JOHN KEARNS, PRINCIPAL PLANNER

RE: ALMOND GARDENS REDEVELOPMENT PROJECT

SUMMARY

The proposed project is located on an existing developed site of 3.19 acres. The existing unit count is 52 units with the proposed project seeking to redevelop the site to accommodate up to 99 affordable units via three-story product. Over time, the site has fallen into disrepair and redeveloping has been more and more challenging due to increased costs. The applicant has entered into a Disposition and Development Agreement (DDA) with the Suisun City Housing Authority (current owner) to purchase and develop the property. The applicant has been awarded 96 project-based vouchers from the Suisun City Housing Authority and will be applying for Tax Credits next month in order to finance the project. Additionally, the applicant has prepared a relocation plan which is consistent with Federal law which accommodates existing tenants of the property.

Recommendation: Planning staff recommends adoption of Resolution No. PC24-___; A Resolution of the Planning Commission of the City of Suisun City Approving Site Plan/Architectural Review SP/AR 23/24-003 and Making a Finding of Consistency with California Environmental Quality Act (CEQA) Section 15183 for the Almond Gardens Redevelopment Project located at Assessor's Parcel Numbers 0032-101-420 and 0032-102-160.

Proposed Motion: I move that the Planning Commission adopt Resolution No. PC24-___; A Resolution of the Planning Commission of the City of Suisun City Approving Site Plan/Architectural Review SP/AR 23/24-003 and Making a Finding of Consistency with California Environmental Quality Act (CEQA) Section 15183 for the Almond Gardens Redevelopment Project located at Assessor's Parcel Numbers 0032-101-420 and 0032-102-160.

OWNER/APPLICANT

Harbor Park LLC
9700 Village Center Drive
Granite Bay, CA 95746

BACKGROUND

The subject site is 3.19 acres and size and consists of two non-contiguous parcels which are on both sides of Almond Street between Civic Center Boulevard and Whispering Bay Lane. The current apartments are addressed as 707 through 815 Almond Street within the Waterfront District Specific Plan Area and designated as Residential High-Density (RHD).

At present, the Suisun City Housing Authority owns the property and utilizes a property management company to manage the day-to-day activities. The apartments were developed in 1962 and historically the property featured fifty-two units; but currently features thirty-eight rentable units, with fourteen uninhabitable units that have been found to not be financially feasible to cure and restore to a market typical and habitable condition.

The Suisun City Housing Authority Board first authorized a Disposition and Development Agreement (DDA) with the buyer/developer in 2021 and has chosen to extend the DDA a few times as the project has evolved and the buyer has continued due diligence work. Most recently, the DDA was extended in December 2023 through the end of 2025 to allow for pursuit of tax credit financing as the project is proposed as a completely affordable project. Further, following the release of a Request for Proposals (RFP), Harbor Park LLC responded and was awarded 96 Project-Based Housing Vouchers in November 2023.

Good Neighbor Meeting

A required Good Neighbor public meeting was hosted by the applicant on Thursday January 4, 2024, and was well-attended by the public. Surrounding property owners were sent notice of the meeting by first class certified mail. The Good Neighbor meeting notice and presentation materials were posted on the Suisun City website as well as the City's Facebook page. Consistent with the protocol of the Good Neighbor Policy, following the meeting City staff is provided a transcript of the meeting which includes all questions and answers. Staff has reviewed the transcript and feels the questions largely center around the proposed added height of the proposed construction as well as concerns relative to adjacency of the project to the single-family neighborhood to the north (Victorian Harbor) including privacy.

Planning Commission meeting notices to affected property owners were sent by first class mail on January 17, 2024, and the public hearing notice was published in the Daily Republic on January 29, 2024. As of the date of this staff report, no additional inquiries regarding this item have been received by City Staff.

DISCUSSION/ANALYSIS

Project Description

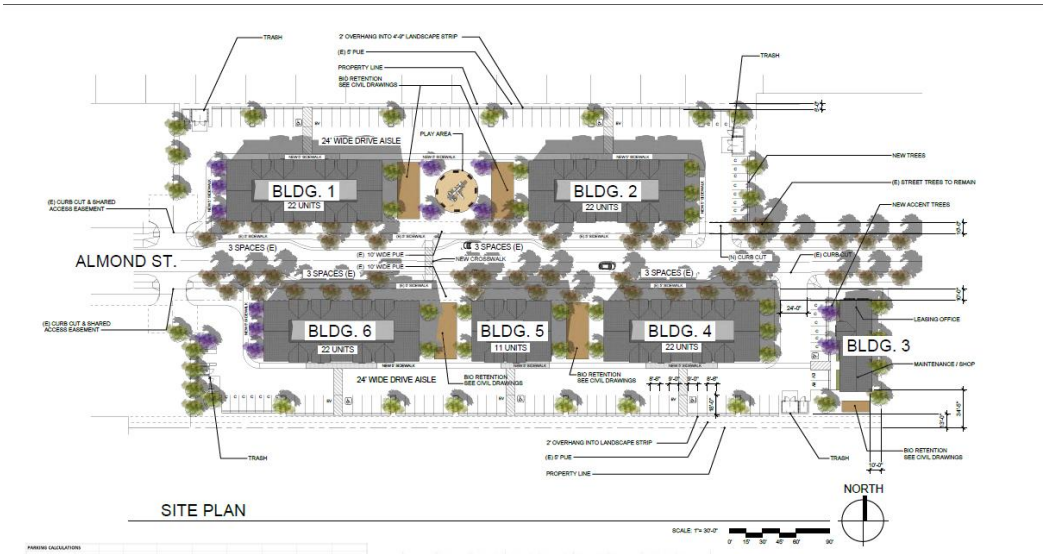
The proposed project will consist of a net increase of 47 units (from 52 to 99) and would result in a three-story product. Five three-story buildings are proposed with a manager's unit and an on-site maintenance shop. Of the proposed 99 units, 46 would be one-bedroom units (625 square feet each) and 53 would be two-bedroom units (825 square feet each). Additionally, the proposed project would include various amenities such as rear parking, preserved and new landscaping, and a centralized play structure. The applicant intends to pursue Tax Increment financing at first convenience to allow redevelopment of the property.

Residential High-Density District

As defined in the Waterfront District Specific Plan, the Residential High-Density (RHD) district is applicable to parcels suited for more dense land uses such as apartment projects. Specifically, the allowable density of this district includes a range of 24.1 – 54 dwelling units per acre and are particularly appropriate in areas in close proximity to the Suisun-Fairfield Train Depot (project is approximately 1/3 of a mile away from).

Site Plan/Architectural Review

As shown on Sheet A1.1., Site Plan (Attachment 2), the proposed buildings have been brought forward toward Almond Street with vehicular access and parking (121 spaces) around the rear. This allows for a separation or buffer between the proposed project and the adjacent land uses.



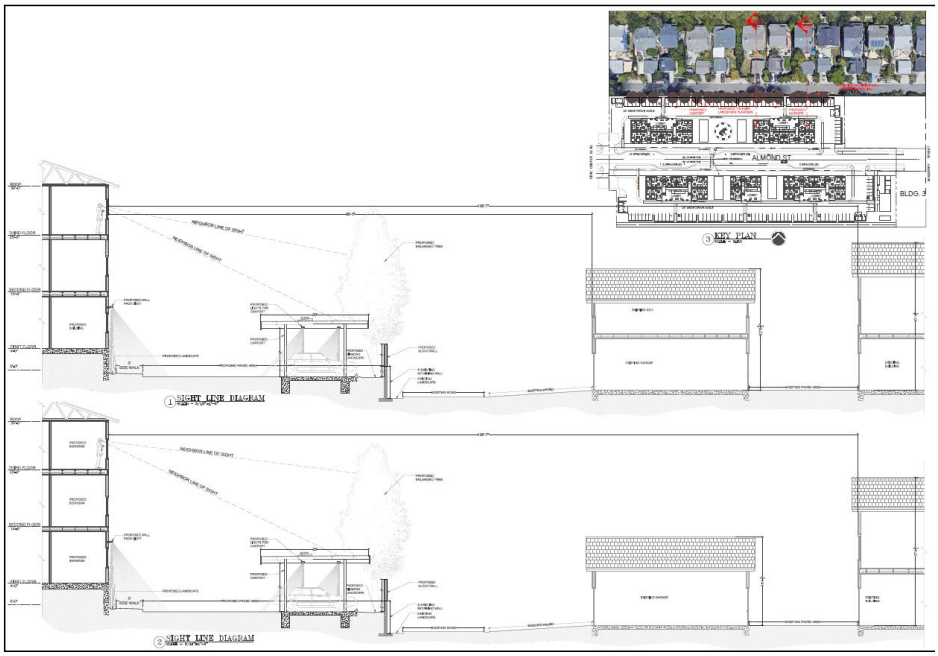
Additionally, Sheets A3.1 and A3.2 show the proposed elevation of the project which falls well within the 55' maximum height allowance of the Waterfront District Specific Plan (Table 6.1: Residential Development Standards – Waterfront District Specific Plan).



Setback/Adjacency to Existing Land Uses

In reviewing a project and ultimately providing a recommendation to the Planning Commission, staff is charged with considering not only the proposed project site, but also the land uses that immediately surround the property. In this case, the property has surrounding land uses on each side including single-family homes to the North. As discussed, at the January 4 Good Neighbor Meeting there were concerns relative to the increased height relative to privacy. Following review the meeting's transcript, staff discussed the issue with the applicant and conducted a site visit to determine if there was indeed an issue.

As a result, the applicant has provided Sheet A3.0 (Attachment 2) which shows the proximity of the new apartment buildings to the existing Victorian Harbor residences. The exhibit shows an approximate distance of 89'5" to properties which have Accessory Dwelling Units (ADUs) above their garage and 138'7" to the primary residences. Following staff's due diligence as well as the review of the below exhibit, staff feels every attempt has been made to design the project in a way to minimize disturbance of the neighbors.



Development Standards

When considering development projects, staff must review a proposed project against all rules and regulations including any zoning standards. That analysis is then used by the Planning Commission in their decision-making process as a project approval is considered. Below is a table staff has prepared which compares what the applicant has proposed to the standards of the Waterfront District Specific Plan. is found on Sheet A0.1 (Attachment 2):

	WDSP Standard	Proposed
Front Setback	0' min – 15' max	10'
Side Setback	*0' min – 5' max	10' – 60'
Rear Setback	5'	65'

Height	55’	35’ to eave line
Private Open Space	No standard	47 square feet per residence
Public Open Space	No standard	5,000 square ft pocket park

***The project exceeds the maximum setback which has been found to be appropriate as the project is adjacent to existing land uses.**

Parking

In the same way as staff must analyze a project and make sure it is consistent with development standards such as setbacks, staff must also review a project’s proposed parking with specific parking regulations in place.

The applicant is proposing to provide 121 spaces as a part of the project. This is shown in a table on Sheet A1.1 in Attachment 2. The chart compares city required parking spaces with allowances granted per state density bonus law and with proposed parking spaces. Further, Assembly Bill 2097 (AB 2097) is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. The law became effective January 1, 2023, after being signed into law by Governor Newsome. In short, due to the location and nature of the proposed project, the City would not be allowed to uphold a minimum parking requirement for the project.

PARKING CALCULATIONS

	SUISUN CITY CODE		STATE DENISTY BONUS		PROPOSED						
						ADA 9'X18'	EV 9'X18'	CLEAN AIR 8'-6"X18'	UNIVERSAL 8'-6"X18'	COMPACT 7'-6"X16'	TOTAL
1 BED	1.25	58	0.5	23	1.0						
2BED	1.75	93	1.0	53	1.0						
		150		76		6	7	11	73	24	121
		1.52		0.77							1.22

Site Plan/Architectural Review

The decisions of the Planning Commission (Commission) regarding the Site Plan/Architectural Review should be considered in the context of the City’s Strategic Plan. Goal 1. of the strategic plan includes these objectives:

- Improve the Downtown District and historic areas; and
- Maintain a clean and attractive Downtown area.

The redevelopment of the parcel under consideration, which has been slowly falling into disrepair for years, will significantly address these objectives by not only restoring the unit count, but also nearly doubling it while also improving street appeal and image of the property. Staff and the Planning Commission are tasked with implementing the Strategic Plan goals and objectives. Staff has determined that approval of the proposed project will be responsive to this charge.

The proposed project has been analyzed for consistency with the General Plan designation, zoning district, Municipal Code regulations, and other applicable codes and regulations. All City departments, as well as Suisun-Solano Water Authority (SSWA) have reviewed the project and provided staff with conditions of approval required by those departments/agencies.

For approval of Site Plan and Architectural Review, the commission must find that the proposed project complies with all development standards, other relevant city standards, and the uses and activities permitted in the zoning district. Upon application, as required by the zoning code, staff reviewed siting of structures; protection of other properties from nuisance; design and location of parking facilities; control of ingress and egress to minimize traffic hazards and ensure safety of pedestrians and bicyclists; landscaping; building elevations showing design, height, and function of proposed structures; proposed signage; and exterior lighting.

Plans Provided

Attachment 2, below, includes copies of the proposed site plan, exterior elevations, floor plan, landscaping plan, sight line plan, and preliminary civil plans for review by the Planning Commission. Staff has determined that the proposed plans conform to all relevant city standards and result in a site design that is both functional and suitable for its location. The plans have been reviewed by all necessary city departments. Conditions of approval have been included as part of the Resolution. Staff recommends that implementation of all proposed conditions of approval be required as a part of commission approval of the project.

Relocation Plan

The project will be constructed in three phases in accordance with the Davis Bacon Act. The project phasing is designed around creating the least disruption for the existing residents and constructed in three independent and successive phases. The first phase will consist of one three-story building that will house 20 units. The construction of this building may require the temporary relocation of three of the existing tenants. Once the building is completed, the relocated tenants will have the priority to return to Almond Gardens. The existing tenants will then be offered the chance to occupy the remaining units. The completion of this phase and the transfer of the existing tenants to the new building will clear the path for the commencement of the second phase. The completion of the second phase in the same manner as the first phase will lead to the construction of third and last phase of the project. The existing tenants will receive relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (URA)(42 U.S.C. 4601-4655) and implementing regulations at 49 CFR Part 24. Furthermore, this project will observe and comply with HUD regulations in 24 CFR part 135 that implement Debarment as defined in 24 CFR Sections 5.1(c) and 24 CFR Part 24.

Planning Commission Options

The Planning Commission has the following options available:

- Approve the project as submitted;
- Approve the project with modifications;
- Deny the project;
- Continue the item for further discussion.

Regardless of the option which the commission approves, it must be supported by appropriate findings.

CEQA REVIEW

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 type of development accommodated under the WDSP, including zoning, density, parking, and other development standards 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 and 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.

As stated earlier in this report, the proposed project falls within the allowable density range on an already developed property. The project will utilize existing street trees and strategically add site landscaping. Further, careful effort has gone into designing this infill redevelopment project in relation to each of the adjacent existing land uses.

ATTACHMENTS

1. PC24-___: A Resolution of the Planning Commission of the City of Suisun City Approving Site Plan/Architectural Review SP/AR 23/24-003 and Making a Finding of Consistency with California Environmental Quality Act (CEQA) Section 15183 for the Almond Gardens Redevelopment Project located at Assessor's Parcel Numbers 0032-101-420 and 0032-102-160.
2. Project Plans.

RESOLUTION NO. PC 24-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SUISUN CITY APPROVING SITE PLAN/ARCHITECTURAL REVIEW SP/AR 23/24-003 FOR THE ALMOND GARDENS REDEVELOPMENT PROJECT AND MAKING A FINDING OF CONSISTENCY WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) SECTION 15183 LOCATED AT ASSESSOR'S PARCEL NUMBERS 0032-101-420 AND 0032-102-160.

