



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

First and Third Tuesday
Every Month

A G E N D A

REGULAR MEETING OF THE SUISUN CITY COUNCIL

AND

SUISUN CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUISUN CITY

TUESDAY, AUGUST 23, 2016

7:00 P.M.

SUISUN CITY COUNCIL CHAMBERS -- 701 CIVIC CENTER BOULEVARD -- SUISUN CITY, CALIFORNIA

NOTICE

Pursuant to Government Code Section 54953, Subdivision (b), the following Council/Successor Agency/Housing Authority meeting includes teleconference participation by Councilmember Jane Day from: 301 Morgan Street, Suisun City, CA 94585.

(Next Ord. No. – 741)

(Next City Council Res. No. 2 016 – 75)

Next Suisun City Council Acting as Successor Agency Res. No. SA2016 – 05)

(Next Housing Authority Res. No. HA2016 – 05)

ROLL CALL

Council / Board Members

Pledge of Allegiance

Invocation

PUBLIC COMMENT

(Requests by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3 allowing 3 minutes to each speaker).

CONFLICT OF INTEREST NOTIFICATION

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

REPORTS: (Informational items only.)

1. Mayor/Council - Chair/Boardmembers
2. City Manager/Executive Director/Staff

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320

FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340

SUCCESSOR AGENCY 421-7309 FAX 421-7366

PUBLIC HEARINGS**City Council**

3. PUBLIC HEARING: Workshop on Draft Waterfront District Specific Plan (Continued from August 16, 2016) – (Garben).

GENERAL BUSINESS**Suisun City Council Acting as Successor Agency**

4. Agency Adoption of Resolution No. SA 2016-___: Authorizing the Executive Director to Approve Final Development Plans for Parcel 13 and 14 of the Main Street West Project – (Garben).

ADJOURNMENT

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. Assistive listening devices may be obtained at the meeting

PLEASE NOTE:

1. The City Council/Agency/Authority hopes to conclude its public business by 11:00 P.M. Ordinarily, no new items will be taken up after the 11:00 P.M. cutoff and any items remaining will be agendaized for the next meeting. The agendas have been prepared with the hope that all items scheduled will be discussed within the time allowed.
2. Suisun City is committed to providing full access to these proceedings; individuals with special needs may call 421-7300.
3. Agendas are posted at least 72 hours in advance of regular meetings at Suisun City Hall, 701 Civic Center Boulevard, Suisun City, CA. Agendas may be posted at other Suisun City locations including the Suisun City Fire Station, 621 Pintail Drive, Suisun City, CA, and the Suisun City Senior Center, 318 Merganser Drive, Suisun City, CA.

I, Donna Pock, Deputy City Clerk for the City of Suisun City, declare under penalty of perjury that the above agenda for the meeting of August 23, 2016 was posted and available for review, in compliance with the Brown Act.

AGENDA TRANSMITTAL

MEETING DATE: August 23, 2016

CITY AGENDA ITEM: PUBLIC HEARING: Workshop on Draft Waterfront District Specific Plan (Continued from August 16, 2016).

FISCAL IMPACT: The Waterfront District Specific Plan Update project is fully funded through a \$163,000 grant. The City's required match for this project is \$21,118. The required match has been satisfied through the provision of staff time to administer the grant, manage the work of outside consultants, and lead public outreach activities.

BACKGROUND: The City Council held a public hearing for a workshop on the draft Waterfront District Specific Plan on Tuesday August 16, 2016. At the workshop, the City Council took public comments and provided their own comments to staff. At the conclusion of the workshop, the City Council chose to continue the Public Hearing to August 23 to allow more opportunity for the Council and Public to comment.

STAFF REPORT: The update of the Waterfront District Specific Plan began in the summer of 2014 and is near completion. Before development of the final draft, staff is seeking comments on the draft and one opportunity to provide comments is at the City Council workshop. These comments will guide the preparation of a **final specific plan document**. The draft plan was released on July 18, 2016, and the comment period will now close at the conclusion of the City Council workshop.

In order to assist in this step of the process, this staff report will address the following:

- Major Changes or Updates to the Draft Plan.
- Public Comments Received to Date.
- Next Steps.

Major Changes or Updates to the Draft Plan

As requested at the August 16 meeting, staff has outlined the more significant changes that have been incorporated into the draft Specific Plan per City Council direction. The Plan has also been updated to be consistent with the General Plan. In addition, this staff report includes comments received to date.

Summary of Prior City Council Direction

June 9, 2015

- The City Council adopted a vision statement and preferred land use alternative for the specific plan update which stemmed from direction provided at the May 5, 2015 City Council meeting (Attachment 2, and Pages 1-5 through 1-10 of draft plan).

PREPARED BY:

John Kearns, Associate Planner

REVIEWED BY:

Jason Garben, Development Services Department

APPROVED BY:

Suzanne Bragdon, City Manager

September 1, 2015

- Directed staff to include maintenance provisions regarding awnings (Section 6.3.3.C.4 – pages 6-11 and 6-12 of draft plan) and focus on appropriate signage that is architecturally consistent with the buildings (Pages 6-25 through 6-27 of draft plan).
- Directed staff to not include policy for “incentive zoning” to allow residential in the Downtown Commercial District.
- Provided direction on building heights for commercial districts (Page 6-9 of draft plan).

December 1, 2015

- Directed staff to pay attention to the character of buildings throughout the downtown. Care should be taken to retain the appearance of these structures (Pages 6-8 through 6-22 of draft plan).
- Directed staff to work with City of Fairfield staff regarding connectivity between the two cities which could enhance the economic viability of properties such as the 30-acre site (Pages 4-2 and 4-10 of draft plan).
- Directed staff to focus on permitted uses (uses that met the interests of the City) and to eliminate the listing of disallowed uses (Pages 3-7 through 3-14 of draft plan).

Additionally, the Section 3.3 of the draft Plan includes a numerical listing of nine “Proposed Land Use Changes”. This is accompanied by Figure 3-3: “Illustrative Site Concept Plan”. This section follows a similar section titled “Amendments to the Specific Plan” from the 1999 plan.

Public Comments Received To Date

City Council Comments from August 16 Workshop

At the August 16 workshop, the City Council provided the following comments relative to policies:

- Limitation of smoking along the waterfront.
- Regulation of uses (particularly along Main Street).
- Consideration of healthy community policies in the Plan.

Comments Received During Public Review Period – Public

As of the writing of this staff report, the following issues have been raised by the Public:

- Orientation of buildings toward water in place of waterfront parking.
- Extension of sidewalk improvements to Cordelia Street.
- Overall parking and the Parking Study.
- Permitted uses in the Residential Medium-Density (RMD) District.
- The former Crystal Middle School property.
- Timing of planned circulation improvements.
- Storm drainage, hydrology, and flooding.
- Include or add language regarding healthy policies.

Copies of the written comments received on the aforementioned issues from the Public may be found as Attachment 1 of this staff report.

Comments – Planning Commission Public Review Period Workshop (July 28)

At the Planning Commission workshop on July 28, 2016, the Planning Commission provided the following comments on the draft specific plan:

- Make sure new projects have compatible architecture (specific example of former Crystal Middle School property used).
- Include policies that make the specific plan area a “Wi-Fi” friendly area.
- Inclusion of parking garages in the specific plan area is important to accommodate parking needs.
- Make sure the plan is clear regarding how the Financing Plan (Appendix C of policy document) works. Example used was how a “Parking Management District” would function.
- Correct typos and improper references to landmarks.

Staff will address all of the comments received and indicate how they were addressed in the final document. If there is a more appropriate mechanism to address interests that will also be conveyed through the staff report of the final specific plan. A copy of all comments received will be found as an appendix of the final plan.

Next Steps

The next steps will include staff and the consultant preparing a final specific plan document. The document will be considered by the Planning Commission at a Public Hearing in which it will make a recommendation to the City Council. The City Council will then hold a Public Hearing to consider a first reading of an ordinance adopting the specific plan. That hearing will then be followed by a second reading. Once the second reading is adopted, the ordinance will then take effect in 30 days.

RECOMMENDATION: Staff recommends that the City Council:

1. Take Public Comment and provide any staff any Council comments; and
2. Close Public Hearing.

ATTACHMENTS:

1. Comments Received to-date.
2. Vision Statement and Preferred Land Use Alternative (Resolution 2015-68).
3. Draft Waterfront District Specific Plan (sent under separate cover).

The items listed below may be found at www.suisun.com/spu:

4. Specific Plan Consistency Analysis.
5. Affordable Housing Evaluation.
6. Parking Study.
7. Priority Development Area Profile & Market Study.