WHEREAS, Harbor Park LLC (hereinafter referred to as Applicant) filed an application with the City of Suisun City for the redevelopment of the Almond Gardens Apartment which are located on Assessor Parcel Numbers 0032-101-420 and 0032-102-160; and

WHEREAS, the applicant has met all applicable requirements under State law and City ordinances related to this development plan; and

WHEREAS, the Planning Commission, per the Waterfront District Specific and Suisun City Zoning Code, is empowered to take action on the subject development application; and

WHEREAS, the Planning Commission of the City of Suisun City did hold a properly noticed public hearing on January 30, 2024 pursuant to Government Code Section 65090 and has considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CITY OF SUISUN CITY does hereby make the following findings and approvals.

1. The Planning Commission determine that the Project has been adequately analyzed under the provisions of the California Environmental Quality Act (CEQA) and that no further review of the Project under CEQA is required or appropriate.

Analysis: 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 type of development accommodated under the WDSP, including zoning, density, parking, and other development standards 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 and 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.

2. That the proposed project is consistent with the Goals, Policies and Objectives of the Downtown Waterfront Land Use Element of the Suisun City General Plan:

Analysis: The density provided in the General Plan for the Downtown Waterfront Land Use Designation provides a range (24.1 – 54 units/acre) in which the project falls within. Further, the proposed project does not deviate from the alignment of roadways or other public improvements as shown in the General Plan.

3. That the proposed project is consistent with the Goals, Policies and Objectives of the Downtown Waterfront Specific Plan and Title 18 "Zoning" of the Suisun City Municipal Code including meeting all applicable development standards.

   Analysis: The proposed project is consistent with the Residential High-Density designation of the Waterfront District Specific Plan District in that each of the development standards (Table 6.1 of the Waterfront District Specific Plan "WDSP") is proposed to be met. Further, although the project does not entirely meet with parking requirements of the WDSP, it does benefit from Assembly Bill 2097 which indicates local jurisdictions cannot provide minimum parking requirements on projects in certain scenarios including those which are within a ½ mile of a major transit stop (Suisun-Fairfield Train Station).

4. The project will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in or passing through the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city, provided that if any proposed building or use is necessary for the public health, safety or general welfare, the finding shall be to that effect.

   Analysis: The project proponent has consulted with the applicable public safety agencies to design a project which meets their needs of serving the project. Each of those agencies was provided an opportunity to review and comment on the project. These comments have been provided as conditions of approval which can be found as Exhibit A.

5. That adequate utilities, access roads, pedestrian and bicycle access, drainage, parking, and/or other necessary facilities have been or are being provided.

   Analysis: The proposed project takes into consideration current existing circulation in and around the site as well as future access and utility improvements.

6. That the proposed use conforms with all relevant federal, state, and local laws and regulations.

   Analysis: The proposed project is requesting the subject entitlements. Further, the project proponent will apply for all applicable permits through the City, County, and any other regulatory agency prior to commencing construction on-site. The City will not issue any permit until proper actions have been taken with the other relevant agencies.

The forgoing motion was made by Commissioner ____ and seconded by Commissioner _____ and carried by the folowing vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:
ABSTAIN: Commissioners:

WITNESS my hand and the seal of said City this 30th day of January 2024.

_____
Donna Pock
Commission Secretary

Exhibit A: Condition of Approval

EXHIBIT A: CONDITION OF APPROVAL

GENERAL

G-1 The applicant or applicants successor in interest shall indemnify, defend and hold harmless the City of Suisun City it's agents, officers, and employees from any and all claims, actions or proceedings against the City of Suisun City, its agents, officers, and employees to attach, set aside, void or annul, any approval by the City of Suisun City and its advisory agency, appeal board, or legislative body concerning this application which action is brought within applicable statutes of limitations. The City of Suisun City shall promptly notify the applicant or applicant's successor in interest of any claim or proceedings and shall cooperate fully in the defense. If the City fails to do so, the applicant or applicant's successor in interest shall not thereafter be responsible to defend, indemnify or hold the City harmless. This condition may be placed on any plans, or other documents pertaining to this application.

G-2 The use shall be constructed in accordance with the information presented (except as otherwise identified in the Conditions of Approval) and shall conform to all requirements of the City of Suisun City Code including but not limited to the Uniform Building Code as adopted by the City of Suisun City.

G-3 Approval of this permit will be effective, provided no appeals are received within 10 calendar days of the Planning Commission meeting date of January 30, 2024 and that the property owner and the applicant signatures are obtained affirming that they have read and understand the Conditions of Approval for the Site Plan/Architectural Review Permit No. AR23/4-003 and agree to comply with the conditions.

G-4 The applicant shall comply with all applicable Federal, State, and local codes including, but not limited to, the Uniform Building Code, Fire Code and County Health Department guidelines as interpreted by the County Health Inspectors.

G-5 All the proposed improvements, including landscape installation shall be completed prior to issuance of any business license or Certificate of Occupancy.

G-6 New development shall pay development impact fees set forth in Resolution 2017-02.

FIRE

FIRE-1 Standpipes shall be installed on all buildings in accordance with NFPA 14, current edition.

FIRE-2 Proposed and existing hydrants are subject to relocation, or the addition thereof, based on operational needs and / or fire department connection (FDC) locations.

FIRE -3 Proposed curbs design at entries are subject to reconfiguration in order to accommodate fire apparatus turn radius.

PLANNING

P-1 The applicant is to provide a final landscape plan for the review and approval of the Development Services Director (or his/her designee).

P-2 Transformers, telephone switching boxes, utility poles, fire valves, trash enclosures, service areas as well as other utility or service functions shall be screened with landscape. The emphasis shall be on reducing or eliminating negative visual impacts on major public areas, high priority buildings, prominent architecture elements, and along primary roadways.

P-3 The final color scheme and materials are to be approved by Development Services Director (or his/her designee).

P-4 Final architectural plans, responding to any comments raised at the January 30, 2024 Planning Commission meeting, need to be submitted and approved by the Development Services Director (or his/her designee).

P-5 A final photometric/lighting plan shall be submitted and approved by the Development Services Director (or his/her designee) prior to building permit issuance.

P-6 All exterior lighting shall be downcast.

P-7 Construction of the project and use of the property shall be in substantial conformance with the approved plans including the project description. Any deviation will need to be submitted to the Development Services Director to determine whether further Planning Commission consideration is necessary.

PUBLIC WORKS

PW-1 All work performed shall conform to these conditions as well as to all City ordinances, rules, standard specifications and details, design standards, and any special requirements imposed by the City Engineer. The Public Works Department will provide inspection to ensure conformance. Any deviation from the aforementioned documents shall require review and written approval by the City Engineer. Deviations or exceptions to the design requirements in the listed documents for private improvements must be identified in the design guidelines or submitted to the City Engineer for approval.

PW-2 The Applicant shall agree, with respect to the new public improvements on this project, to either establish a community facilities district (CFD) or annex such property to an existing community facilities district, as deemed appropriate by the Applicant and the City, for the purpose of financing the cost of providing the following public services to the project property(ies): maintenance of public street lighting, sanitary sewer, storm drains and public infrastructure. The rate and method of apportionment of special tax applicable to the property shall establish a special tax designed to offset public services per City Council Resolution 2005-70. The City shall not be obligated to issue certificates of occupancy with respect to the property until formation of the new community facilities district or annexation to an existing community facilities district is completed.

PW-3 The Applicant shall dedicate any required right-of-way by Final Map or approved instrument prior to start of construction.

PW-4 The City Engineer may approve and/or negotiate minor changes or exceptions to Public Works Department conditions of approval.

PW-5 The Applicant shall designate a design professional as the main point of contact in submitting plans, reports and other documents to the City during the design and plan review phase. Submittals from any other person will not be accepted by the City.

PW-6 The Improvement Plans shall include a General Note that: any revisions to the approved Improvement Plans and/or City Standards, including those due to field conditions, shall require review and written approval by the City Engineer. The Applicant shall have the revised plans prepared by the Project Professional Designer and shall have the revised plans submitted for review and approval by the City Engineer. Any revisions to the Improvement Plans resulting from these or other conditions contained herein shall be subject to written approval of the City Engineer.

PW-7 The Improvement Plans shall include a Site Improvement Plan prepared by a registered Civil Engineer and shall comply with the requirements of the soils report for the project.

PW-8 Building foundations shall comply with Suisun City's Ordinance No. 729 and the most current Building Code.

PW-9 The Applicant shall pay all Public Works fees, including plan review and inspection fees, as established by the City Public Works Fee Schedule at the time of submittal of Improvement Plans.

PW-10 The Applicant shall pay Suisun-Solano Water Authority (SSWA) plan check and inspection fees within 30 calendar days upon receipt of invoice from the Solano Irrigation District (SID). The invoice will be for actual expenses incurred by SSWA for providing plan checking and inspection services for the project.

PW-11 Developer shall submit his Faithful Performance Bond and Labor & Materials Bond prior to the approval of Improvement Plans. Developer shall submit his One-Year Warranty Bond prior to the City's acceptance of the improvements. The amounts of the Faithful Performance Bond and Labor & Materials Bond shall each be 100% the cost estimate of the civil and landscape improvements, while the amount of the One-Year Warranty Bond shall be 20% of the cost estimate of the civil and landscape improvements.

PW-12 The Applicant shall obtain all necessary permits from all applicable agencies prior to start of construction.

PW-13 The Applicant shall dedicate, as required, on-site easements for new public utilities by Final Map or approved instrument prior to start of construction.

PW-14 No structures such as trees and building foundations shall be installed within existing easements or easements required of the project. The civil and landscape plan sheets shall show the easements.

PW-15 Construction dumpsters to be used during construction shall be dumpsters supplied by Republic Services. This is pursuant to the agreement between the City and Republic Services for all areas within Suisun City. Dumpsters shall be screened from public view by a City-approved method and shall be covered at all times after work hours.

PW-16 All work within the public right-of-way, which is to be performed by the Applicant, the general contractor, and all subcontractors shall be included within a single City Encroachment Permit issued by the City Public Works Department. Issuance of the Encroachment Permit and payment of all appropriate fees shall be completed prior to commencement of work, and all work under the permit shall be completed prior to issuance of occupancy permit.

PW-17 The Applicant shall have a superintendent present at all times at the job site. Superintendent shall provide the quality control for the Applicant; respond to the City's concerns; coordinate inspections with the City Inspector; make construction decisions on behalf of the Applicant; and coordinate work of the Applicant's subcontractors.

PW-18 A sign shall be posted on the property in a manner consistent with the public hearing sign requirements, which shall identify the address and phone number of the Applicant and/or Applicant's representative for the purposes of responding to questions and complaints during the construction period. Said sign shall also indicate the hours of permissible construction work.

PW-19 Prior to start of construction, a security fence with privacy screening, the height of which shall be the maximum permitted by the Zoning Ordinance, shall be installed and

maintained around the perimeter of the lot. The lot shall be kept clear of all trash, weeds, and unusable construction material throughout the construction activity.

PW-20 Unless otherwise approved by the City Engineer, all existing sidewalks shall be kept clear and passable during all phases of the project.

PW-21 Any existing wells shall be abandoned per County of Solano Health Department standards prior to development of the property. Owner shall submit documentation to the Public Works Director that this condition has been satisfied prior to any construction on this project.

PW-22 If any archaeological resources are found during the grading of the site or during performance of any work, work shall be halted, the City Engineer shall be notified and a certified archaeological firm shall be consulted for advice at Applicant's expense.

PW-23 Any relocation or modification of any existing facilities necessary to accommodate subject project shall be at the Applicant's expense. It shall be the responsibility of the Applicant to coordinate all necessary utility relocations with the appropriate utility company.

PW-24 Any existing frontage, or street, improvements, which in the opinion of the City Engineer, are currently damaged or become damaged as a part of the work shall be removed and replaced as required to the current City Standards, or as directed.

PW-25 Visual obstructions over three feet in height will not be allowed within the driver's sight triangle near driveways and corners in order to allow an unobstructed view of oncoming traffic. Improvements at driveways and corners are subject to the review and approval of the City Engineer.

PW-26 The project shall comply with the requirements of the most current Municipal Regional Permit (MRP) issued to the Fairfield-Suisun Urban Runoff Management Program and to the City's Stormwater C.3 Guidebook. This includes, but is not limited to, construction and post-construction Best Management Practices (BMPs); obtaining all necessary permits for storm water discharges; entering into a Stormwater Treatment Measures Maintenance Agreement; preparing a long-term maintenance plan for the Applicant's maintenance of the post-construction stormwater facilities; and contracting with a Qualified SWPPP Practitioner (QSP) to inspect and to ensure the implementation of all elements of the Storm Water Pollution Prevention Plan (SWPPP), including non-stormwater and stormwater visual observations, sampling, and analysis and preparation of Rain Event Action Plans (REAP). As part of the improvement plans, the ponding depths, pipe sizing, time of release, and storage for the bioretention facilities shall be calculated. The project shall not introduce any ponding nuisance and shall eliminate the possibility of flooding in the bioretention facilities.

PW-27 Stormwater runoff shall not drain to the adjacent private parcels.

PW-28 Trees shall not be planted within bioretention areas.

PW-29 The project improvements shall include protection of the bioretention areas by installing perimeter barriers such as shrubs. In addition, "keep out" signs shall be placed within the bioretentions. Sign spacing shall be no more than 100 feet apart. Message on signs shall as follows or City approved equivalent: BIORETENTION FACILITY – KEEP OUT – STORMWATER QUALITY MANAGEMENT AREA.

PW-30 Proposed trash enclosures are to comply with Detail SW-3 of the City's Stormwater C.3 Guidebook.

PW-31 The Applicant shall secure buy-in from Republic Services on the proposed trash enclosure locations.

PW-32 The project shall install full capture trash devices within drain inlets located within the project site.

PW-33 All on-site drain inlets and catch basins along the project frontage shall be marked with "No Dumping – Flows to Bay" or equivalent information.

PW-34 Dust control shall be in conformance with City Standards and Ordinances. Vehicles hauling dirt or other construction debris from the site shall cover any open load with a tarpaulin or other secure covering to minimize dust emissions.

PW-35 During construction, street sweeping shall be regularly performed on a daily basis such that no evidence of tracking dirt shall be present on the public street. Moreover, contractor shall have a street sweeper at the project site at all times.

PW-36 The project shall contract with a Qualified Storm Water Pollution Prevention Plan (SWPPP) Developer (QSD) and Preparer (QSP) to prepare SWPPP and to monitor construction activities to ensure compliance with the City's clean stormwater permit, Municipal Regional Permit.

PW-37 The landscaping and irrigation shall comply with the City's water efficient landscaping ordinance.

PW-38 The maximum allowable slope in landscape areas shall be 3:1, or as approved by City Engineer. Slopes steeper than the allowable slope would require the installation of retaining wall.

PW-39 The landscape strip between the paved street and the existing sidewalk along the Almond Stret frontage, including groundcover, shrubs, trees, and the associated irrigation shall be the Applicant's responsibility to operate, maintain, repair, replace and rehabilitate.

PW-40 All relocated facilities shall meet state and local separation standards. Separation between proposed water and sanitary sewer pipes shall meet the latest Suisun-Solano Water Authority (SSWA) Design Standards, Standard Specifications, and Standard Drawings.

PW-41 Direct tapping of City or SSWA water mains is not permitted. Applicant shall install the required fittings in the existing or new main lines to accommodate the proposed water system. No existing water mains shall be shut down without specific permission of the City Engineer and the Solano Irrigation District.