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My overall impression of the plan is that it is well thought out. In some cases, there are inconsistencies from figure to figure. Figure 1-3 Shows My 150-year-old house and Councilwoman Day's house as NOT being part of the Historic Old Town. The boundaries are not drawn correctly as shown by figure 2-1

I want to applaud the sensitivity to the architectural elements that make up the Historic Residential Zone in part D and Chapter 6.

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

I already know of one project well along in the process that falls short of meeting these goals and that's the Crystal school project. I can't overemphasize enough the importance of having this area reflect a cohesive appearance to having a successful development.

I need to briefly discuss problems with this parking study.

1. It's not comprehensive. Residential areas were excluded.
 - a. *This parking study focuses on the downtown commercial core of the City – the area where shared parking could make the most sense. We did not focus on the 30-acre property, assuming that this property would include surface parking to accommodate future demand on this site. We also did not focus on residential areas, assuming that parking is provided in garages, in driveways, and on the street in these areas.*
 - b. The assumption that parking is provided in garages, in driveways, and on the street is false.
 - c. Few houses have garages, sometimes driveways are too short to accommodate a vehicle and on-street parking is inadequate to meet demand. Many garages have been converted to other use and don't provide parking.
 - d. Sections of some streets (School St) are too narrow to accommodate any parking. Other streets are not wide enough for two-way traffic and parking. Morgan and Suisun streets are one-way and parking is only permitted on the right side.
 - e. Solano Garbage trucks can only pick up on the right side of the truck. Trucks that pick up on the left or either side of the streets are available but I think the Garbage company doesn't own any. From Sunday night until Monday residents must put their trash cans on the street. Three cans with 3 feet of separation are equivalent to the length of a car.
 - f. Count available spaces during garbage pickup time and you'll get a different picture of available parking in the residential areas. Count available spaces at 8 PM and you'll see perhaps one available space in three blocks. That's what I found driving through my neighborhood last Thursday.
2. The colors assigned to the study area parking districts are different on page 6 vs. page 2, 12 and 14. This makes things confusing.
3. The vacant parcel map doesn't include all vacant parcels.
4. The funeral parlor at 900 Main Street often draws many cars into to the area. How were this business's needs calculated? Hotel? Theater?

5. The Crystal Housing project will add 70+ units of housing that's about 189 cars into an area with a parking deficit that you didn't bother to study. How is that going to look on garbage pickup day.

The residential areas of Old Town make a unique contribution to its ambience. To systematically exclude them and their parking needs is a head-in-the-sand attitude that will bite you in the butt.

I urge you to send this parking study back to city staff to address these shortfalls.

Dr. Raymond Klein
400 Morgan St
Suisun City
topgum@gmail.com

John Kearns

From: suisunblockwatch@aol.com
Sent: Friday, July 29, 2016 11:18 AM
To: John Kearns
Subject: July 28th planning meeting comments related to PC16

Good morning John;

I wanted to make my comments in writing related to the property in question at Marina and Driftwood Drive.

As I stated last night at the planning meeting. I don't have an objection to the area being reclassified to Residential Medium Density, since that is the same classification at Harbor Village where I live.

My major concerns relate to:

The City's description of what can be in an RMD area that allows for Duplexes, triplexes, apartment buildings etc. I think that if most of the constituents knew of this broad view they would not be pleased.

That said if the plan is for single family dwellings as in Harbor Village, then I have no issue.

A major concern of mine and the others that spoke last night is in regard to parking.

I am assuming that should the designation be changed to RMD as is Harbor Village then the streets in the new development would be similar in design to those in Harbor Village, which are narrow with designated parking along the street in cutouts with some larger group designated parking areas..

Even though there are signs on Freedom and Liberty that state "Parking in Designated areas only" which cites a City code, people routinely park on the streets disregarding the posted ordinance. While doing so for a short period of time is tolerable, there are people that park that way all night, and if some one has a party then multiple cars parking that way for an entire day is normal. As I stated last night, the reason for the ordinance is so that emergency vehicles can access the area, so the on street parking presents a safety hazard.

As I stated last night also, the PD is a bit remiss in addressing this problem. Don't get me wrong, I do understand their staffing limitations and more urgent priorities. However completely ignoring it simply allows it to be an accepted practice.

We had a house fire on my street two weeks ago, the fire truck was able to get to the residence and get the fire out, but on any given night the on street parking could have been an issue.

These are all my comments John.

Thank you for always keeping me in the loop on activities and for you good work in the planning department!

Mike Moore

John Kearns

From: suisunweb@suisun.com
Sent: Sunday, July 24, 2016 3:58 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Kelly Rohlfs

Email

krohlf@stanford.edu

Subject

Specific Plan Update Comment

Your Message

Consider buildings with shopping and dining where the doors and windows face the water, so I can walk on a boardwalk and look one way to shops and dining (with dining facing the water) and look the other way to the water. This is in place of waterfront parking.

Consider extending the proposed "Downtown Sidewalk Improvements" to Cordelia St, since Main St between Morgan and Cordelia is also part of the Downtown Core Planning District and zoned Historic Limited Commercial.

John Kearns

From: PatC Matteson <pcmatteson@hotmail.com>
Sent: Tuesday, August 16, 2016 1:34 PM
To: Lori Wilson
Cc: Jason Garben; John Kearns; Kathy Lawton; Pedro "Pete" M. Sanchez; amitp4444@yahoo.com; a2p1@pge.com
Subject: Comment for city plan workshop tonight

Hi Lori,

Your reception last week was lovely and enjoyable. Nice people. Thank you for inviting me.

I probably won't be able to make the Suisun City planning workshop tonight. This is to send a comment that I also shared with Amit Pal at your reception. Namely, I think it would be prudent for the city to set aside at least one large undeveloped parcel in or near Old Suisun of the size that would have been needed for the Pacific Flyway Centre. BIG, when parking needs are taken into account, and preferably easy access from Hwy 12. Why? If Suisun City fills in all the large available development areas then there will be no way to take advantage of the next golden opportunity to make our city a Destination. Even though there may be nothing on city radar (such as it is) at the moment, something unexpected is certain to surface. Perhaps more than one thing...a Suisun Valley Regional Wine AVA Visitor Center might already be a possibility for planners to think about.

This concern arose when I read about the current city plan as described in the newspaper. There appears to be an emphasis on rapid infill, including the Crystal Middle School site, the marsh end of Marina Avenue, and vacant areas along Highway 12. Namely, every very large remaining parcel that I am aware of. It sounds fine, and I am all for increasing the number of residents in and around downtown so that more customers will be there to attract new businesses. BUT Suisun City should not shoot itself in the foot with a sudden lurch from stalled development to overhasty development.

Before the recession hit I read about one or more big parcels on the south side of Hwy 12 adjacent to Pennsylvania and/or Beck Avenues that were being earmarked for a large development. If any of that is Suisun City land and not Fairfield's, and if the city still owns it, that land should figure into these deliberations.

I am no insider re these matters, so some of the above may be mistaken or not applicable. If so, please ignore it. Thank you in advance for listening--

Best regards, Pat

John Kearns

From: suisunweb@suisun.com
Sent: Tuesday, August 16, 2016 5:39 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Kelly Lute

Email

kell12@sonic.net

Subject

Specific Plan Update Comment

Your Message

I am concerned about parking for the existing residents near this development and, in particular, the traffic on Morgan Street which is very narrow and holds the parking spots that we use every day. We do not have a driveway or a garage. The houses on each side of us do not have a driveway or a garage either. I understand that the primary entrance for this development is on Morgan and West street which would negatively impact those who live on this street. In the specific plan meetings, the participants showed the main entrance to the development on Cordelia street which is wider with traffic each way. It would be more direct for residents of the development to enter on Cordelia street. I am also concerned that letters to the city council, planning commission, city manager from residents have not been included in the packet for the meeting tonight. The residents of old town are very concerned about the impact of this development and have shown this concern in a variety of ways.

AUG 16 2016

CITY OF SUISUN CITY

August 15, 2016

Ms. Suzanne Bragdon
City Manager
701 Civic Center Blvd
Suisun City CA 94585

Dear Ms. Bragdon:

We attended the meeting by Mike Rice and Associates regarding the proposed housing development on the Old Crystal School site in Old Town. It was both very informative and disturbing.

We are in favor of developing more housing on the Crystal School site, but we feel, as many of our neighbors do, that the proposed housing designs are not suitable for Old Town. We know that the City can do better than the proposal we were shown. The houses in Victorian Harbor and the Craftsman style housing project across the street from city hall are prime examples of a better design fit for Old Town. In our opinion, the proposed houses exterior elevations for Crystal School site look like tacky tacky 1970's track homes. They do not echo, mirror or suggest any design components of the original houses on the streets of Old Town. There are too many 2 story houses in too small of a space. We believe the project should consist of approximately 50- 60 houses at most and should include single story and 2 story mix. Cement slab foundations are really not the best choice for land so close to the marsh /waterways and on top of a water table barely 6 feet below the surface. The narrowness of Morgan Street did not seem to be fully thought out as to traffic, by home owners, visitors and delivery/service vehicles, parking etc.