PW-42 Project improvements shall comply with ADA requirements.

PW-43 All proposed metal fences shall be tubular metal fences and shall be welded. Minimum sizes and wall thickness/gauges for the tubular metal fence shall be as follows: 2-1/2" main posts(¼" wall), 1" X 2" top and bottom rails (0.188" wall) , and ¾ pickets (16 gauge).

PW-44 The project shall rehabilitate the existing masonry walls along the northern and southern perimeter of the project site. Rehabilitation shall be to all sides of the walls and shall include, at the minimum, replacing damaged blocks that the City Engineer deems structurally unsound, patching cracks in the walls and blocks, and painting the walls.

PW-45 All existing red and green curbs along Almond Street fronting the project shall be repainted.

PW-46 The project shall provide "Fire Lane – Do Not Park" stenciling and painting where deemed necessary by the Suisun City Department.

PW-47 All existing NO PARKING ANYTIME sign/sign post assemblies along Almond Street fronting project shall be replaced. The sheet for the new signs shall be High Intensity Prismatic Sheet. The new sign posts shall be Uni-Strut posts.

PW-48 The project shall repaint all existing decorative acorn-type streetlights along the Almond Street frontage. Moreover, any repairs the City Engineer deems necessary shall be performed by the project.

PW-49 The project shall provide digout repairs and asphalt rubber cape seal for the full width of Almond Street fronting the project site.

PW-50 The project shall upgrade, via removal and replacement, all existing curb ramps fronting the project site to ADA-compliant curb ramps.

PW-51 Each project driveway shall be controlled by STOP signs, bars and legends.

PW-52 During the preparation of the Improvement Plans, the Applicant shall videotape the main sanitary sewer line and storm drain line on Almond Street and within the project site. Any deficiencies within those lines and associated manholes shall be repaired or replaced.

PW-53 The existing north-south storm drain line under proposed Building 1 shall be removed, and a new north-south storm drain line shall be installed at a new location that is acceptable by the City Engineer. New pipe shall be Reinforced Concrete Pipe (RCP).

PW-54 The project shall comply with CALGreen, Title 24, which requires that new construction and major alterations include EV charging stations at parking spaces as well as "EV capable" and "EV ready" parking spaces.

PW-55 Prior to the issuance of Certificate of Occupancy, the Applicant shall submit to the Public Works Department "as-built" Improvement Plans in PDF format.

SOLANO IRRIGATION DISTRICT

SID-1 The proposed development will require connections onto the existing domestic water stubs.

SID-2 Improvement plans must show all existing facilities located within the project site, along with all proposed modifications that will be required to serve the property.

SID-3 Any waterlines or public water facilities not installed within a public right-of-way will require an easement granted to SSWA for the operations and maintenance of the public facilities.

SID-4 Per the SSWA Cross-Connection Control Resolution No. 99-01, all types of commercial buildings and landscape irrigation services are required to include an approved backflow prevention assembly, at the developer's expense. The desired location, service size and flow-rate for the backflow prevention assembly must be submitted for approval. Based on the proposed commercial use, a Reduced Pressure Principle (RPP) Assembly will be required on each of the domestic water services.

SID-5 The developer is required to provide and install freeze protection for all RPBFP's and DCDC's at the developer's expense.

SID-6 At the time the Building Permit is issued, the developer will be required to pay the appropriate SSWA Connection Fee and Meter Installation Fee at the City of Suisun City. These fees are determined by the size of the meter requested. All domestic water services will be metered.

SID-7 We require that the District (on behalf of SSWA) review, approve and sign all Final and/or Parcel Maps, and that SSWA review, approve and sign the Improvement Plans of this development.

SID-8 The SSWA Plan Review Fee applies and is due upon submittal of the maps and plans for review.

SID-9 SSWA's General Notes must be included in the Improvement Plans and all proposed water system appurtenances and waterlines shall be constructed per the latest SSWA Design Standards and Specification and Details.

SID-10 Electronic AutoCAD files and .pdf files are required upon the completion of the project showing "as-builts" for electronic archiving.



PROJECT TEAM

PROJECT SPONSOR:

Harbor Park, LLC
9700 VILLAGE CENTER DRIVE, SUITE 120
GRANITE BAY, CA 95764
CAMRAN NOJOOMI
916-740-1276

RECORD ARCHITECT:

ACE DESIGN, LLC
1024 IRON POINT ROAD,
FOLSOM, CA 95630
702-429-7355
JASPAL SINGH SIDHU, P.E. PRINCIPAL

CIVIL ENGINEERING

ACE DESIGN, LLC
1024 IRON POINT ROAD,
FOLSOM, CA 95630
702-429-7355
JASPAL SINGH SIDHU, P.E. PRINCIPAL

DESIGN ARCHITECT:

STUDIO FCF
1164 CRESCENTA COURT
LAFAYETTE, CA 94549
F. CLAY FRY
925-765-2876
CLAYFRY @STUDIOFCF.COM

CONTRACTOR:

SWANK CONSTRUCTION, INC.
222 BELLA VISTA ROAD
VACAVILLE, CA 95687
707-446-8808
JACK SWANK, VICE PRESIDENT OF OPERATIONS

GEOTECHNICAL ENGINEER:

MTI DBA KC ENGINEERING CO.
CENTRAL CALIFORNIA/BAY AREA:
865 COTTING LANE, SUITE A
VACAVILLE, CA 95688
(707) 447-4025
DAVID CYMANSKI, G.E.

LANDSCAPE ARCHITECT:

MSLA LANDSCAPE ARCHITECTURE
306 CANYON FALLS DRIVE
FOLSOM, CA 95630
916-989-372
MICHAEL SHULAR

PLANNING INFORMATION

ZONING: RHD RESIDENTIAL HIGH DENSITY

MINIMUM LOT SIZE: 1,200 SQ FT
NORTH PARCEL: 60,885 SQ FT
SOUTH PARCEL: 77,508 SQ FT
138,393 SQ FT TOTAL
138,393 / 1200 = 115 DU
99 PROPOSED
99 AFFORDABLE (100%)

MAXIMUM LOT COVERAGE: 80%
25% PROPOSED

MINIMUM LOT WIDTH REQUIRED: NONE
525' PROPOSED

MINIMUM LOT DEPTH REQUIRED: NONE
125' PROPOSED

FRONT SET BACK: 0- 15'
10' PROPOSED

SIDE SET BACK: 0' MIN - 5' MAX
10' PROPOSED AND BLDG. 3
60' AT OTHER BLDGS.

REAR SETBACK: 5'
65' PROPOSED

MAXIMUM HEIGHT: 55'
35' TO EAVE LINE PROPOSED

PRIVATE OPEN SPACE PROVIDED:
47 SQ FT PER RESIDENCE

PUBLIC OPEN SPACE PROVIDED:
5,000 SQ FT POCKET PARK

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF 5 INDIVIDUAL,
3 STORY BUILDINGS AND A 1 STORY LEASING OFFICE
MAINT SHOP.

EACH BUILDING IS A 3 STORY WALK UP WITH AN
OPEN AIR LOBBY.

TOTAL UNIT COUNT IS 99 UNITS,
All OF WHICH ARE AFFORDABLE.

PARKING SHALL BE 1:22, WHICH IS GREATER THAN
ALLOWED UNDER STATE DENISTY BOUNUS
DEVELOPMENT CONCESSIONS AND WAIVERS
FOR A PROJECT THAT PROVIDES ON SITE
AFFORDABLE UNITS.

DRAWING INDEX

ARCHITECTURAL

A0.1 - COVER SHEET
A1.1 - SITE PLAN
A2.1 - 1ST FLOOR PLAN
A2.2 - 2ND FLOOR PLAN (3RD SIMILAR)
A2.3 - ROOF PLAN
A3.1 - EXTERIOR ELEVATIONS
A3.2 - EXTERIOR ELEVATIONS
A4.2 - UNIT PLANS
A5.1 - LADDER TRUCK EXHIBIT
A5.2 TRASH TRUCK EXHIBIT

LANDSCAPE

P1 - PRELIMINARY LANDSCAPE PLAN

CIVIL

C1 - CONCEPTUAL GRADING PLAN
C2 - GRADING SECTIONS
C3 - DEMOLITION PLAN
C4 - CONCEPTUAL UTILITY PLAN
C5 - WATER QUALITY MANAGEMENT PLAN

SURVEY

1 - BOUNDRY AND TOPOGRAPHIC SURVEY
2 - BOUNDRY AND TOPOGRAPHIC SURVEY

STUDIO fcf

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1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
916 740 1276

ALMOND GARDENS

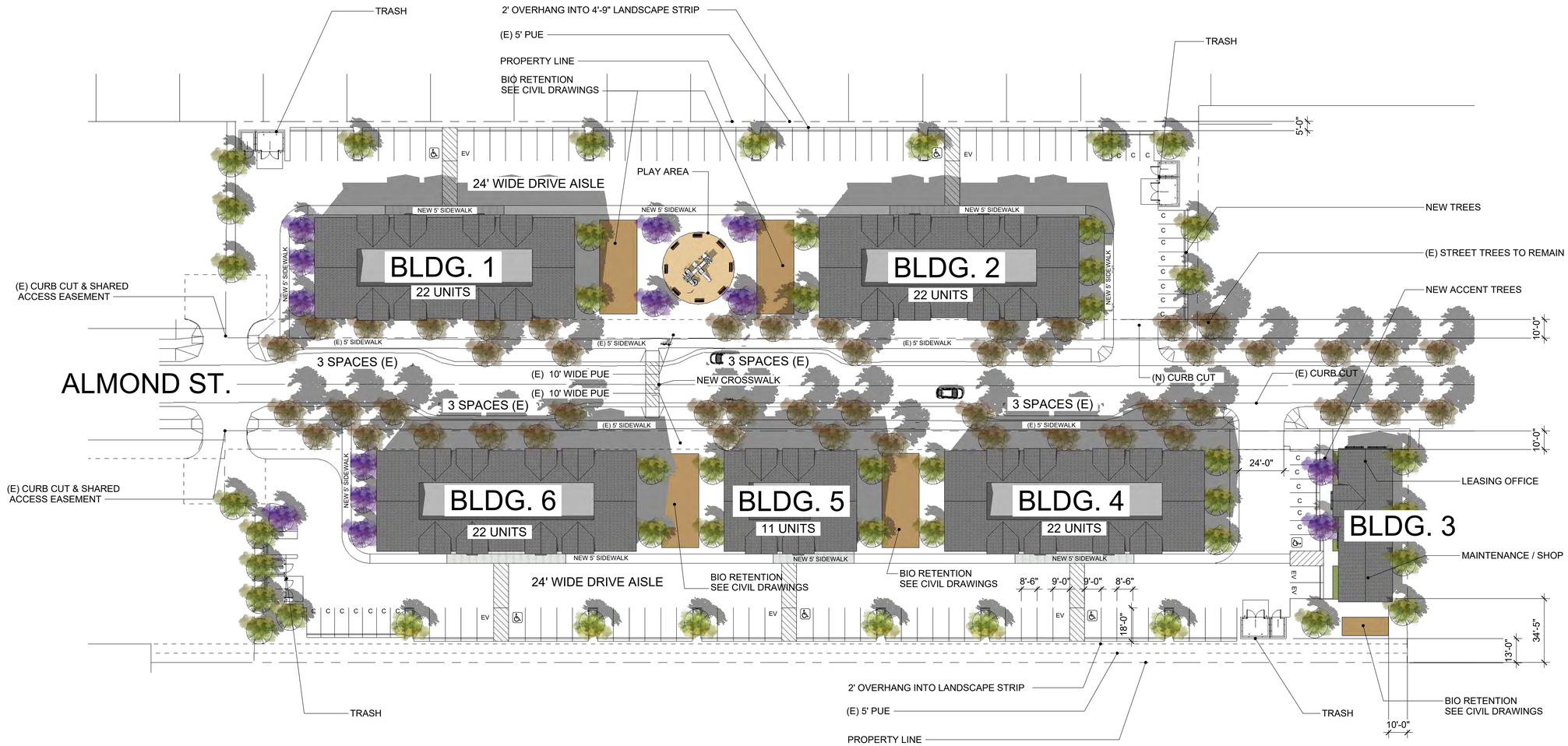
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

COVER SHEET

ORIGINAL: 24 X 36

A0.1



SITE PLAN

NORTH

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'

PARKING CALCULATIONS

	SUISUN CITY CODE		STATE DENSITY BONUS		PROPOSED				
					ADA 9' X 18'	EV	CLEAN AIR 8'.6" X 18'	UNIVERSAL 8'.6" X 18'	COMPACT 7'.6" X 16'
1 BED	1.25	58	0.5	23	1				
2 BED	1.75	93	1.0	53	1				
		150		76	6	7	11	73	24
		1.52		0.77					

Note:

THERE ARE 12 ADDITIONAL PARALLEL SPACES ON ALMOND STREET IN FRONT OF THE PROJECT

THE PROJECT IS PROPOSING 99 ON SITE AFFORDABLE UNITS

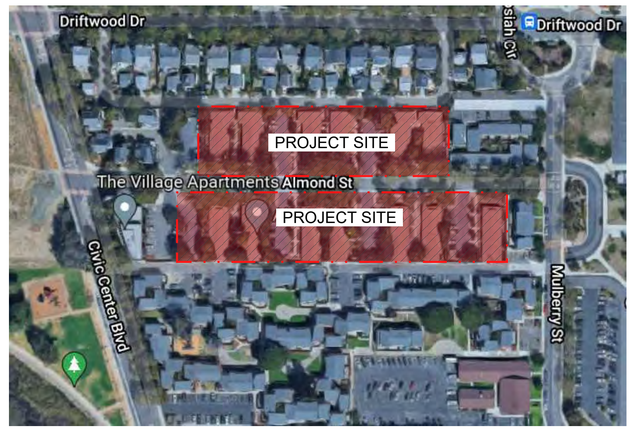
THE PROJECT IS WITHIN 1/2 MILE OF A MAJOR TRANSIT STOP

6 ADA PARKING SPACES ARE PROPOSED, PER CBC 5 ARE REQUIRED

11 CLEAN AIR SPACES PROPOSED, PER CAL GREEN 11 ARE REQUIRED

BIKE PARKING IS PROVIDED AT 5% OF PARKING (117 X 5% = 6) FOR BOTH LONG TERM AND SHORT TERM PER CAL GREEN
7 0F EACH ARE PROPOSED AND WILL BE LOCATED IN THE OPEN AIR LOBBY

	1BED 625	2 BED 825	TOTAL UNITS	LOBBY	LEASING	MAINT	VERTICAL CIRCULATION	
BLDG 1	10	12	22	825	0	0	2000	
BLDG 2	10	12	22	825	0	0	2000	
BLDG 3	0	0	0	0	1000	1000	0	
BLDG 4	10	12	22	825	0	0	2000	
BLDG 5	6	5	11	825	0	0	1000	
BLDG 6	10	12	22	825	0	0	2000	
	46	53	99	4125	1000	1000	9000	
	46%	54%						
RENTABLE	28,750	43,725	72,475					
GROSS			72,475	4,125	1,000	1,000	9000	87,600