We really do want to see the site developed, but we would like it to be mindful that Old Town is a Cultural Heritage site, so those guidelines established by the Cultural Heritage Commission should be at the very least, carefully considered, if not employed. (Disclosure: I, as Patricia A Reynolds, was Vice Chair of both the steering committee and the Cultural Heritage Commission)

The houses in Victorian Harbor have grown into a lovely neighborhood. And even through the real estate crisis of 2008 and beyond, those houses kept their value. (Sadly, our 100+ Victorian did not). Housing values are now beginning to rise in Old Town, we do not see that the proposed houses will further that upswing.

The revitalization of the waterfront district is wonderful. The developer did a great job of enhancing what was already there, beautifying it, making it a destination site. We are very proud of what has been done on the waterfront, downtown, the work/live houses in the Kellogg Street area etc. The designs of the proposed Crystal Site do not meet those same standards. We also understand the financial problems the city has faced with the real estate crisis, the state grabbing the city's redevelopment funds, and the severe recession. We understand the delays. But let us not be in such a hurry to catch up, that we make unwise design choices.

DEPARTMENT OF RESOURCE MANAGEMENT

BILL EMLEN
Director
(707) 784-6765
TERRY SCHMIDTBAUER
Assistant Director
(707) 784-6765



SOLANO
COUNTY

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Fairfield, CA 94533-6342
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www.solanocounty.com

August 16, 2016

City of Suisun City Development Services Department
Attn. John Kearns
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Draft Waterfront District Specific Plan Comments

John,

Solano County would like to submit the following comments relative to the proposed Draft Waterfront District Specific Plan that was released on July 18, 2016 as part of the Notice of Availability issued by the City of Suisun City.

Division of Public Works Comments:

Page 4-3 to 4-4: Planned Vehicle Circulation Improvements

1. In each of the 7 planned Vehicle Circulation Improvements, there is no "estimated" fiscal year timeframe for planning, construction and completion. For example, Will these road improvements happen in the next 10 years or the next 20?

Page 5-16: Storm Drainage Pumps:

1. The words: "drains to another outlet" when describing the Downtown Storm Drainage Pump is not clear. What is the "another outlet"?
2. The Heritage Park Substation subparagraph 4 does not describe the outlet of this Substation. The description should be similar to the outlet description of The Wildlife Pump Station and the Whispering Bay Pump Station.
3. There is no site drainage map illustrating the location of the Four Storm Drainage pumps. The site drainage map should also illustrate the area of coverage (i.e. intake area for each pumping station) and the outlets. The site drainage map should also illustrate the overall drainage pattern of the entire City of Suisun. Any drainage into the City of Suisun from any off-site sources should also be illustrated in the site drainage map.
4. What is the maximum capacity of the each Pumping station? The maximum capacity is important for future development in the event additional impervious surfaces are created. Not understanding the maximum capacity in each sub-area for the four storm drainage pumps may exacerbate existing flooding, or when new development is permitted.

5. A hydrology study should be incorporated and illustrates how a 100 year storm would stress the current drainage system as well as provide recommendations to the City of Suisun.
6. The vacant 30 acre commercial property located north of State Highway 12 and southeast of the railroad may be developed in the future. How will existing flooding be managed and how will the increased storm water be managed?

General Comments on Storm Water Management:

Any new development should ensure that the post-development discharge of storm water is less than the pre-development discharge. For this development the time that the additional volume of storm water is discharged must also be studied due to existing floodwater and the tidal influence on the receiving water.

Flooding has been identified in this area as well as upstream. In particular, the County's Justice Campus experiences significant flooding in this watershed. It is imperative that any improvements that are planned also accept storm water on the properties at least at rates based on current conditions and without causing up stream back up, even during king tide events, or changing the course of storm water flows, which may impact different areas. As the County and State are working on a mix of storm water improvements in this watershed, there are likely opportunities for the agencies as well as future developers to improve the storm water conditions of this area.

Planning Services Division Comments:

At a meeting on August 3, 2016 among city and county staff, city staff indicated that a storm water detention basin could be located between Railroad Avenue and the railroad tracks at the northernmost boundary of the Plan area, in the proposed Downtown Commercial designated area. However, the Specific Plan has this area mapped (Fig. 3-1 and Fig. 3-3) for commercial and mixed-use land uses. If any detention ponds are proposed or required to address flooding and runoff, they should be identified and mapped in the Specific Plan and made available for review prior to Plan adoption.

Thank you for considering these comments. Any questions relating to Public Works concerns can be directed to Matt Tuggle at (707) 784-6765 or by email at: mrtuggle@solanocounty.com.

Sincerely,



Bill Emlen, Director
Department of Resource Management

CC: Nouae Vue, Senior Capitol Projects Coordinator, Solano County General Services Dept.

Revised: August 16, 2016

My overall impression of the plan is that it is well thought out. In some cases, there are inconsistencies from figure to figure. Figure 1-3 Shows My 150-year-old house and Councilwoman Day's house as NOT being part of the Historic Old Town. The boundaries are not drawn correctly as shown by figure 2-1.

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I already know of one project well along in the process that falls short of meeting these goals and that's the Crystal school project. I can't overemphasize enough the importance of having this area reflect a cohesive appearance to having a successful development. We can't be seduced by the lure of development fees and parcel tax income and let this developer pull the wool over our eyes with a cookie cutter project that doesn't fit the architectural image of old town and brings a potential calamity to parking and traffic flow. The size of the project will tax our parking and traffic infrastructure. The developers have stated that they need this many homes to generate a fair profit. Frankly, I care as much about their profit as they care about my neighborhood's ambience.

I need to briefly discuss problems with this parking study. It excluded the residential area. This was NOT oversight it was by design. I'm stopping short of calling it malicious but it shows total lack of understanding about the problems of residential parking.

1. It's not comprehensive. Residential areas were excluded.
 - a. *This parking study focuses on the downtown commercial core of the City – the area where shared parking could make the most sense. We did not focus on the 30-acre property, assuming that this property would include surface parking to accommodate future demand on this site. We also did not focus on residential areas, assuming that parking is provided in garages, in driveways, and on the street in these areas.*
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Dr. Raymond Klein
400 Morgan St
Suisun City

topgum@gmail.com

John Kearns

From: suisunweb@suisun.com
Sent: Wednesday, August 17, 2016 5:07 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

O.Johnson Live Longer Suisun

Email

sofitnetwork@gmail.com

Subject

Specific Plan Update Comment

Your Message

August 16, 2016

John Kearns, Associate Planner Planning Department, City of Suisun City 701 Civic Center Blvd. Suisun City, CA 94585

RE: Comment letter for City of Suisun City Waterfront District Specific Plan

Dear Mr. Kearns:

This letter is to offer input from members of Live Longer Suisun City related to the Waterfront specific plan currently under review. We are a group of residents, business owners, and workers in Suisun City who have recently come together to address the health of our community. What we have learned is that the health of residents is not only affected by their personal choices, but also by factors in their environment. This plan, and other documents like it, is one way in which City government can help create a healthier environment.

As you know, Solano County and Suisun City have a high number of residents who are obese or overweight, in fact 69% of adults and 46% of children fall into those categories. We are hoping that we can work with the City in the coming months and years to lower those numbers. We believe that adopting some or all of our comments below would be a great contribution.

Our input is as follows, by section:

1.3 Specific Plan Vision

"2. Suisun City's Historic Waterfront District is a pleasant place to live..." Add a sentence to acknowledge that those relocating from the Sacramento and Bay Area regions bring with them a desire for more walkable, bike-able, and healthy environments.

"10. Where feasible and consistent with building codes..." Add a sentence that encourages renovations to increase walkability, visibility and sales of fresh produce, and to reduce signage promoting alcohol and tobacco products.

1.4 Specific Plan Goals

"1. Strengthen the economic viability of the historic Old Town..." In the description, include language that links economic viability to a healthy environment. An example might be to reword the last sentence to say "...the highest possible level of health and vitality for residents, visitors, and commercial interests."

"5. Foster participation between public and private sector..." Specifically name health, transportation, and other appropriate agencies in both sectors, including those at the County, State and national levels. For example, a sentence could be added to the end of the description stating "Public and private entities that can add to a revitalized, healthy environment include food retailers who can feature healthier options, apartment owners who can create smoke-free spaces, and government agencies such as Solano Public Health and the Solano Transportation Authority that can provide resources and technical assistance."

4.3 Bike and Pedestrian Circulation – Encourage a focus on providing shade and drinking water access along the Central County Bikeway and other major biking and pedestrian routes, in coordination with other jurisdictions and agencies. Support Safe Routes to School in bike and pedestrian circulation plans.

6.2.3.B Parks and Open Space – Specify health as a design focus for parks and open space.

6.3 Commercial Development Standards and Design Guidelines – In Permitted Uses, include grocery stores and fresh produce stands under [5,000] square feet in all residential districts with administrative approval.

We greatly appreciate your consideration of these items. We strongly believe that Suisun City will continue to grow and thrive, and a key component of that will be to support residents, business owners, and workers to be as healthy as possible.

Thank you,
Live Longer Suisun Committee
O. Johnson: SOFITCITY, Solano Fit
Michael Brito: Suisun Kroc Center, Salvation Army
Wendy Loomas: Solano County, VIBE Solano
Robin Cox: Solano County, VIBE Solano

John Kearns

From: suisunweb@suisun.com
Sent: Thursday, August 18, 2016 12:51 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Howard Lute

Email

hnlute@sonic.net

Subject

Specific Plan Update Comment

Your Message

My concerns remain the overall density of the project and the design of the exterior of the homes to be built. In the old town neighborhood there are few blocks that have more than 3 houses in a row, and given that each square block has between 6 and 8 homes. I want to see the density of the new development duplicate this overall pattern as much as possible given the complex layout currently planned. Having each home in "row house appearance, side to side with the a minimum setback yields a look of the old Heritage Park subdivision, not that of Old Town Suisun. Charge what you must for what I am asking for and with the value there; sales will be brisk.

The exteriors must be mixed in height, similar to what is seen throughout the old town district. Colors should conform with what is displayed house to house all along each street of old town. Decorative mouldings, posts and pillars should also be of like design to those already present in old town. Some trees should be near maturity to form a wind break and create an established neighborhood look.

To allow traffic to flow freely to and from the development an entrance should be placed on along Cordelia Road. This would ease the many congestion points that exist in the plan as presented. It also would allow fire and emergency vehicles to have rapid entrance and exit.

Thank you for your time and we wish for a successful new housing development for all.
Howard N. Lute
311 Morgan Street
Suisun City, CA 94585

John Kearns

From: Laura Cole-Rowe <lauracolerowe@yahoo.com>
Sent: Wednesday, August 17, 2016 4:54 PM
To: John Kearns
Cc: Jason Garben; Bob Ritchie
Subject: SCHWBID Position on Waterfront Plan

Hi John - Sorry for the lateness of this...

At the Suisun City Historic Waterfront BID meeting on 8-9-16, the Board of Directors lent their support to the updated City of Suisun City Waterfront Specific Plan.

Should you have any questions, please let me know.

Best Regards,

Laura Cole-Rowe, CMSM
lauracolerowe consulting
1107 Park Lane
Suisun City, CA 94585
(707) 631-5029
www.lauracolerowe.com
lauracolerowe@yahoo.com

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RESOLUTION NO. 2015-68

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
APPROVING A VISION STATEMENT AND A PREFERRED LAND USE
ALTERNATIVE FOR THE DOWNTOWN WATERFRONT SPECIFIC PLAN
UPDATE**

WHEREAS, the Suisun City Downtown Waterfront Specific Plan project (“SPU”) was initiated June 17, 2014; and

WHEREAS, meetings to solicit public comment on SPU land use were held on April 6, 2015, April 14, 2015, and May 5, 2015; and

WHEREAS, the City staff and consultants have developed land use alternatives for consideration by the public, the Planning Commission, and the City Council; and

WHEREAS, pursuant to California Government Code section 65090, the City Council held a duly noticed public hearing on the GPU land use alternatives on May 5, 2015; and

WHEREAS, the City Council received certain evidence on May 5, 2015, and on June 9, 2015, considered approval of the Downtown Waterfront Specific Plan Vision Statement, attached hereto as “Exhibit A”.

WHEREAS, the City Council received certain evidence on May 5, 2015 and on June 9, 2015 considered approval of the proposed preferred land use alternative, attached hereto as “Exhibit B”.

NOW, THEREFORE, BE IT RESOLVED THAT from the facts and testimony presented, the City Council has determined that the approval of the proposed preferred land use alternative is consistent with the direction provided by the City Council at the May 5, 2015 meeting and will not be detrimental to property or improvements in the City or to the public health, safety, or general welfare, and is consistent with good planning practice.

BE IT FURTHER RESOLVED THAT THE CITY COUNCIL approves the proposed Vision Statement, Exhibit A, and Preferred Land Use Alternative, Exhibit B, for use in the further development of the SPU.

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PASSED AND ADOPTED at a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 9th Day of June 2015, by the following vote:

AYES: Councilmembers: Day, Segala, Wilson
NOES: Councilmembers: Hudson
ABSENT: Councilmembers: Sanchez
ABSTAIN: Councilmembers: None

WITNESS my hand and the seal of said City this 9th day of June 2015.



Donna Pock, CMC
Deputy City Clerk

EXHIBIT A

Downtown Waterfront Specific Plan “Vision Statement”

1. Historic Downtown Waterfront Suisun City is a unique waterfront community with a marina; traditional Downtown commercial main street and historic residential neighborhoods within “Old Town,” and a South Waterfront district under development, west of the marina; and a civic center area and the Whispering Bay and Victorian Harbor residential neighborhoods, east of the marina.
2. Historic Downtown Waterfront Suisun City is pleasant to live in and at the same time serves as a local and regional destination, supporting shopping, entertainment, hospitality, tourism, and recreation. The changes in the region around Suisun City have created the opportunity for the Downtown to evolve and develop into a place that attracts new residents, jobs, businesses, and shoppers.
3. The entire Historic Downtown Waterfront needs to be focused on maximizing waterfront access on the Suisun Channel, which is its major and central feature and on improving public access to the train depot, another key asset in Historic Downtown Suisun City.
4. The Waterfront should maintain its extraordinary mix of natural wetlands and urban edge.
5. The historic Suisun City train depot and Amtrak station, on the north end of Main Street, should serve as a transit gateway into Historic Downtown Suisun City.
6. The circulation system should be enhanced to support safer and more convenient access between homes and destinations and between Historic Downtown Waterfront Suisun City and Downtown Fairfield – for pedestrians, cyclists, transit users, and motorists.
7. The Historic Downtown Waterfront needs a cohesive Open Space system that enhances the pedestrian experience and supports community access.
8. Gateways to the Historic Downtown Waterfront area, including from Highway 12 and from the Amtrak station should be enhanced to ensure a positive visual first impression.
9. Development adjacent to the historic residential area should be compatible in scale and architectural themes.
10. Where feasible and consistent with building codes, existing buildings should be repurposed with more economically viable uses that contribute to Downtown vibrancy.

Attachment B

Preferred Land Use Alternative Direction

Planning District A	
This area contains approximately 10 acres of land including the former Crystal Middle School site and vacant property south of Cordelia Street. The district is largely surrounded by the Historic Residential neighborhood and high-density housing South of Cordelia Street.	
General Plan Designation	Residential Medium; EIR Analyzed
1999 Specific Plan	Public Facility/Open Space
Development Concepts	1. Gateway from Cordelia; Medium-Density single-family homes similar to Old Town & Harbor Park; green-space.

Planning District B	
This area contains approximately 6 acres of land including area west of Main Street that largely consists of tilt-up buildings and/or yard space and parking (commonly referred to as Benton Ct.	
General Plan Designation	Mixed-Use/High-Density Housing to support Housing Element
1999 Specific Plan	Commercial Service
Development Concepts	1. Four to six stories, vertical Mixed-Use with housing above retail/service/artisan-crafters; public parking garage.

Planning District C - North	
This area contains approximately 6 acres of land. The <i>northern portion</i> includes undeveloped property (commonly referred to as “Denverton Curve”). The southern portion includes the Park ‘n Ride property; currently owned by CalTrans, the development of this property would require maintaining the current parking spaces (here or elsewhere) to support the Train Depot.	
General Plan Designation	Mixed Use; EIR Analyzed
1999 Specific Plan	N/A; area added to updated Specific Plan
Development Concepts	1. Three to four story condominiums/townhouses; public parking garage.
Planning District C - South	
This area contains approximately 6 acres of land. The northern portion includes undeveloped	

property (commonly referred to as “Denverton Curve”). The southern portion includes the Park ‘n Ride property; currently owned by CalTrans, the development of this property would require maintaining the current parking spaces (here or elsewhere) to support the Train Depot.