STUDIO f c f

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ALMOND GARDENS

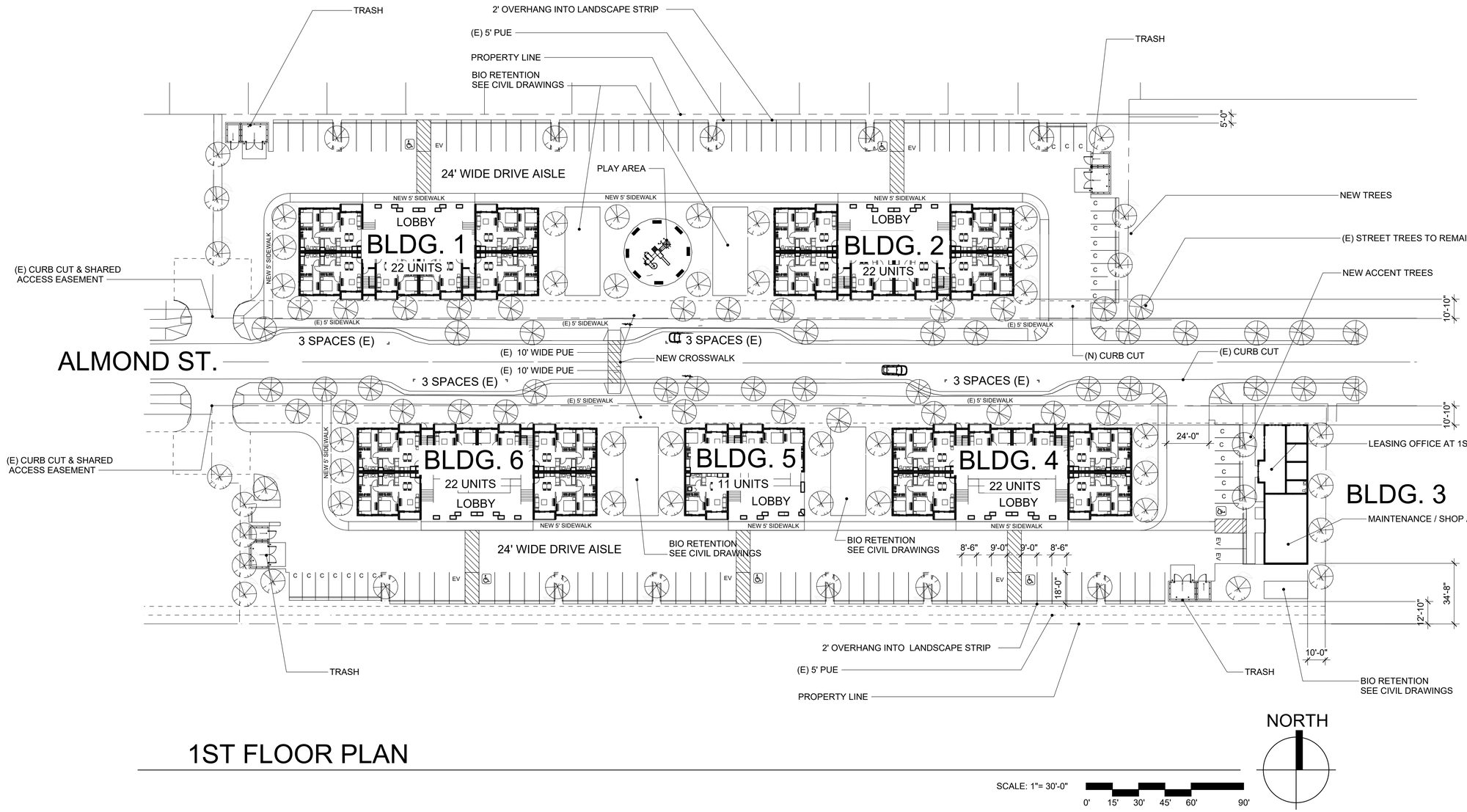
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

SITE PLAN

ORIGINAL: 24 X 36

A1.1



1ST FLOOR PLAN

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'

NORTH

STUDIO f c f

F. Clay Fry Architect Inc.
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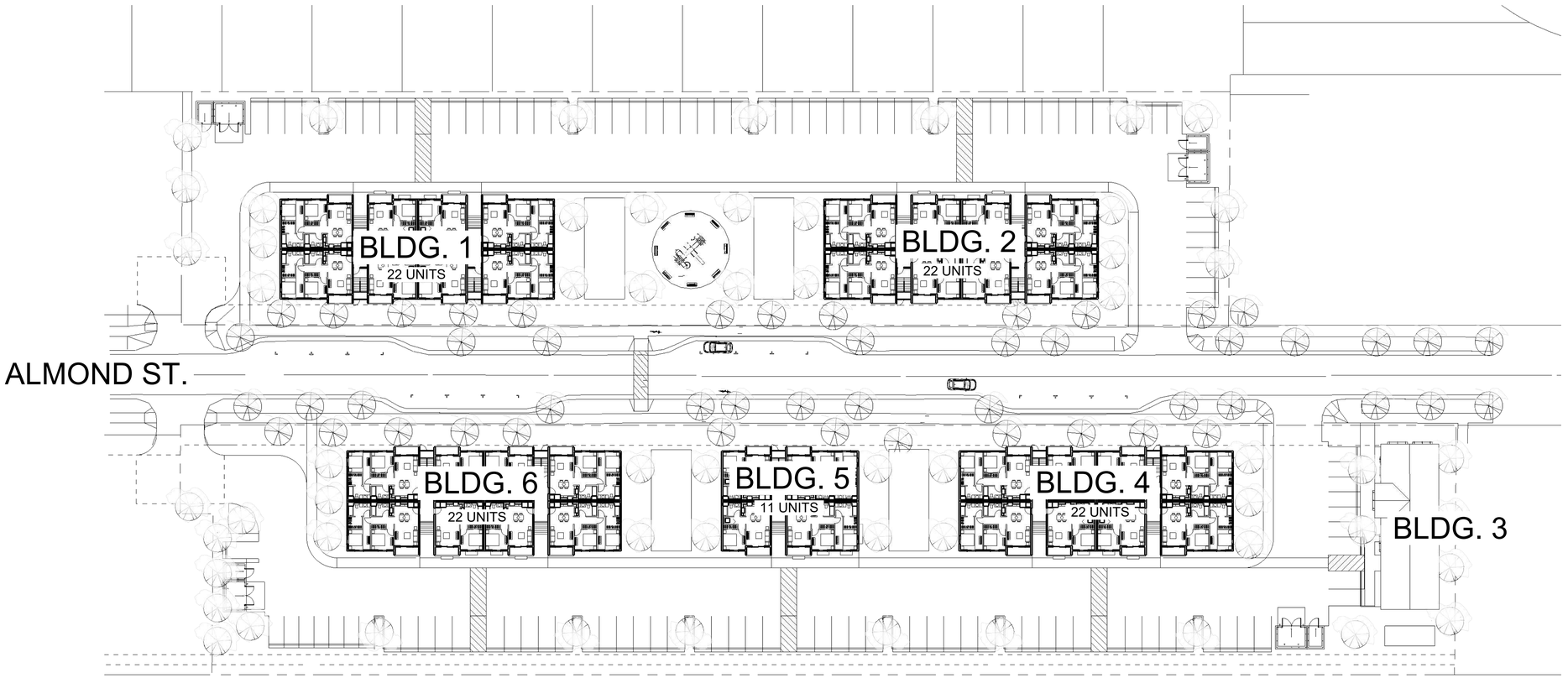
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

1ST FLOOR PLAN

ORIGINAL: 24 X 36

A2.1



2ND FLOOR PLAN (3RD FLOOR SIMILAR)

NORTH

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'

STUDIO f c f

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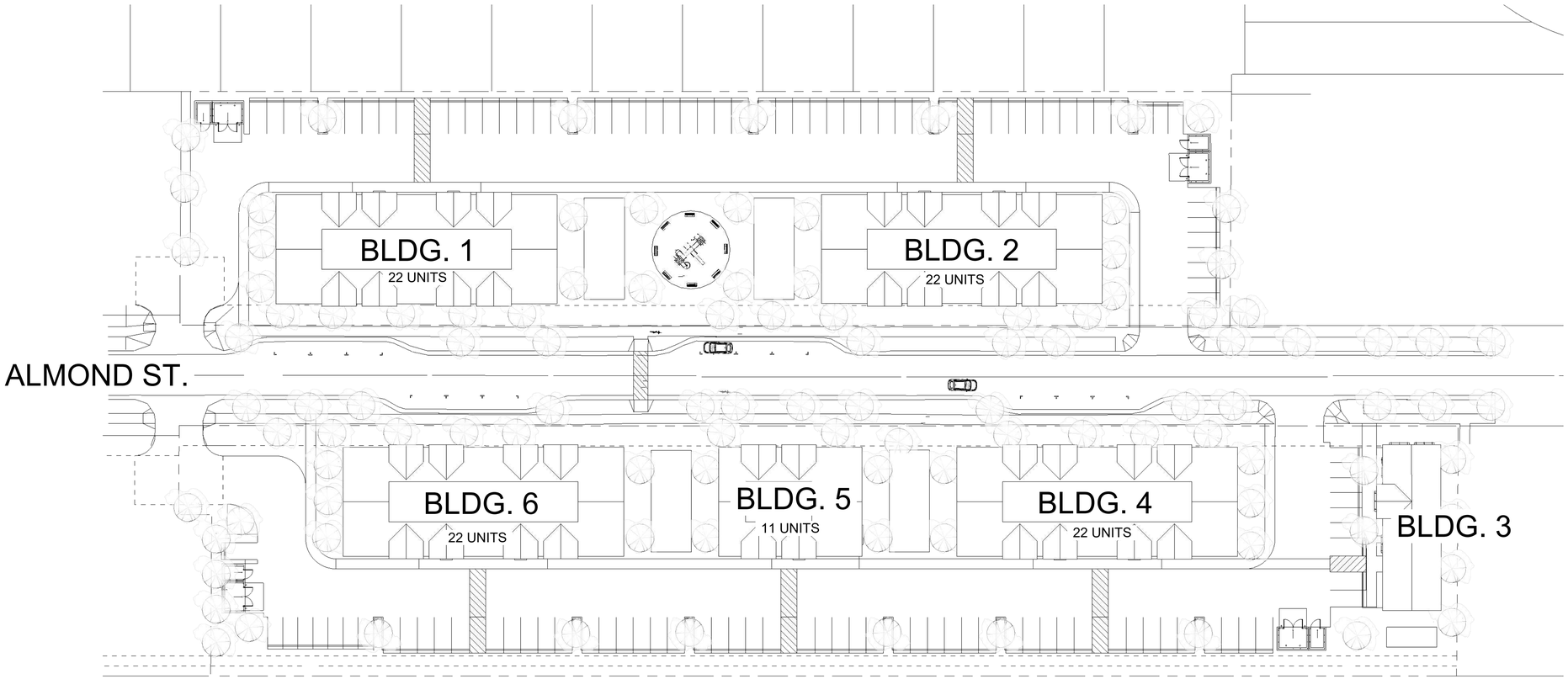
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

2ND FLOOR PLAN

ORIGINAL: 24 X 36

A2.2



ROOF PLAN

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'

NORTH

STUDIO f c f

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1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
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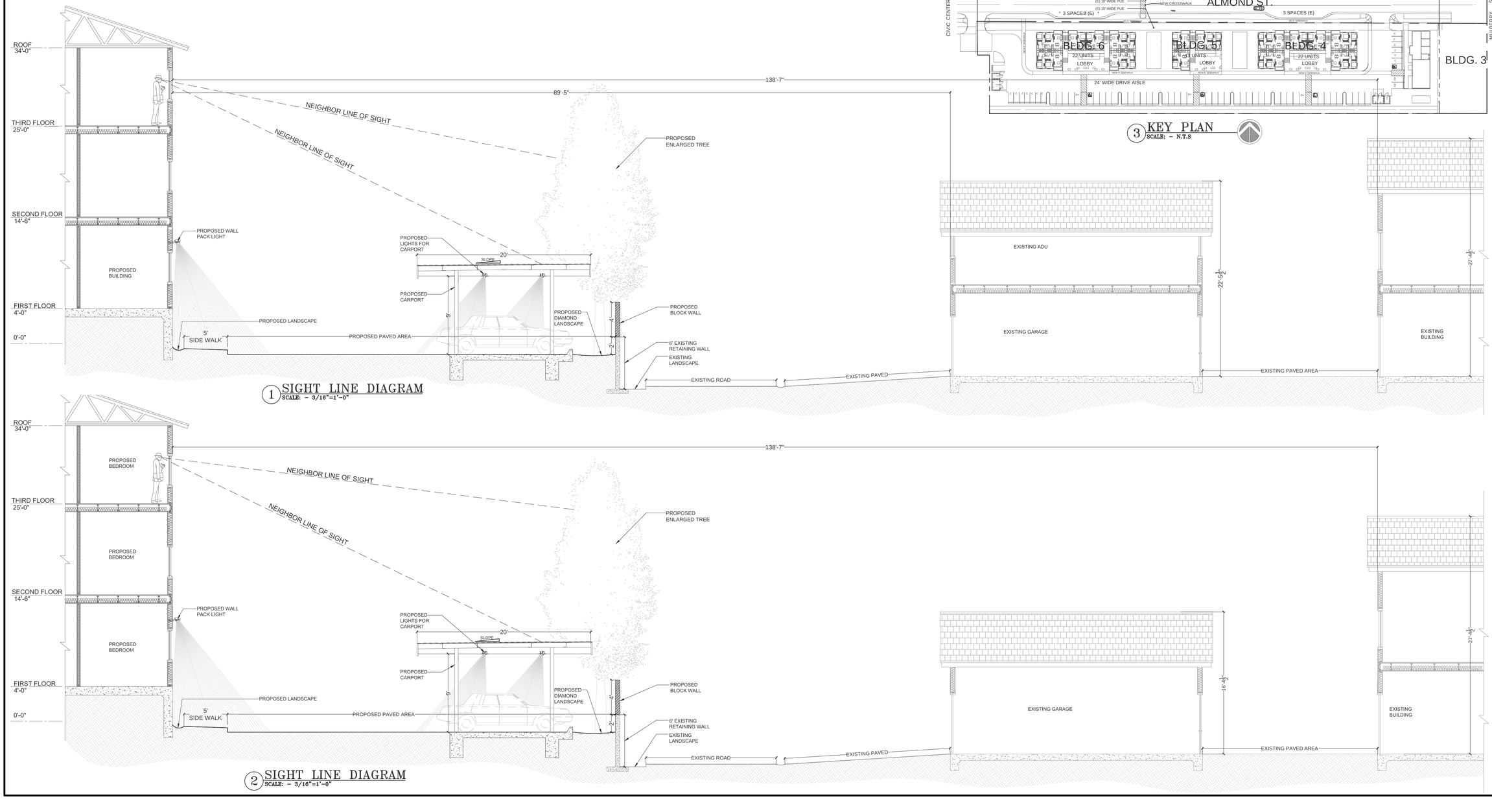
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

ROOF PLAN

ORIGINAL: 24 X 36

A2.3



REVISIONS:

#	REVISION	ISSUE	DATED
1			

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

SIGHT LINE DIAGRAM

PROJECT
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
JASON S. GRAVES
No. 56924
EXP. 06/30/2025
CIVIL
STATE OF CALIFORNIA

DATE: 01/19/2024
JOB : 20-18
DWG. BY: HS
CHK. BY: MG

A3.0.0
SHEET 1 OF 01



ALMOND ELEVATION LOOKING NORTH

SCALE: 1/16"= 1'-0"
0' 8' 16' 24' 32'



LOBBY ELEVATION BUILDINGS 1 & 4

SCALE: 1/8"= 1'-0"
0' 4' 8' 12' 16'

1 CEMENT PLASTER - PAINTED
2 SPLIT FACE CMU - CHARCOAL
3 WOOD - TRIM PAINTED
4 DOUBLE GLAZED WINDOWS - WHITE
5 DOUBLE GLAZED PATIO DOORS - WHITE
6 ALUMINUM AWNING
7 GUTTER AND RWL - PAINTED
8 ASPHALT SHINGLES - CHARCOAL
9 DECORATIVE METAL RAILINGS