General Plan Designation	Mixed Use/High Density Housing to support Housing Element
---------------------------------	---

1999 Specific Plan	Public Facility/Open Space
---------------------------	----------------------------

Development Concepts	<ol style="list-style-type: none"> 1. Three to four story Mixed Use Development above public parking including residential and a mix of other uses (i.e., visitor-serving lodging, retail, service and/or office uses.)
-----------------------------	--

Planning District D

Identified as a potential at-grade connection between the downtowns of Fairfield and Suisun City (Union Avenue to Main Street.) Vehicular connection would improve development viability of vacant and underdeveloped parcels within the PDA.

General Plan Designation	N/A
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1999 Specific Plan	N/A
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Development Concepts	<ol style="list-style-type: none"> 1. At-grade vehicular, pedestrian and bicycle crossing. 2. At-grade pedestrian and bicycle crossing. 3. No change. Maintain pedestrian/bicycle overpass.
<u>*Further Discussion Needed</u>	

Planning District E

This area encompasses 30+/- acres. Owned by the City’s Housing Authority, this site is commonly referred to as “the thirty acre site.” A majority of the site is developable, with the exception of the far western portion. Future circulation includes the extension of Railroad Avenue from Marina Boulevard to Main Street.

General Plan Designation	Mixed Use Commercial; EIR analyzed 100% commercial
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1999 Specific Plan	N/A; area added to update Specific Plan
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Development Concepts	<ol style="list-style-type: none"> 1. Lifestyle Center; 2. Priority uses – boutique grocery, restaurants, independent movie theater; or 3. “Big Box” (sales tax focus).
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Planning District F	
This area includes approximately 10 acres of land at the southwest corner of Highway 12 and Marina Boulevard; adjacent to the Marina Center and across from medium density residential.	
General Plan	Mixed Use/High Density Residential to support Housing Element
1999 Specific Plan	General Commercial
Development Concepts	<ol style="list-style-type: none"> Two to three stories, Horizontal Mixed Use (i.e., High-Density Housing, with design transition consistent with look of houses south of Lotz Way, and retail/service.

Planning District G	
This area includes approximately 6 acres of land east of Marina Boulevard and between Highway 12 and Driftwood Drive.	
General Plan Designation	Single-Family Residential; EIR Analyzed
1999 Specific Plan	Low-Density Residential
Development Concepts	<ol style="list-style-type: none"> Single-Family Residential.

Planning District H - West	
This area includes approximately 22 acres south of the terminus of Civic Center Boulevard, Whispering Bay Boulevard, and Marina Boulevard. Currently, there is a mix of undeveloped property (<u>west-side</u>) and underutilized (i.e. storage) on the eastern-side.	
General Plan Designation	Medium-Density Residential; EIR Analyzed
1999 Specific Plan	Low-Density Residential
Development Concepts	<ol style="list-style-type: none"> Three-story Medium-Density Residential to maximize water views; extension of public promenade.
Planning District H - East	
This area includes approximately 22 acres south of the terminus of Civic Center Boulevard, Whispering Bay Boulevard, and Marina Boulevard. Currently, there is a mix of undeveloped	

Attachment B

property (west) and underutilized (i.e. storage) on <u>eastern edge</u> . Opportunity to support City’s “Bay Area Water Trail” designation.	
General Plan Designation	Medium-Density Residential/Destination Tourism; EIR Analyzed
1999 Specific Plan	Low-Density Residential
Development Concepts	1. Three-story Medium-Density “higher end” Residential to maximize water views; extension of public promenade.

Planning District I	
This area includes 6 acres south of the Delta Cove Subdivision and west of the Suisun Slough. The land includes the boat launch parking lot. Opportunity to support “Bay Water Trail” designation.	
General Plan Designation	Destination Tourism; EIR Analyzed
1999 Specific Plan	Waterfront Commercial and Public Facilities/Open Space
Development Concepts	1. Mix of restaurants and services catering to those launching vessels; facilities to expand leisure enjoyment of the water (i.e., fishing docks, facilities for non-motorized boat uses, showers, etc.); and extension of public promenade. Lodging also works if destination draw.

Planning District J – North (east of current hotel)	
This area includes approximately 5 acres of land south of Lotz Way and west of Civic Center Boulevard. <u>North side</u> is east of Hampton Inn hotel and south side is directly adjacent to waterfront. The area also includes the north basin.	
General Plan Designation	Mixed Use; EIR Analyzed
1999 Specific Plan	Commercial/Office/Retail
Development Concepts	1. Full-Service Hotel with Conference/ Meeting Space. Commercial/Office/Retail if supporting above.

Planning District J – South (east of water)	
This area includes approximately 5 acres of land south of Lotz Way and west of Civic Center Boulevard. North side is east of Hampton Inn hotel and <u>south side</u> is directly adjacent to waterfront. The area also includes the north basin.	

General Plan Designation	Mixed Use; EIR Analyzed
1999 Specific Plan	Commercial/Office/Retail
Development Concepts	1. Medium-Density residential.

Planning District J – Water/North Basin	
This area includes approximately 5 acres of land south of Lotz Way and west of Civic Center Boulevard. North side is east of Hampton Inn hotel and south side is directly adjacent to waterfront. The area also includes the north basin.	
General Plan Designation	N/A
1999 Specific Plan	Marina Berths
Development Concepts	1. Any of the following: Visitor dock to support non-motorized boating; expand leisure uses of the water, Expansion of Marina Berths, “Boat Lodging.”

AGENDA TRANSMITTAL

MEETING DATE: August 23, 2016

AGENCY AGENDA ITEM: Agency Adoption of Resolution No. SA 2016-___: Authorizing the Executive Director to Approve Final Development Plans for Parcel 13 and 14 of the Main Street West Project.

FISCAL IMPACT: No fiscal impact at this time.

BACKGROUND: Main Street West Partners, LLC (the Developer) was selected as the master developer of the Main Street West Project, which consists of 15 former Redevelopment Agency-owned properties in the Waterfront District amounting to approximately 16 acres for development of residential, commercial, and mixed-use projects. The impacts of the Great Recession and the dissolution of the former Redevelopment Agency significantly slowed progress on the project. The State of California initially denied a modification to the agreement that would have allowed the project to proceed in 2013. Because the State of California denied the modifications, the developer filed a legal complaint against the State of California to allow modifications to the Agreement between the Developer and Successor Agency. The lawsuit was recently settled with the State ultimately agreeing to the modifications.

With the recent settlement of the lawsuit taking effect on April 29, 2016, work has commenced in developing properties associated with the Main Street West Project. Namely, development concepts have been created by the Developer (Main Street West Partners) for Parcels 13 and 14 (please see Attachment 1 for location map).

One requirement of the agreement is the Developer must obtain an approval of a “Final Development Plan” to ensure the concept developments are consistent with the Agency’s vision for the properties, and are consistent with the project description provided at the commencement of the project.

The approved Final Development Plans are intended to serve as a basis for the Developer’s applications for all necessary governmental approvals. The Final Development Plans include preliminary site layouts; road, parking, and pedestrian path locations; building elevations; and landscaping amenities. The Agency’s approval of the Final Development plans does not constitute entitlement approvals that are necessary from the City’s Planning Commission, City Council, Bay Conservation and Development Commission, and any other governmental agencies from whom the developer may be required to obtain formal entitlement approvals.

STAFF REPORT: The Developer is proceeding immediately with development of the residential components of the Project, which consist of Parcels 10, 13 and 14. The Final Development Plan and entitlements were approved in January 2008 for Parcel 10 (located along north side of Lotz Way, just east of Civic Center Boulevard); the approved Parcel 10 site plan and architecture is provided for reference in Attachment 2.

PREPARED BY:

Jason D. Garben, Development Services Director

REVIEWED/APPROVED BY:

Suzanne Bragdon, City Manager

Final Development Plan Concept – Parcel 13

Parcel 13 is located north of City Hall, between Civic Center Drive and the waterfront promenade. Attachment 3 provides a conceptual land plan that consists of 43 single-family residential units, along with architectural imagery for the proposed product types. It is important to note this site is within jurisdiction of the Bay Conservation and Development Commission (BCDC), so additional public access, view corridors, and seal level rise issues will be addressed through the BCDC approval process. It is important to note the current concept proposes relocating Mike Day Park to the south, increase public access along the waterfront promenade to the east, and reconfigure the existing parking to the north.

Final Development Plan Concept – Parcel 14 (Former Crystal Middle School Site)

There has been considerable input provided from the public on Parcel 14 (the site of the former Crystal Middle School). The Developer hosted a community workshop at the Harbor Theater on June 30, 2016, that was well attended by residents. Attachment 4 is the presentation provided at the June 30 workshop, which provides the concepts presented at that time. A summary of comments provided at the workshop in addition to several written comments provided to staff subsequent to the workshop is provided in Attachment 5. In very general terms, the comments centered around concerns regarding park location, project density, architecture, lack of single-story product, parking, and circulation. Attachment 6 provides the Developer's most recent land plan and architectural concepts after receiving input from the public, as well as the Economic Development Ad Hoc Committee. The primary changes from the initial concept for Parcel 14 compared to the current concept are:

- The overall site layout
 - Front of houses now face Morgan Street
 - Northwest corner of site reconfigured
 - Street grid altered
- Centralized park location
- Enhanced parking
 - widening and addition of parking spaces (south side) along Morgan Street
 - additional on street parking
- Introduction of Victorian Farmhouse architectural style
- The Developer is exploring a product to address the lack of a single-story floor plan. Inspiration imagery for the potential new floor plan is provided as Attachment 7.

The Developer will present the project and highlight features of each development concept. The public should be provided with an opportunity to provide comment and input on the proposals. Excerpts from the Draft of the Downtown Waterfront Specific Plan are provided in Attachment 8, which provide some key standards and guidelines for all residential development that should be helpful when receiving the presentation on these development concepts.

It is recommended the Agency consider comments and discussion regarding the comments, and provide direction to the Developer and staff regarding any proposed changes deemed necessary. It is recommended the Final Development Plans be approved subject to Agency Board direction, as the proposal will ultimately be reviewed through the formal entitlement process by the Planning Commission and City Council, and there will be additional opportunity for public input throughout the process. This will allow the entitlement process, which is time consuming, to

commence in a timely fashion.

STAFF RECOMMENDATION: It is recommended that the Agency adopt Resolution No. SA 2016-__: Authorizing the Executive Director to Approve Final Development Plans for Parcel 13 and 14 of the Main Street West Project.

ATTACHMENTS:

1. Location Map
2. Parcel 10 Site Plan and Building Elevations
3. Parcel 13 Final Development Plan Concept
4. Parcel 14 June 30, 2016 Community Workshop Presentation Material
5. Parcel 14 Public Comments
6. Parcel 14 Final Development Plan Concept
7. Parcel 14 Single Story Alternative Inspirational Imagery
8. Draft Downtown Waterfront District Specific Plan Excerpts
9. Resolution No. SA 2016-__: Authorizing the Executive Director to Approve Final Development Plans for Parcel 13 and 14 of the Main Street West Project.

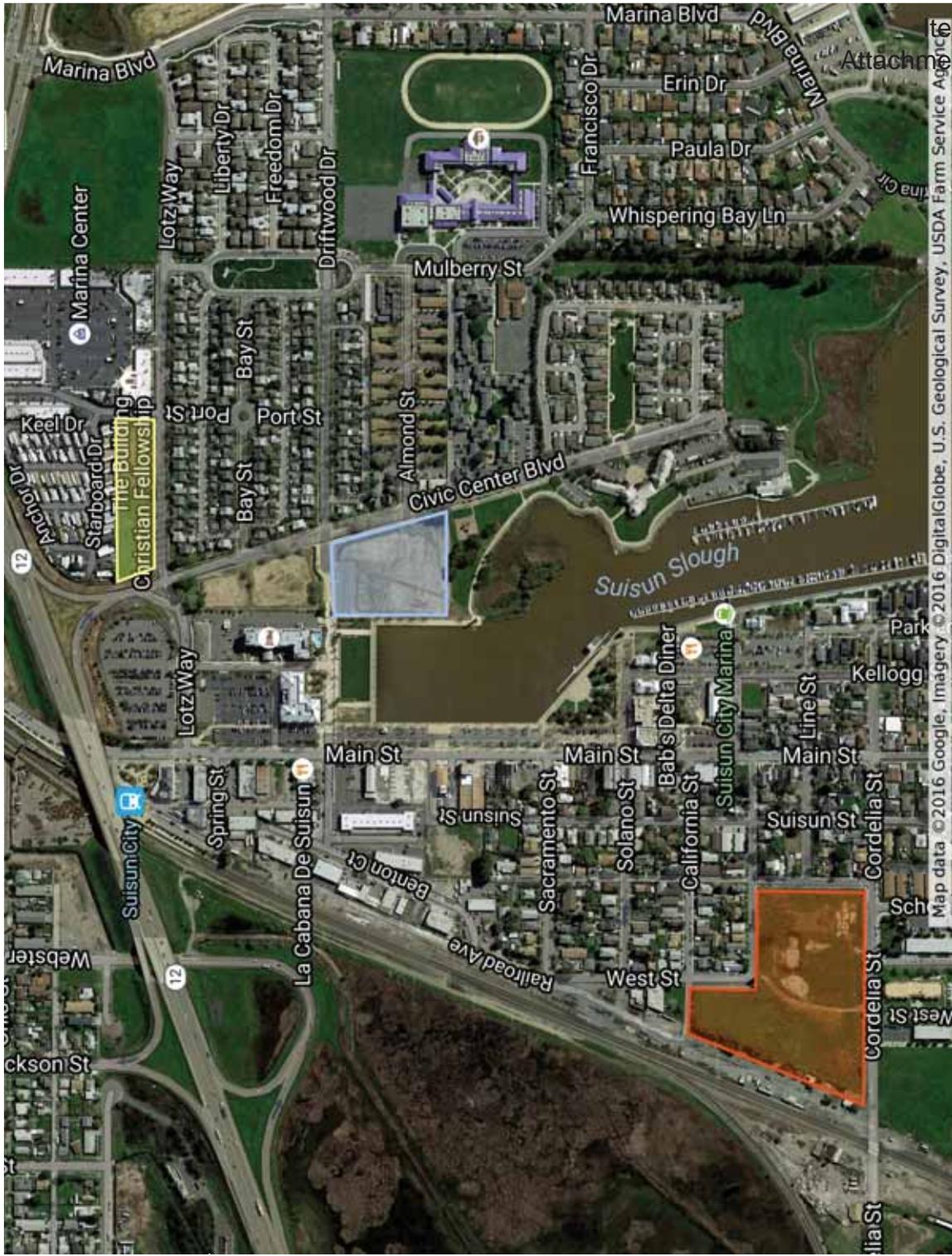
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Main Street West Residential Project Location Map

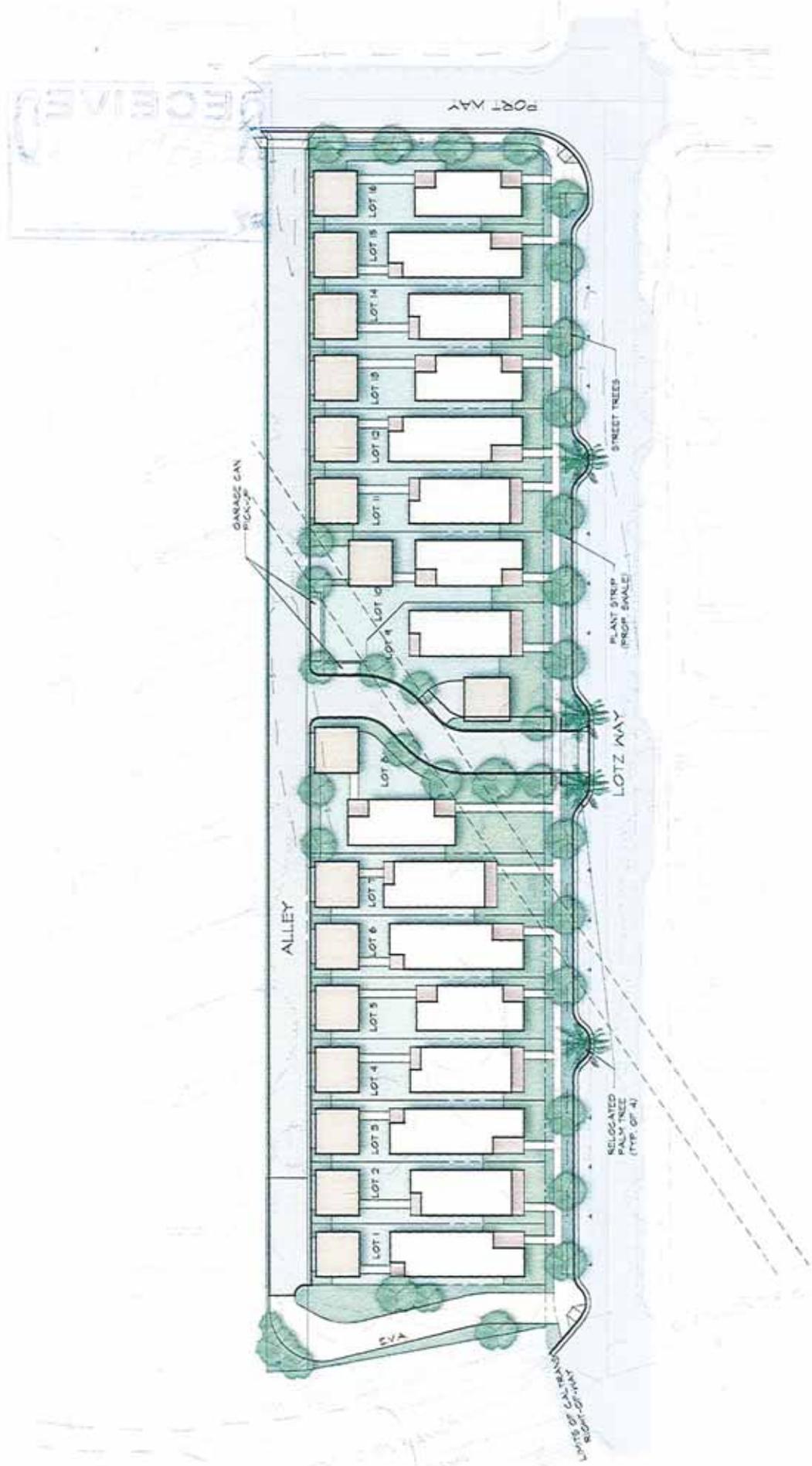
Approximate Property Boundaries

- Parcel 10
- Parcel 13
- Parcel 14

Location of Parcels 10, 13, and 14 of the Main Street West Project.