KELLY MOORE
DAISY WHITE
HLS4295-1

KELLY MOORE
ELLIS MIST
HLS4229-3

KELLY MOORE
RUSKIN BRONZE
HLS4221-5



LOBBY ELEVATION BUILDINGS 2 & 6

SCALE: 1/8"= 1'-0"
0' 4' 8' 12' 16'

1 CEMENT PLASTER - PAINTED
2 SPLIT FACE CMU - CHARCOAL
3 WOOD - TRIM PAINTED
4 DOUBLE GLAZED WINDOWS - WHITE
5 DOUBLE GLAZED PATIO DOORS - WHITE
6 ALUMINUM AWNING
7 GUTTER AND RWL - PAINTED
8 ASPHALT SHINGLES - CHARCOAL
9 DECORATIVE METAL RAILINGS

KELLY MOORE
DAISY WHITE
HLS4295-1

KELLY MOORE
CROWN GOLD
HLS4232-3

KELLY MOORE
RUSKIN BRONZE
HLS4221-5

STUDIO f c f

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Ashria, LLC
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Granite Bay, CA 95746
916 740 1276

ALMOND GARDENS

ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

ELEVATIONS

ORIGINAL: 24 X 36

A3.1



SOUTH ELEVATION BLDGS. 4, 5 & 6

SCALE: 1/16"= 1'-0"
0' 8' 16' 24' 32'



LOBBY ELEVATION BUILDING 5

SCALE: 1/8"= 1'-0"
0' 4' 8' 12' 16'

1 CEMENT PLASTER - PAINTED
2 SPLIT FACE CMU - CHARCOAL
3 WOOD - TRIM PAINTED
4 DOUBLE GLAZED WINDOWS - WHITE
5 DOUBLE GLAZED PATIO DOORS - WHITE
6 ALUMINUM AWNING
7 GUTTER AND RWL - PAINTED
8 ASPHALT SHINGLES - CHARCOAL
9 DECORATIVE METAL RAILINGS

KELLY MOORE
DAISY WHITE
HLS4295-1

KELLY MOORE
BAKELITE
HLS4203-2

KELLY MOORE
RUSKIN BRONZE
HLS4221-5



LOTZ ELEVATION



WEST / FRONT ELEVATION

1 CEMENT PLASTER - PAINTED
2 SPLIT FACE CMU - CHARCOAL
3 WOOD - TRIM PAINTED
4 DOUBLE GLAZED WINDOWS - DARK BRONZE
5 DOUBLE GLAZED DOORS - DARK BRONZE
6 ALUMINUM AWNING
7 GUTTER AND RWL - PAINTED
8 ASPHALT SHINGLES - CHARCOAL
9 ROLL UP GARAGE DOOR

KELLY MOORE
DAISY WHITE
HLS4295-1

KELLY MOORE
RUSKIN BRONZE
HLS4221-5

LEASING / MAIL / SHOP

SCALE: 1/8"= 1'-0"
0' 4' 8' 12' 16'

STUDIO f c f

F. Clay Fry Architect Inc.
1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
916 740 1276

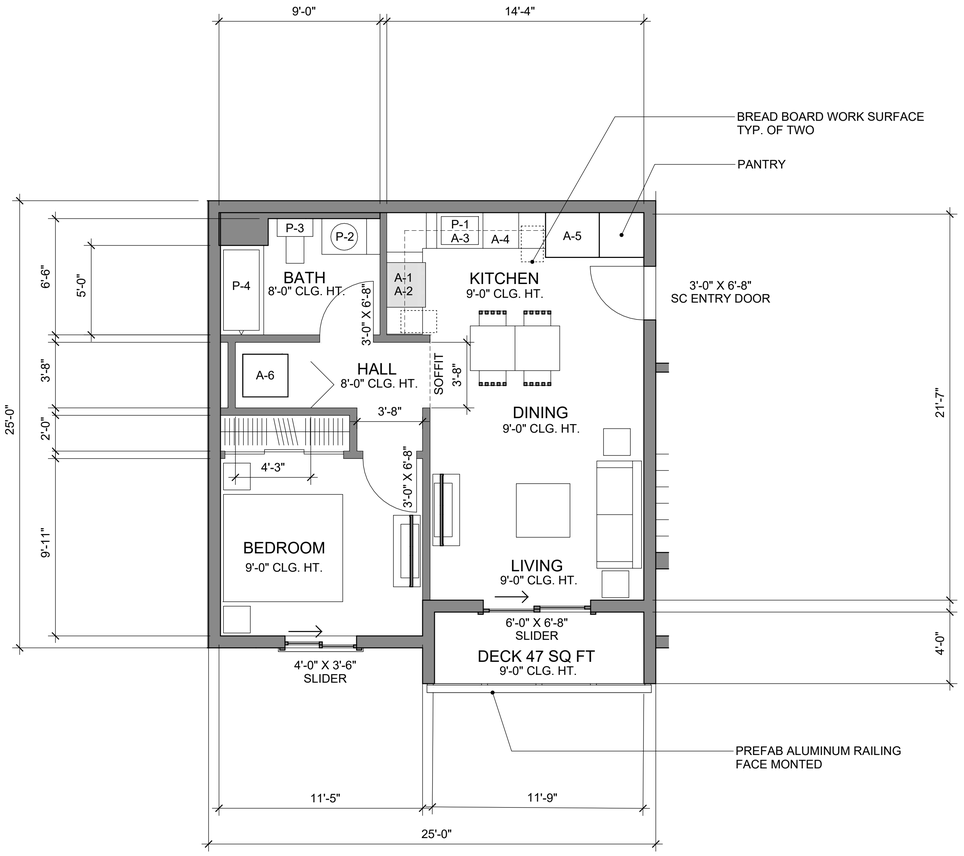
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

ELEVATIONS

ORIGINAL: 24 X 36

A3.2



1 BEDROOM UNIT: TYPICAL OF 46 UNITS, 625 SQ FT

SCALE: 1/4" = 1'-0"

0' 2' 4' 6' 8' 12'

APPLIANCES

A-1 30" OVEN RANGE

A-2 MICROWAVE HOOD, DUCTED TO EXTERIOR

A-3 GARBAGE DISPOSAL

A-4 24" DISHWASHER

A-5 36" REFRIGERATOR FREEZER

A-6 STACKED WASHER DRYER

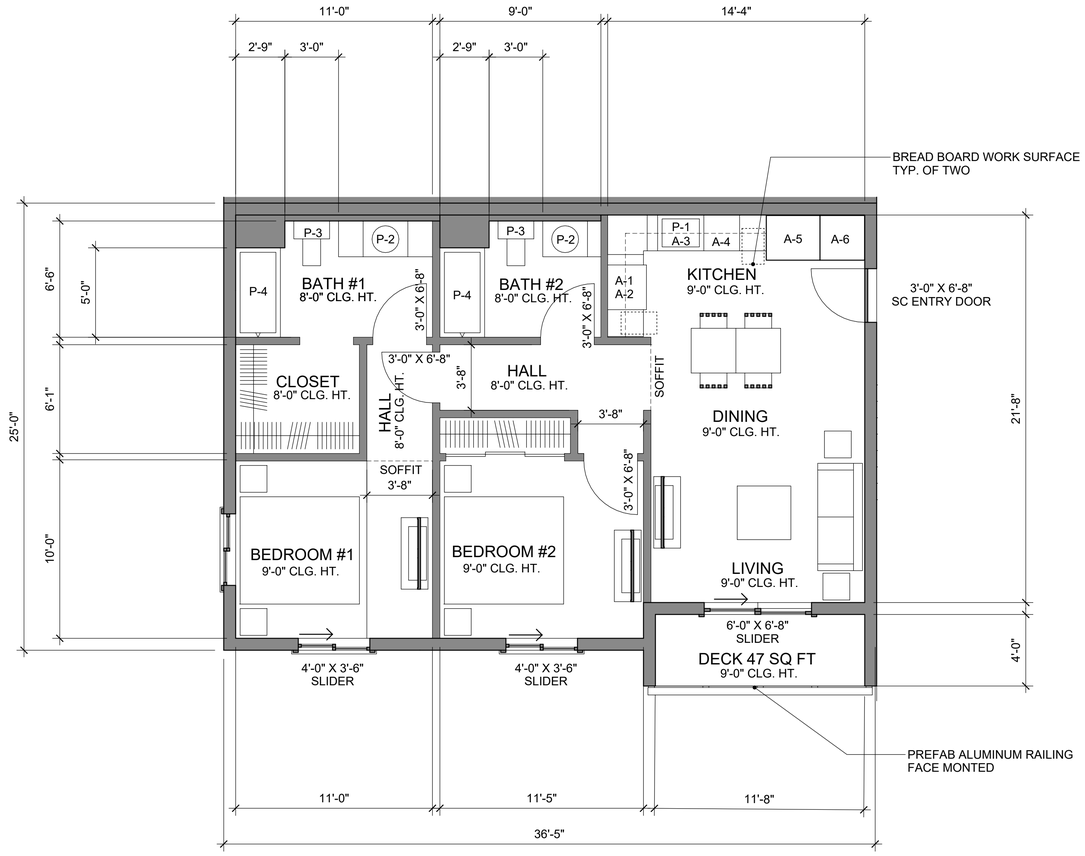
PLUMBING FIXTURES

P-1 KITCHEN SINK AND FAUCET

P-2 BATHROOM SINK AND FAUCET

P-3 TOILET

P-4 30" x 60" TUB / SHOWER W/ CONTROL VALVE, FAUCET AND SHOWER HEAD



2 BEDROOM UNIT: TYPICAL OF 53 UNITS, 825 SQ FT

SCALE: 1/4" = 1'-0"

0' 2' 4' 6' 8' 12'

APPLIANCES

A-1 30" OVEN RANGE

A-2 MICROWAVE HOOD, DUCTED TO EXTERIOR

A-3 GARBAGE DISPOSAL

A-4 24" DISHWASHER

A-5 36" REFRIGERATOR FREEZER

A-6 STACKED WASHER DRYER

PLUMBING FIXTURES

P-1 KITCHEN SINK AND FAUCET

P-2 BATHROOM SINK AND FAUCET

P-3 TOILET

P-4 30" x 60" TUB / SHOWER W/ CONTROL VALVE, FAUCET AND SHOWER HEAD

STUDIO f c f

F. Clay Fry Architect Inc.
1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
916 740 1276

ALMOND GARDENS

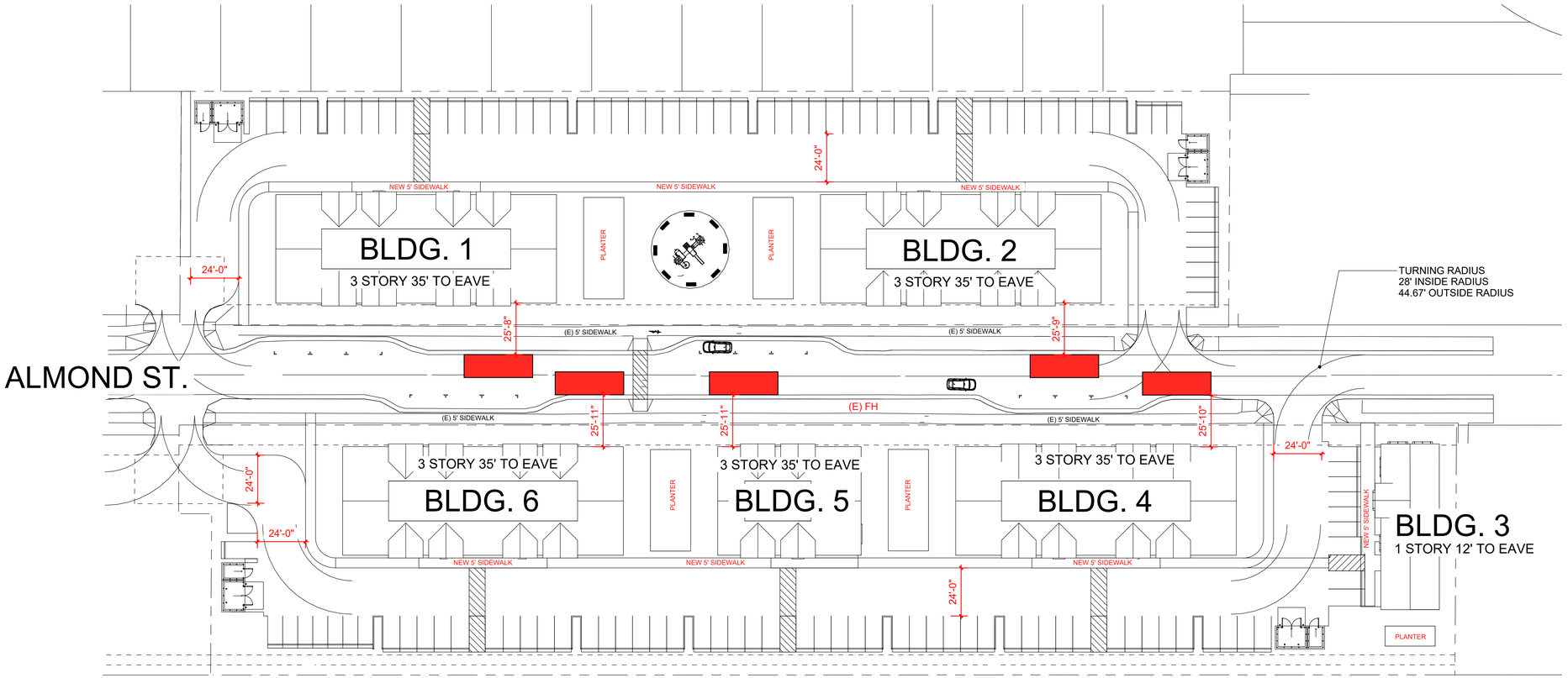
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

UNIT
FLOOR PLANS

ORIGINAL: 24 X 36

A4.1



LADDER TRUCK ACCESS EXHIBIT

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'