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ILLUSTRATIVE
SITE PLAN

0 10 20 30 40 50 60 70 80
OCTOBER 2007 PROVISIONAL PLAN



DAHLIN GROUP
21100
10000

10000
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10000
10000

PARCEL 10 IN SUISUN CITY, CALIFORNIA

MILLER-SORG GROUP



STREETSCAPE

May 1, 2007

Project No. 03-113



2655 Cherry Street
Petaluma, CA 94954
415.331.2200
415.331.7200 fax

SUISUN CITY, CALIFORNIA

PARCEL 10

MILLER-SORG GROUP, INC.

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SITE SUMMARY;

SITE ACRE	3.50 ac.
Gross Acre:	2.98 ac.
Net Acre:	0.52 ac
Land Swap:	
TOTAL UNITS	43
DENSITY:	
Gross Acre:	12.3 du/ac
PARKING SPACES:	
2 CAR GARAGE	86 stalls
ON-STREET (intract)	14 stalls
ON-STREET (Civic Blvd)	21 stalls
DRIVEWAY	19 stalls
TOTAL	140 stalls
Avg. Space/Unit:	3.3 stalls
Original Parking Lot:	32 stalls
Replacement Parking:	29 stalls

- 1 Story Nested with Bedroom Down
- ▲ 3rd Story Bonus Option

Conceptual Site Plan
WATERFRONT SFD
 City of Suisun, CA
MAIN STREET WEST PARTNERS



INSPIRATIONAL IMAGERY

WATERFRONT SFD
SUISUN, CALIFORNIA
MAIN STREET WEST PARTNERS



*Main Street West
Community Workshop
Crystal Middle School Site*

June 29, 2016

Greetings and Introductions

Purpose of Workshop

Project Review Process

Introduction of Applicants

Next Steps

- *Tonight's Workshop – Guides applicant's proposal, community input is valued and timely*
- *Applicant to submit Final Development Plan – July 2016*
 - *Successor Agency Review (Public Input) – August 2016*
- *Applicant to provide Complete Application – September 2016*
- *City technical review of application – 2 months*
- *Planning Commission hearing (Public Input) – Advisory (Fall)*
- *City Council hearing (Public Input) – Final Decision (Fall/Winter)*

Main Street West Development Proposal

Site Plan and Park Layout

Site Plan/ Park Layout Option "A"



Site Plan/ Park Layout Option "B"



Site Plan/ Park Layout Option "C"



Proposed Architecture



Plan 1 – Elevation “A”



Plan 1 – Elevation “B”



Plan 1 – Elevation “C”



Plan 2 – Elevation “A”



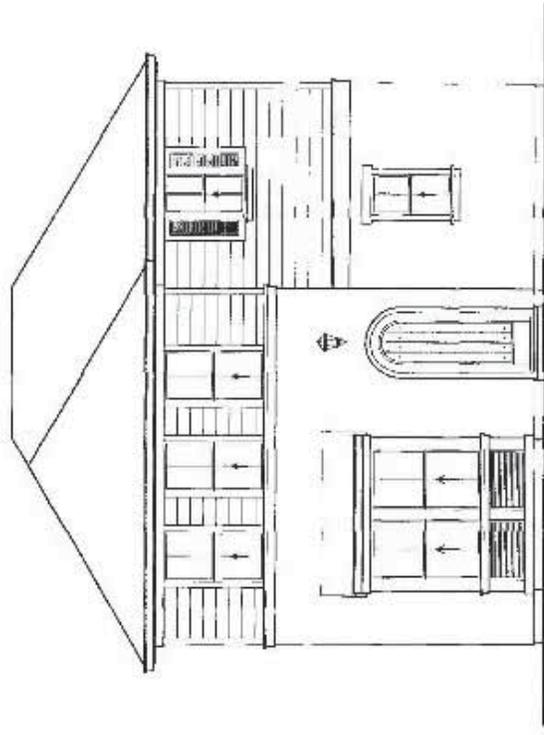
Plan 2 – Elevation “B”



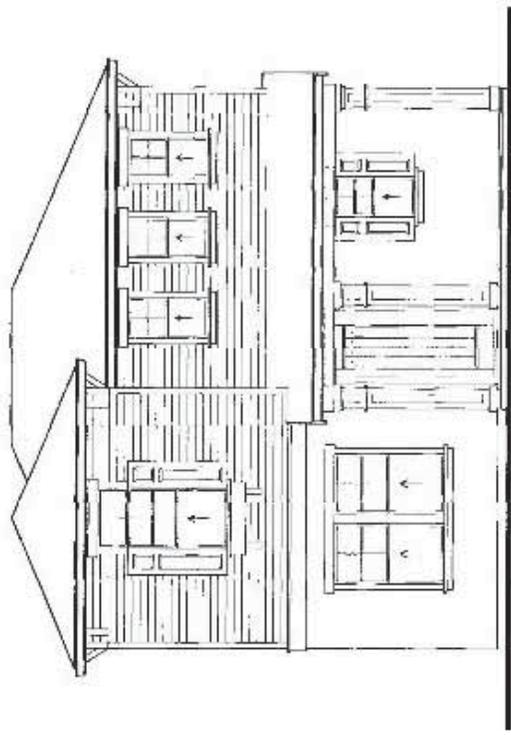
Plan 2 – Elevation “C”



Plan 3 – Elevation “C”



FRONT ELEVATION 'A'



FRONT ELEVATION 'B'

Plan 3 – Elevation “A” and “B”



RIGHT ELEVATION 'A'

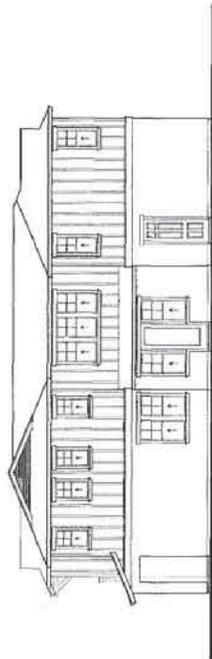


REAR ELEVATION 'A'

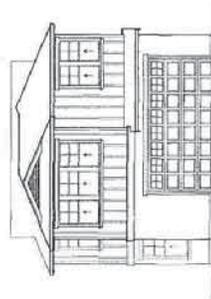


FRONT ELEVATION 'A'

Plan 2 – Sides and Back



RIGHT ELEVATION 'C'



REAR ELEVATION 'C'



FRONT ELEVATION 'C'

Plan 3 – Sides and Back

Comments and Questions

Former Crystal Middle School Site
June 29, 2016 Neighborhood Workshop Comment Card Summary

1. Please provide any information regarding your interest(s) in the development of the former Crystal Middle School Site.