NORTH

STUDIO f c f

F. Clay Fry Architect Inc.
1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
916 740 1276

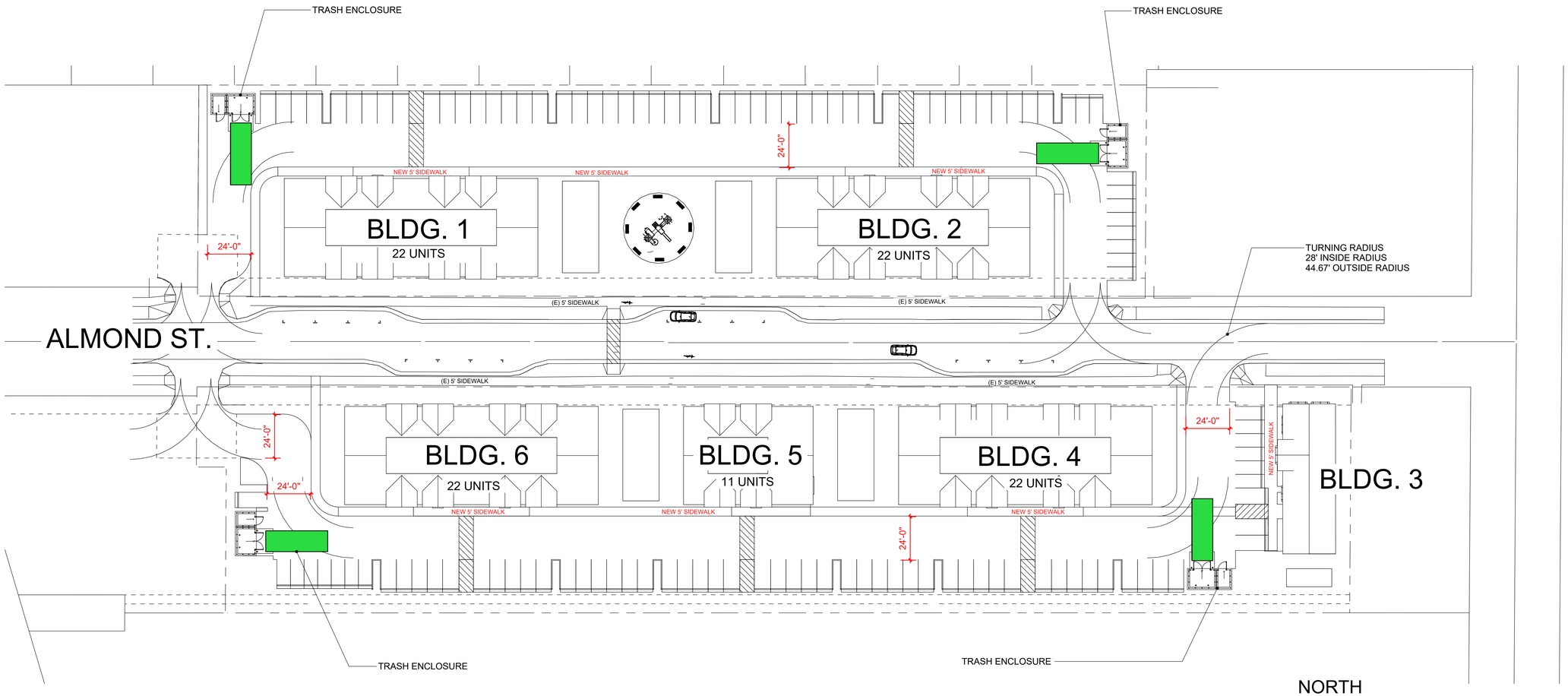
ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

LADDER TRUCK ACCESS EXHIBIT

ORIGINAL: 24 X 36

A5.1

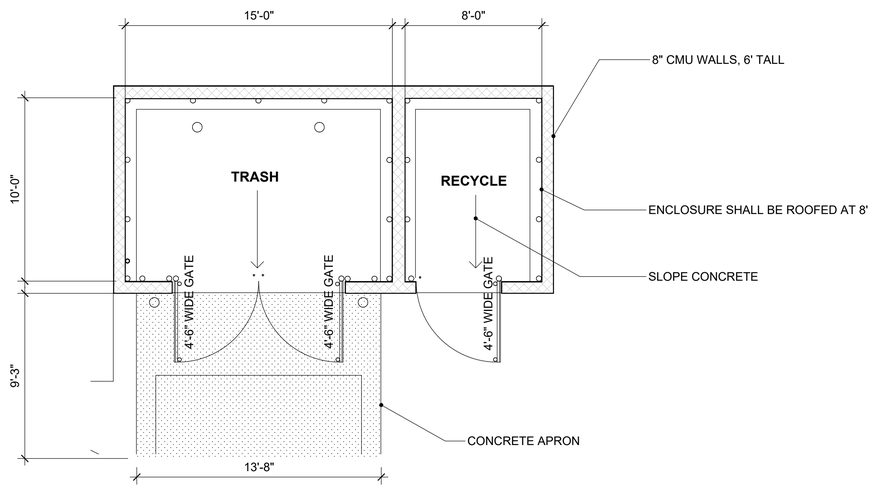


TRASH TRUCK ACCESS EXHIBIT

NORTH

SCALE: 1"= 30'-0"

0' 15' 30' 45' 60' 90'



TRASH ENCLOSURE

STUDIO f c f

F. Clay Fry Architect Inc.
1164 Crescenta Court
Lafayette, CA 94549
925-765-2876

Ashria, LLC
9700 Village Center Dr.
Suite 120
Granite Bay, CA 95746
916 740 1276

ALMOND GARDENS
ALMOND STREET
SUISUN CITY, CALIFORNIA

CITY SUBMITTAL:
FEBRUARY 28, 2022

TRASH TRUCK ACCESS EXHIBIT

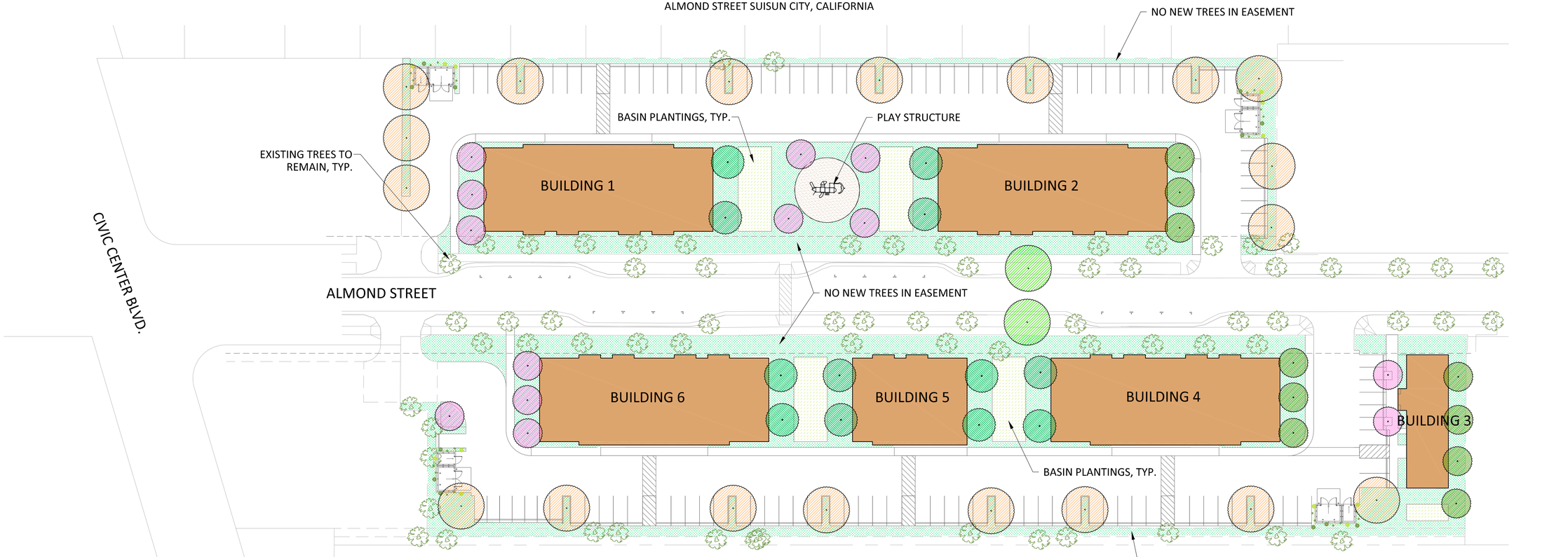
ORIGINAL: 24 X 36

A5.2

600

ALMOND GARDENS

ALMOND STREET SUISUN CITY, CALIFORNIA



PLANT LEGEND

SYM	BOTANICAL/ COMMON NAME	SIZE	QTY	WATER USE*	REMARKS
	TREES				
	CORNUS 'CLOUD NINE'/ WHITE FLOWERING DOGWOOD	15 GAL	10	MED	STANDARD
	MAGNOLIA 'LITTLE GEM'/ COMPACT MAGNOLIA	24" BOX	12	MED	STANDARD
	CERCIS OCCIDENTALIS/ WESTERN REDBUD	15 GAL	7	LOW	MULTI
	LAGERSTROEMIA INDICA 'MUSKOGEE'/ CRAPE MYRTLE	15 GAL	6	LOW	STANDARD
	PISTACIA CHINENSIS 'KEITH DAVEY'/ CHINESE PISTACHE	15 GAL	19	LOW	STANDARD
	PLATANUS × ACERIFOLIA/ LONDON PLANE TREE	15 GAL	2	LOW	STANDARD
	SHRUB PLANTINGS				
	CISTUS LADANIFER/CRIMSON SPOT ROCKROSE	5 GAL	--	LOW	--
	DIETES VEGETA/ FORTNIGHT LILY	1 GAL		LOW	--
	GARDENIA VEITCHII/ GARDENIA	5 GAL	--	MED	--
	LANTANA MONTEVIDENSIS/ TRAILING LANTANA	1 GAL	--	LOW	--
	LAVANDULA ANGUSTIFOLIA/ ENGLISH LAVENDER	1 GAL	--	LOW	--
	LOROPETALUM 'SIZZLING PINK'/ FRONGE FLOWER	5 GAL	--	MED	--
	MAHONIA AQUIFOLIUM 'COMPACTA'/ OREGON GRAPE	5 GAL	--	LOW	--
	NANDINA 'GULF STREAM'/ HEAVENLY BAMBOO	5 GAL	--	LOW	--
	OSTEOSPERMUM FRUTICOSUM/ AFRICAN DAISY	1 GAL	--	LOW	--
	ROSMARINUS OFFICINALIS TUSCAN BLUE/ROSEMARY	5 GAL	--	LOW	48" O.C.
	FICUS PUMILA/ CREEP FIG	5 GAL	12	MED	--

BASIN PLANTINGS

SYM	BOTANICAL/ COMMON NAME	SIZE	QTY	WATER USE*	REMARKS
	ACHILLEA MILLEFOLIUM/YARROW	1 GAL	--	LOW	12" O.C.
	CAREX TUMULICOLA/ SEDGE	1 GAL	--	LOW	24" O.C.
	MUHLENBERGIA RIGENS/ DEER GRASS	5 GAL	--	LOW	48" O.C.

PRELIMINARY LANDSCAPE PLAN

FEBRUARY 28, 2022

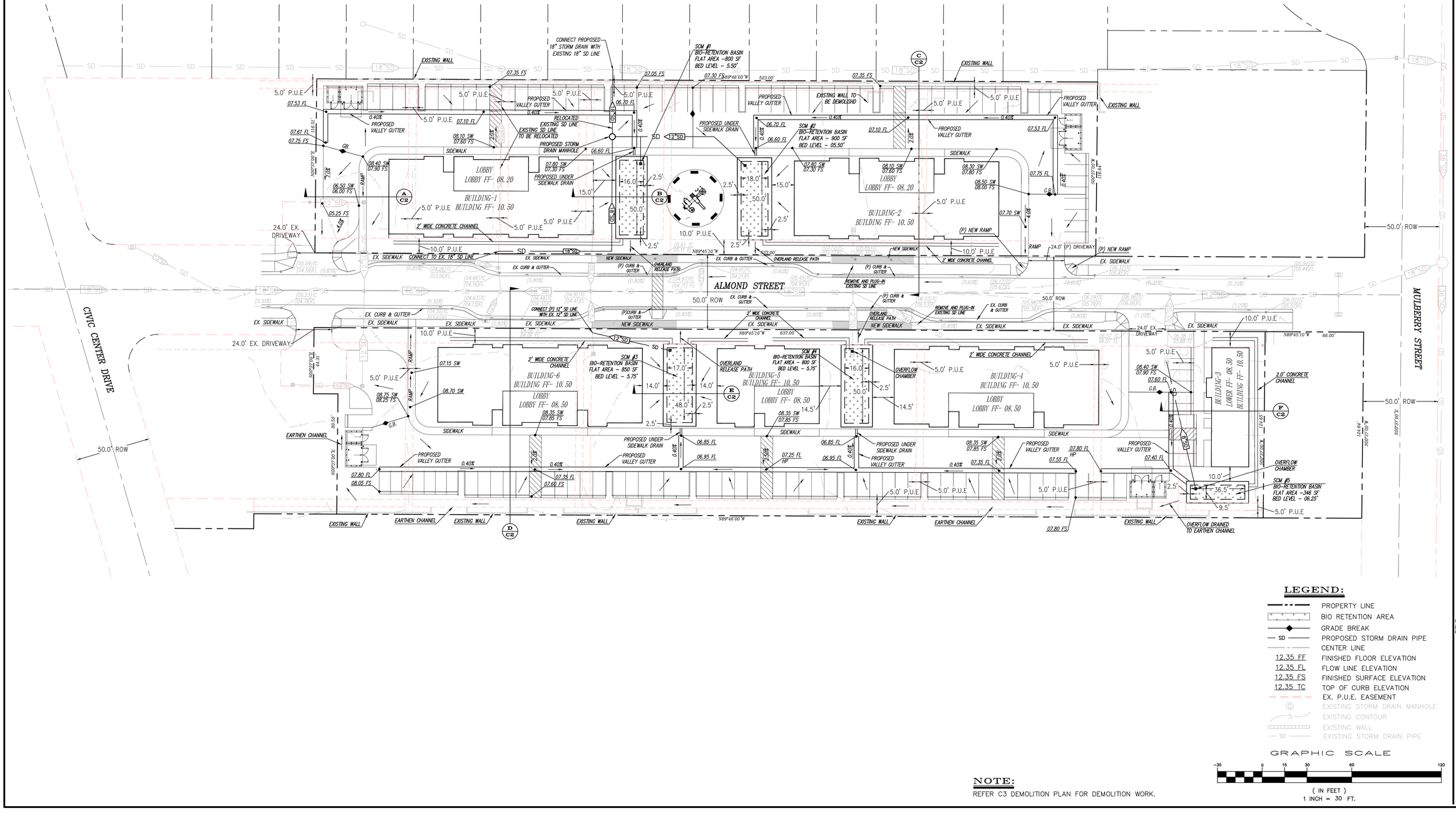
LANDSCAPE ARCHITECTURE, Inc.
306 Canyon Falls Dr. Folsom, CA 95630
916.989.3372 www.msladesign.com

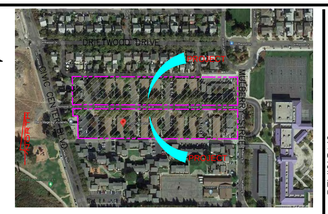
LICENSED LANDSCAPE ARCHITECT MICHAEL SHULAR No. 5854 EXP. 05.31.23 STATE OF CALIFORNIA

PRELIMINARY

SHEET P1 OF TOTAL 1

C:\MSLA\Projects\2021\2122_Almond_Gardens\Exhibits\Preliminary\EXH_Almond_Prelim.dwg Feb 28, 2022-04:52 pm





LEGEND:

- PROPERTY LINE
- BIO RETENTION AREA
- GRADE BREAK
- SD — PROPOSED STORM DRAIN PIPE
- CENTER LINE
- 12.35 FF — FINISHED FLOOR ELEVATION
- 12.35 FL — FLOW LINE ELEVATION
- 12.35 FS — FINISHED SURFACE ELEVATION
- 12.35 TC — TOP OF CURB ELEVATION
- EX. P.U.E. EASEMENT
- (D) — EXISTING STORM DRAIN MANHOLE
- 5 — EXISTING CONTOUR
- EXISTING WALL
- SD — EXISTING STORM DRAIN PIPE

GRAPHIC SCALE

-30 0 15 30 60 120

(IN FEET)
1 INCH = 30 FT.

NOTE:
REFER C3 DEMOLITION PLAN FOR DEMOLITION WORK.

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: CONCEPTUAL GRADING PLAN

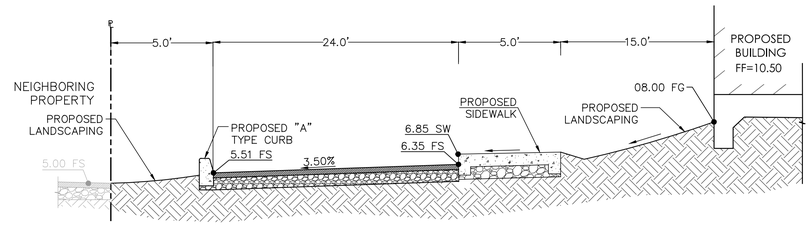
PROJECT: ALMOND GARDEN
ALMOND STREET
SUISUN CITY, CA

REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. KOSTY
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

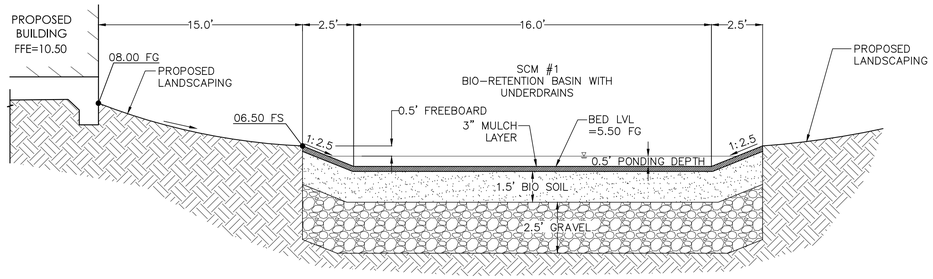
DATE: 02/25/2022
JOB : 20-18
DWG. BY: AK
CHK. BY: DS

C1

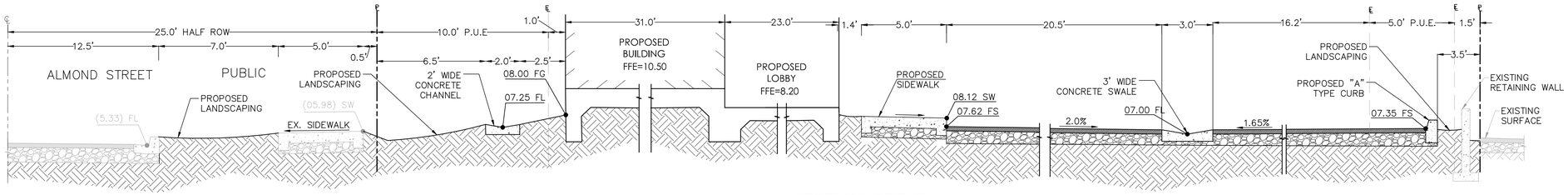
SHEET
1 OF 5



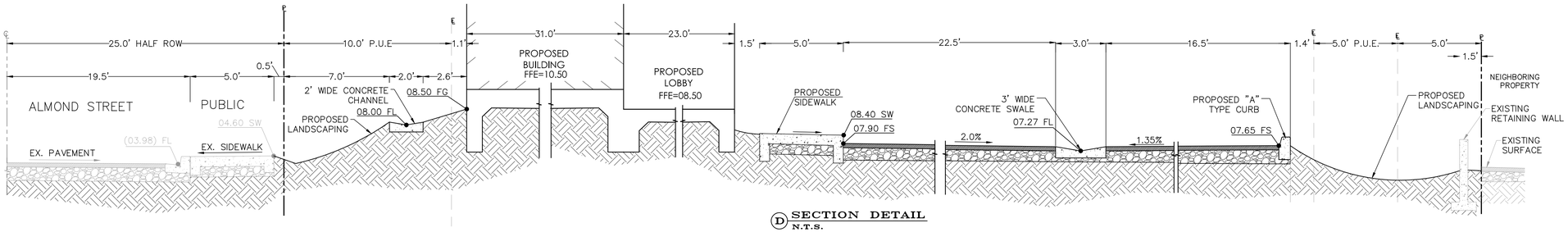
A SECTION DETAIL
N.T.S.



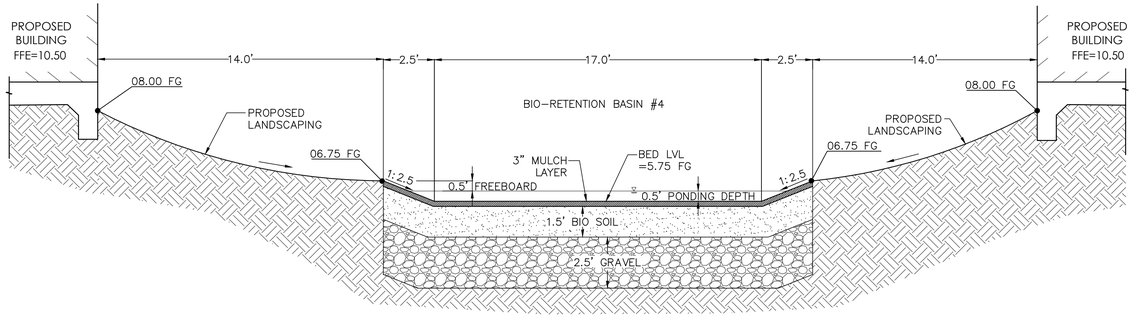
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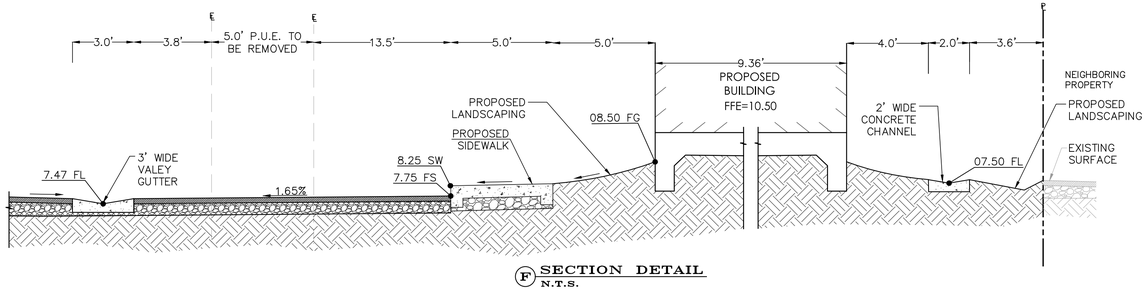
C SECTION DETAIL
N.T.S.



D SECTION DETAIL
N.T.S.



E SECTION DETAIL
N.T.S.



F SECTION DETAIL
N.T.S.

REVISIONS:

	REVISION ISSUE	DATED
A		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: GRADING SECTIONS

PROJECT: ALMOND GARDEN
ALMOND STREET
SUISUN CITY, CA

REGISTERED PROFESSIONAL ENGINEER
ANDREAS K. SKOTTE
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/25/2022
JOB : 20-18
DWG. BY: AK
CHK. BY: DS

C2

SHEET
2 OF 5

NORTH



EXISTING SD LINE TO BE RELOCATED

EXISTING 6" SEWER LINE TO BE RELOCATED

REMOVE AND PLUG-IN EXISTING SD LINE

REMOVE AND PLUG-IN EXISTING SD LINE

REMOVE AND PLUG-IN EXISTING SD LINE

REMOVE AND PLUG-IN EXISTING SD LINE

N89°46'00"W 523.00'

N89°45'10"W 523.00'

N89°45'10"W 637.00'

N89°45'10"W 66.00'

N89°46'00"W

N00°43'00"W 330.00'

S00°13'00"W 116.64'

N00°43'00"E 116.51'

N00°43'00"E 44.31'

N00°17'00"E 60.50'

ALMOND STREET

CIVIC CENTER DRIVE

MULBERRY STREET

LEGEND:

- PROPERTY LINE
- EX. SIDEWALK TO BE DEMOLISHED
- EX. LANDSCAPING AREA TO BE RE-GRADED
- EX. BUILDING TO BE DEMOLISHED
- EX. ASPHALT PAVEMENT & CURB TO BE DEMOLISHED
- EX. DRIVEWAY TO BE DEMOLISHED
- EX. OFFSITE SIDEWALK AND RAMP TO BE DEMOLISHED
- EX. TRASH ENCLOSURE TO BE REMOVED
- CENTER LINE
- EX. P.U.E. EASEMENT
- EXISTING STORM DRAIN MANHOLE
- 468 EXISTING CONTOUR
- EXISTING WALL
- SD EXISTING STORM DRAIN PIPE

GRAPHIC SCALE

-30 0 15 30 60 120

(IN FEET)
1 INCH = 30 FT.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: DEMOLITION PLAN

PROJECT: ALMOND GARDEN
ALMOND STREET
SUISUN CITY, CA

REGISTERED PROFESSIONAL ENGINEER
ANGELA K. SMITH
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/25/2022
JOB : 20-18
DWG. BY: AK
CHK. BY: DS

C3

SHEET
3 OF 5

NORTH



REVISIONS:

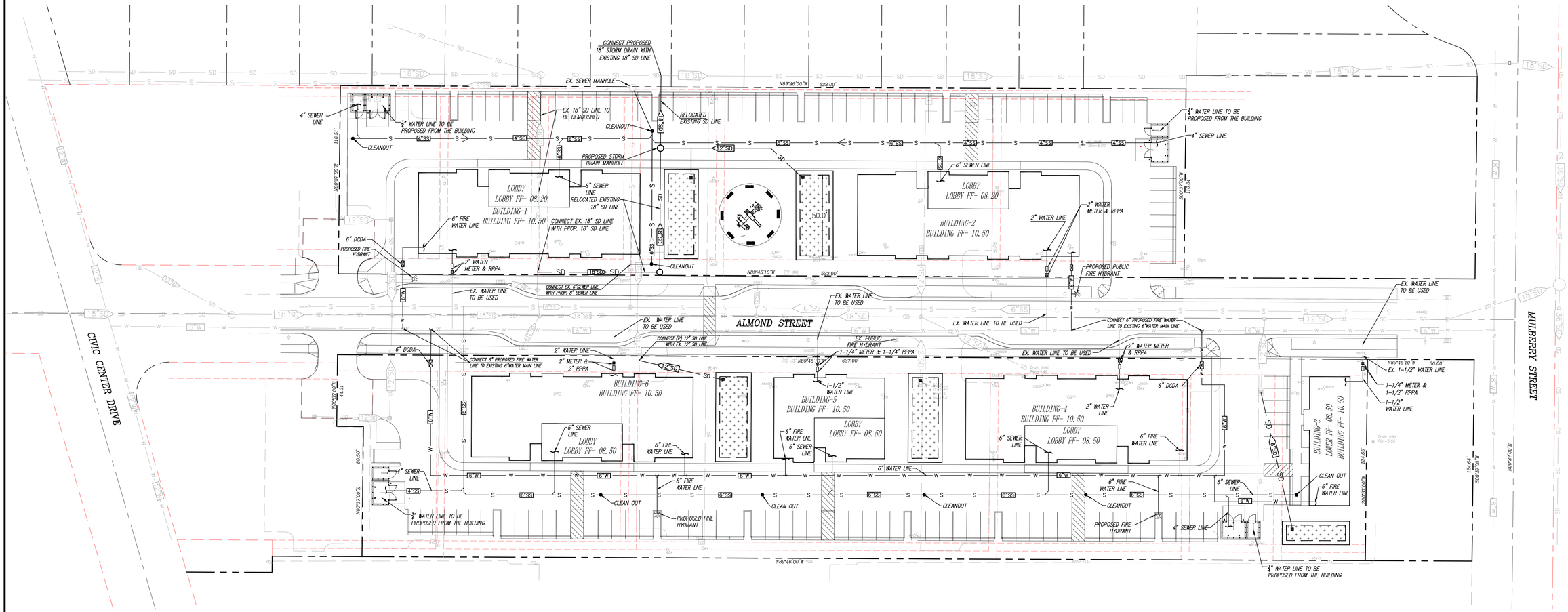
NO.	REVISION ISSUE	DATED
1		
2		
3		
4		
5		
6		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

CONCEPTUAL UTILITY PLAN

PROJECT
ALMOND GARDEN
ALMOND STREET
SUISUN CITY, CA

TITLE



LEGEND:

	CENTER LINE
	PROPERTY LINE
SD	PROPOSED SEWER LINE
S	PROPOSED SEWER LINE
W	PROPOSED WATER LINE
	PROPOSED SEWER CLEAN OUT
	PROPOSED TEE
	PROPOSED WATER METER
	PROPOSED RPPA
	PROPOSED DCDA
	BIO-RETENTION AREA
SD	EXISTING STORM DRAIN
S	EXISTING SEWER LINE
W	EXISTING WATER LINE
wm	EXISTING WATER METER
gm	EXISTING GAS METER
ssco	EXISTING SANITARY SEWER CLEANOUT
wbx	EXISTING WATER BOX
wv	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
mb	EXISTING MAILBOX
catv	EXISTING CABLE TV BOX
elb	EXISTING ELECTRIC BOX
slb	EXISTING STREET LIGHT BOX
	EXISTING STREET LIGHT POLE
	EXISTING UTILITY POLE

NOTE:

ALL ADEQUATE EXISTING WATER STUBS AND SEWER CONNECTION WILL USED. ADEQUACY OF EXISTING WATER AND SEWER CONNECTION TO PROJECT SITE WILL BE CHECKED BEFORE CONSTRUCTION DRAWINGS.

GRAPHIC SCALE

-30 0 15 30 60 120

(IN FEET)
1 INCH = 30 ft.



DATE: 02/25/2022
JOB : 20-18
DWG. BY: AK
CHK. BY: DS

C4

SHEET
4 OF 5

NORTH



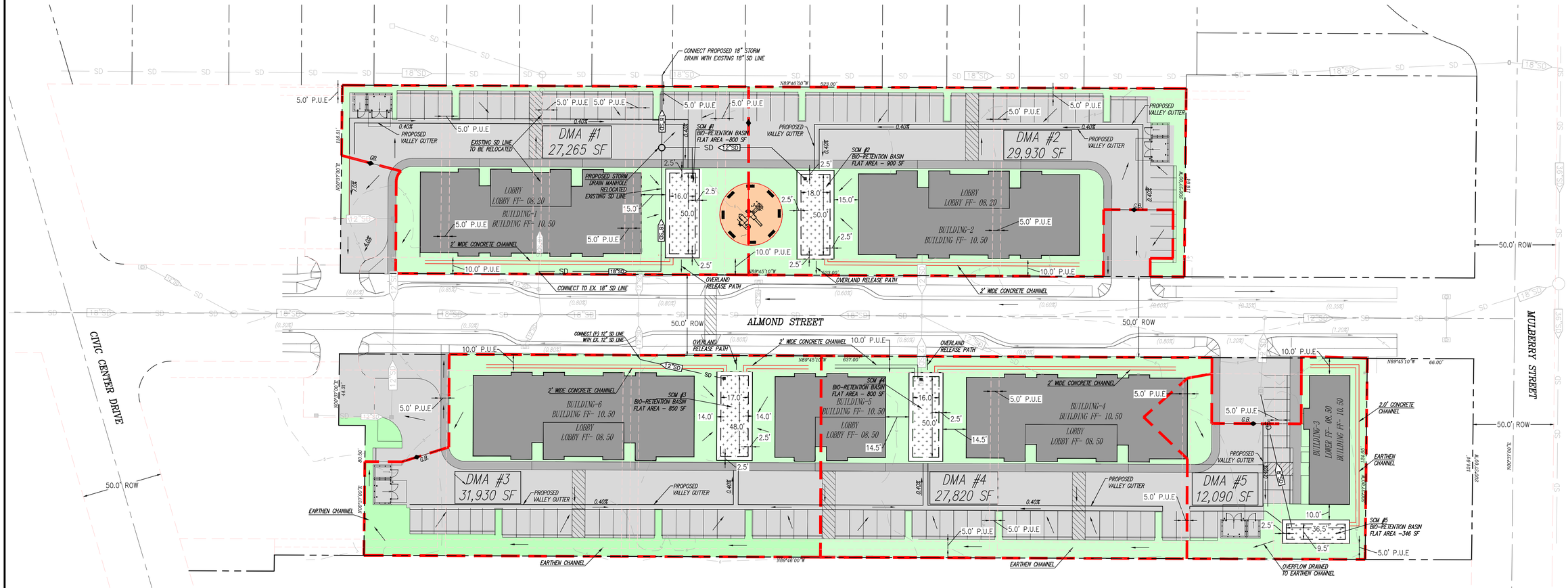
REVISIONS:

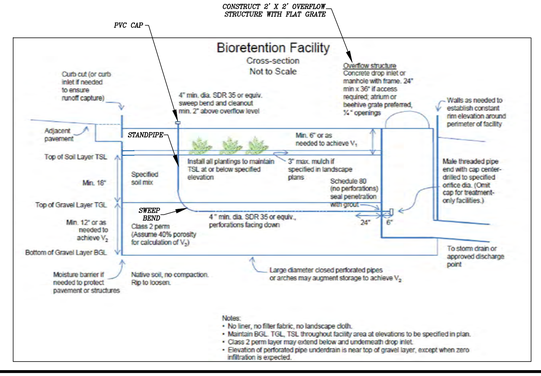
NO.	REVISION ISSUE	DATED
1		
2		
3		
4		
5		
6		
7		
8		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: WATER QUALTITY MANAGEMENT PLAN

PROJECT: ALMOND GARDEN
ALMOND STREET
SUISUN CITY, CA





Area Required For Bio-Retention

Basin	Total area		Impervious Area		Draining to	% of Impervious Area required as Flat Bio-retention	Required flat area in Square Feet	Provided Area in Square Feet	Depth of Soil Mix in Feet	Provided Depth of Subsurface Gravel Layer below Soil Mix in Feet
	(in acres)	(in sq feet)	(in acres)	(in sq feet)						
DMA #1	0.63	27,265	0.43	18,604	SCM # 1(Bio Retention Area)	4.0%	744	800	1.5	2.5
DMA #2	0.69	29,930	0.47	20,500	SCM # 2(Bio Retention Area)	4.0%	820	900	1.5	2.5
DMA #3	0.73	31,930	0.49	21,235	SCM # 3(Bio Retention Area)	4.0%	849	850	1.5	2.5
DMA #4	0.64	27,820	0.44	18,960	SCM # 4(Bio Retention Area)	4.0%	758	800	1.5	2.5
DMA #5	0.28	12,090	0.16	7,170	SCM # 5(Bio Retention Area)	4.0%	287	346	1.5	2.5
Other	0.24	10,350	0.23	10,200	Almond Street					
Total area	3.20	139,385.0	2.22	96,669						

Note:- Bio-Retention basins proposed with under drains

LEGEND:

- CENTER LINE
- PROPERTY LINE
- EX. P.U.E. EASEMENT
- DMA BOUNDARY
- PROPOSED CONCRETE CHANNEL
- PERVIOUS AREA (LANDSCAPING AREA)
- IMPERVIOUS AREA (PAVEMENT AREA)
- IMPERVIOUS AREA (SIDEWALK AREA)
- IMPERVIOUS AREA (BUILDING AREA)
- POROUS AREA (PERVIOUS AREA))
- BIO–RETENTION AREA
- GRADE BREAK
- SD — PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN MANHOLE
- 5 — EXISTING CONTOUR
- SD — EXISTING STORM DRAIN PIPE
- EXISTING STORM DRAIN CATCH BASIN

GRAPHIC SCALE

-30 0 15 30 60 120

(IN FEET)
1 INCH = 30 FT.

REGISTERED PROFESSIONAL ENGINEER
JAGDEEP S. SIDHU
No. 56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/25/2022
JOB : 20-18
DWG. BY: AK
CHK. BY: DS

C5

SHEET 5 OF 5

N

0 10' 20'

1"=20'

Basis of Bearings

The bearings shown hereon are based upon the found monuments on the centerline of Almond Street as shown on the Parcel Map filed for record in Book 38 of Parcel Maps, at Page 15–16 in the office of the Solano County Recorder. Said bearing taken as North 89°45'10" West.

Benchmark

The elevations shown hereon are based upon the NAVD88 Datum as established from Solano County Benchmark SCVC#2, a brass disk set on top of curb at the Northwest corner of the intersection of Civic Center Boulevard and Driftwood Drive as shown hereon. Elevation taken as 7.24'.

General Notes

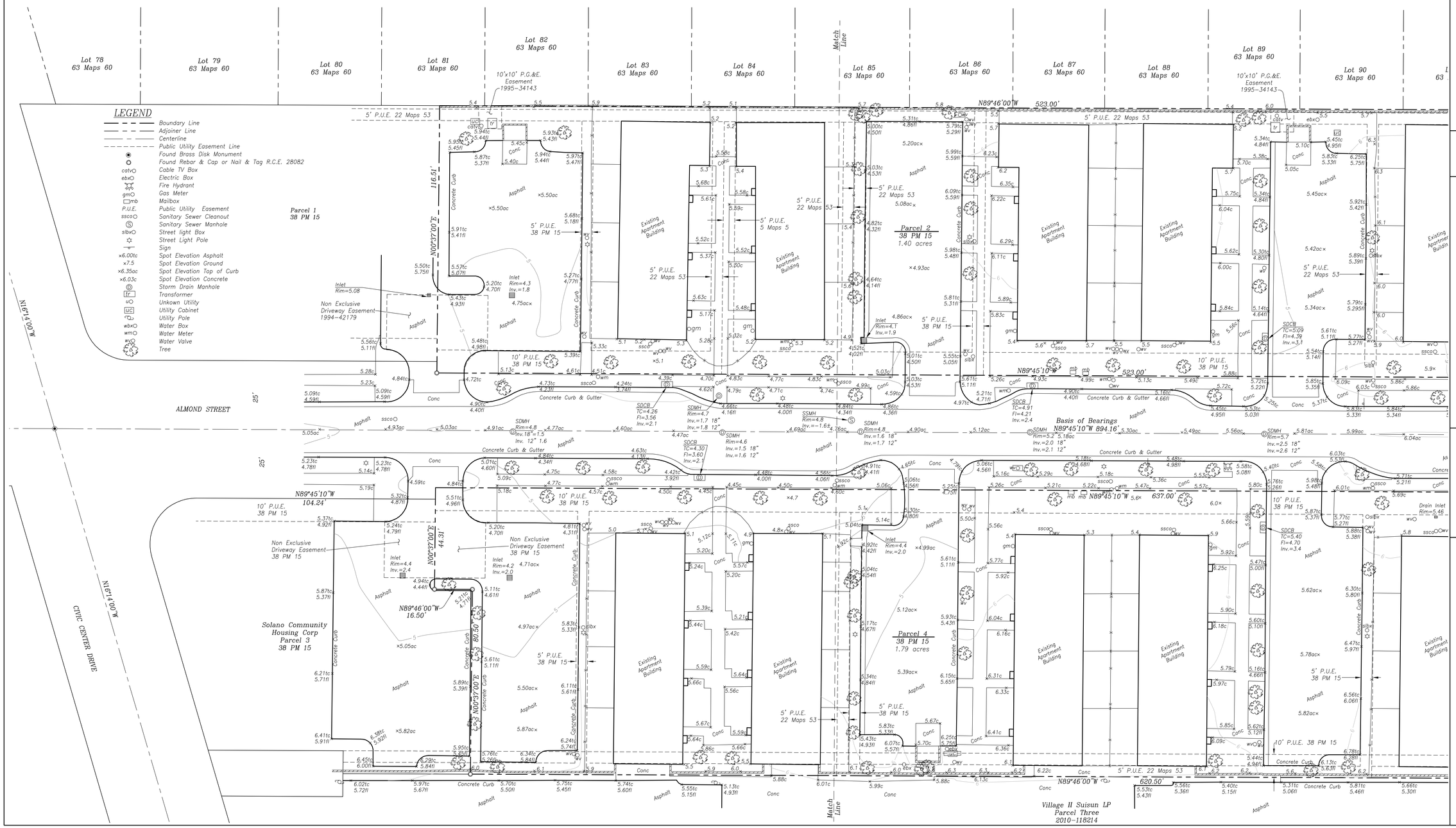
1) The boundary and easement information shown hereon is based on the Preliminary Title Report issued by Placer Title Company as Order No.: P–529231 dated November 5, 2021.

2) The features shown hereon represent the conditions of the project site as observed during a field survey on November 22–26, 2021 using conventional survey techniques.

3) Surface evidence of existing utilities is shown hereon, no attempt has been made to locate underground utilities.

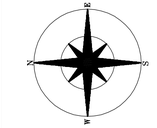
FEMA Note:

The subject site lies within FEMA Flood Hazard Zone AE with a Base Flood Elevation of 10.00' NAVD88 Datum as shown on the FEMA Flood Hazard Map Number 06095C0456F Dated 08/03/2016.



Job #:	21059
Scale:	1"=20'
Date:	12/02/2021
Sheet	1 Of 1

Ty Hawkins LS 7973
3636 Oak Canyon Ln.
Vacaville Ca. 95688
(707) 974–9890





Boundary & Topographic Survey
Lands of The
Housing Authority of Suisun City
Doc. No. 2011–35778
Parcel 2 and Parcel 4
38 PM 15
City of Suisun
Solano County California
APNs 0032–101–420, & 0032–102–160

N

0 10' 20'

1"=20'

Basis of Bearings

The bearings shown hereon are based upon the found monuments on the centerline of Almond Street as shown on the Parcel Map filed for record in Book 38 of Parcel Maps, at Page 15-16 in the office of the Solano County Recorder. Said bearing taken as North 89°45'10" West.

Benchmark

The elevations shown hereon are based upon the NAVD88 Datum as established from Solano County Benchmark SCVC#2, a brass disk set on top of curb at the Northwest corner of the intersection of Civic Center Boulevard and Driftwood Drive as shown hereon. Elevation taken as 7.24'.

General Notes

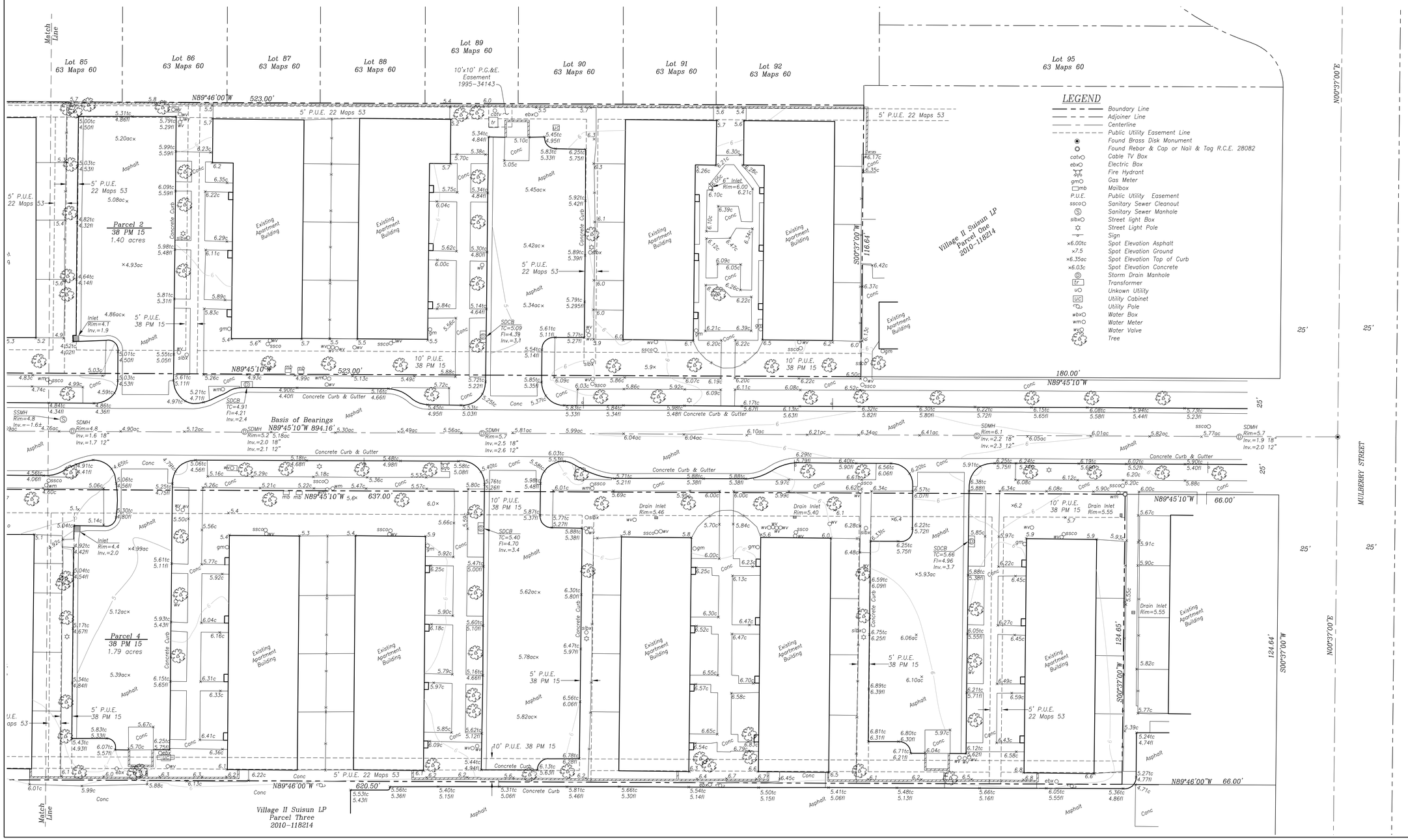
1) The boundary and easement information shown hereon is based on the Preliminary Title Report issued by Placer Title Company as Order No.: P-529231 dated November 5, 2021.

2) The features shown hereon represent the conditions of the project site as observed during a field survey on November 22-26, 2021 using conventional survey techniques.

3) Surface evidence of existing utilities is shown hereon, no attempt has been made to locate underground utilities.

FEMA Note:

The subject site lies within FEMA Flood Hazard Zone AE with a Base Flood Elevation of 10.00' NAVD88 Datum as shown on the FEMA Flood Hazard Map Number 06095C0456F Dated 08/03/2016.



LEGEND

- Boundary Line
- Adjoiner Line
- Centerline
- Public Utility Easement Line
- Found Brass Disk Monument
- Found Rebar & Cap or Nail & Tag R.C.E. 28082
- catv Cable TV Box
- ebx Electric Box
- Fire Hydrant
- gm Gas Meter
- mb Mailbox
- P.U.E. Public Utility Easement
- ssco Sanitary Sewer Cleanout
- Sanitary Sewer Manhole
- slbx Street light Box
- Street Light Pole
- Sign
- ×6.00tc Spot Elevation Asphalt
- ×7.5 Spot Elevation Ground
- ×6.35ac Spot Elevation Top of Curb
- ×6.03c Spot Elevation Concrete
- Storm Drain Manhole
- tr Transformer
- u Unkown Utility
- uc Utility Cabinet
- Utility Pole
- wbx Water Box
- wm Water Meter
- wv Water Valve
- Tree

Job #: 21059

Scale: 1"=20'

Date: 12/02/2021

Sheet 1 Of 1

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LICENSED LAND SURVEYOR Ty Hawkins 7973 STATE OF CALIFORNIA

Boundary & Topographic Survey
Lands of The
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