- Prefer Site Plan C, but even better would be a central park as suggested by a meeting participant. These houses look too much alike – boring. They are also all rather large. How about at least some one-story ones like in Victorian Harbor? Smaller houses are in demand. More diversity of houses would match Old Town better.
- Looking forward to another key piece of the Waterfront District developed.
- Like the paseos fronting the houses the park location should be central and I think Line Street should be cut by a park to slow traffic. Also please re-consider alley parking in you plans.
- Park Maintenance HOA-City
- Housing development should, has to, reflect houses from 1880's to 1940's. Streets need to be wide enough for emergency vehicles (fire-medical-police). City needs to insure developer adheres to the plan. Last major development near old town off Marina Blvd. had no landscape trees on street – has no curb appeal. Lot size should be a min. 4,000 sq. ft. Set back should be 5' from common fence line.
- Suisun lacks newer single-story homes. Would like to see a handful within new development.
- Prefer Option C
- Prefer a central park option like Harbor Park. Not the current proposed parks. Really like the houses facing the street with limited parking. Similar them to houses just like Victorian Harbor or Harbor Park. Excellent themed neighborhood that maintains property value and adds to community.
- Worried about overflow parking onto adjacent streets. Prefer Opt. A to improve “gate way” to Old Town. Traffic increase on Morgan dangerous. Mix up the architecture to avoid tickey-tackey.
- I would like to see a small play structure for toddlers. Will you provide number of off-site parking spaces that will be available to residents, i.e. West, School & California Streets. How “green” are the units?
- Glad to hear about it. May be a good idea to include recommendations from noise analysis into project design to avoid mitigation measures. The project puts the homes too close together. Ned a one-story home for those people that only need a small house. People want a 1,000 sq. ft. house. Option C may work best.
- Type of housing, type of geographic of potential homeowners looking to buy. Possible new businesses that can be contacted with new expanded population that will adapt to financial base Suisun offers.
- Morgan Street access and extra cars coming down one way street. Limit parking to on-site only.
- 5' from house to side gate or fence. Hidden A/C's. A mix of single and two-story homes. Space for plants. Eclectic mix of styles. Play area for children. Want quaint houses not housing tract.
- Alleys, Park, Porches, Single level, Sound wall.
- Option C for park plan. Secluded parks invite crime. Larger park better gathering place for the community. Owner & guest parking is important.
- School site has a U.S.T. Has City looked into EPA Brownsfield Grants for both removal and investigation? I offered to help with this but never heard back.
- Corner of School and Morgan. Cordelia Road to School to Morgan is speed way.
- Parking, Landscaping, Density
- I think the City needs sub firehouse on this side of town for all these two-story homes. No wood shake or wood shingle roofs. Filling in the vacant lots.
- I liked Option A, however, I would like to see the rectangular area 180'd so that the tree/park area is off of the Cordelia Road side and placed on the Morgan Street side. Also would like to see some form of play structure for new/old families.
- Lot C with bigger park is nice. Speed bumps.
- Look at the reality of Morgan Street. Narrow and one way. All private homes. Very limited parking. School Street already only 2-way that area uses and very busy. The section by old school site good and wide. I think the project is too dense for the area. Nice houses but very close as most newer homes seem to be. Park is good but seems only those residents? That does not mean kids won't try.
- I'd love to see a park her. Option C looks great. I think it would be great for the kids in the area to have a safe place to play. I think it would be great to have a small parking lot attached to the park to help with guest taking up the neighborhood parking.
- I believe that Plan C for the layout is the best, welcoming park. Houses looking over it, but a small parking lot would be nice. I think Plan 3 Elevation “C” is the most unique, the roof shape is a bit odd looking though.
- Too many houses. Too many cars, not enough parking. Too much crowding on streets that are too small for those of us here now. We were here first.
- ?? Lights for West/Cordelia or School/Cordelia.
- Possible future resident.

- Park near railroad gives access to transients creating a possible situation that exist now at the intersection. Drugs, low life, alcohol, public defecation/urination. Should give more thought to better blend new house architecture more in line with Cultural Heritage District. Need fire truck(s) in Old Town. Need to make railroad offices hidden and attractive entrance from Cordelia Road.
- Single story homes, fewer homes – 60? Morgan Street houses facing it with a sidewalk and extra parking.
- Welcome to Suisun City monument signage. The street that circles the park and (perhaps Cordelia) can have “tuck in” parking similar to Victorian Harbor. On the house-side of the street (trees visual clutter next to park) and distributes cars (guest parking) evenly through neighborhood. No perpendicular parking. Strong clear central park (similar to Harbor Park). No residual “hidden” public spaces (i.e. “rape spaces”) Maximum homes facing Cordelia, Morgan, West & Central Park. Somewhat carries Old Town grid through the neighborhood – spirit of Old Town grid connected. This plan shows West Street NOT connected to Cordelia (Streets connected by extending Line Street & West Street). Some comments not typed as they directly relate to a diagram he drew.

2. Please provide any additional comments regarding the information presented by Main Street West Partners.

- Will Morgan Street & School Street be widened adjacent to the project?
- I like the different materials and porches. More variety in styles that match Suisun’s eclectic façade styles.
- Variation in architecture. I’d like to see more cottage and/or Victorian design. I also realize cost is a factor.
- Thank you for giving community opportunity to provide input outside of a commission/council meeting.
- Use high quality paint for the houses. New Victorian Harbor and Harbor Park did not. Nice landscaping like Victorian Harbor or Harbor. New Victorian Harbor too limited in landscaping – impacts neighborhood today. Keep the parking limited just like you are planning. Hope you start building soon.
- The architectural style needs improvement. Maybe Victorian, Craftsman, French country. Get rid of stucco on homes that have two materials on front elevation; maybe board/batten with lap siding. Pitch roof lines, add clipped gables. Park should be open to public, not HOA. How are we making this area walkable?
- Thank you for your answers. Good coverage.
- House details change but all look the same as layout. Please vary. Lower the overall density. Increase the parking, make them pay the Victorian Assessment District Harbor Ta. Put in the round about. Make sure parks are clearly visible from the streets. More variation in home type.
- Site Option C is the plan I like
- Thank you to the Main Street West Partners for listening to our concerns and fears.
- I am glad for all you are doing to make this go well. Thank you.
- Less park and more parking.
- Trees on the street please.
- Would have liked more info on back yards/garages. (got it thanks). I like the idea of homes of slightly different size. Not everyone wants or needs 4 bed/3 bath homes.
- All 2-story houses seem to be a giant wall a la Game of Thrones. Morgan Street view of new houses. Prefer Site Plan C. Park at end of Morgan.
- Park. A walking path/loop. Labyrinth.

Jason Garben

From: wayne day <wjdaytech@sbcglobal.net>
Sent: Thursday, June 30, 2016 5:49 PM
To: Jason Garben
Subject: Re: Former Crystal Middle School Site Community Outreach

thanks, for having the community be part of what our old town looks like ; wayne day

On Thursday, June 30, 2016 5:39 PM, Jason Garben <jgarben@suisun.com> wrote:

Thanks to all those who attended the Former Crystal Middle School Site workshop yesterday evening. We are assembling all the information you provided, and look forward to seeing and hearing from you in the future. We will continue to provide you with updates regarding upcoming meetings and keep you well informed as the project proposal moves forward.

If there is anything you'd like to add that you did not share last night, please don't hesitate to contact me direct.

Regards,
Jason

Jason D. Garben
Development Services Director
City of Suisun City
701 Civic Center Boulevard
Suisun City, CA 94585
707-421-7347 (Direct)

Jason Garben

From: Jason Garben
Sent: Friday, July 01, 2016 7:07 AM
To: W Ferrell
Subject: Re: Former Crystal Middle School Site Community Outreach

Ms. Ferrell - Thanks very much for your email.

Density is calculated by taking the total number of housing units and dividing by the acreage upon which the units sit; for instance 100 houses on 10 acres results in a density of 10 units per acre.

Thanks for your other comments and concerns. I will be certain these get added to the information we are assembling for consideration.

Let me know if I've adequately explained density. I will be back in the office on Tuesday, and I'd be happy to speak with you to make certain you have what you need.

Have a happy 4th of July.

Regards,
Jason
421-7347 (direct)

On Jun 30, 2016, at 9:59 PM, W Ferrell <wlighty@hotmail.com> wrote:

Hi Jason,

Thank you for this follow up email. Talking with folks at the wine on the square tonight, a couple of things came up.

1. How was the existing density calculated as "medium"? Size of lots, size of dwelling, number of current occupants, or potential occupants, and what area was used for the information gathering boundaries (Main, Common, West, Cordelia the area to be most affected)?
2. With the existing number of proposed dwellings, the potential for 200 more cars using Main Street, but mostly Cordelia several times a day, will cause congestion and alter the dynamic of the neighborhood.
3. The eclectic, historical, unique, character that Solano County residents call " Old Town" Suisun, will be altered by the new development, if it does not conform to the existing neighborhoods quirky style and variation in house styles and lot sizes.

That's all for now.
Wendy Ferrell

From: jgarben@suisun.com
To: jgarben@suisun.com
Date: Thu, 30 Jun 2016 17:39:26 -0700
Subject: Former Crystal Middle School Site Community Outreach

Thanks to all those who attended the Former Crystal Middle School Site workshop Attachment 5 evening. We are assembling all the information you provided, and look forward to seeing and hearing from you in the future. We will continue to provide you with updates regarding upcoming meetings and keep you well informed as the project proposal moves forward.

If there is anything you'd like to add that you did not share last night, please don't hesitate to contact me direct.

Regards,

Jason

Jason D. Garben

Development Services Director

City of Suisun City

701 Civic Center Boulevard

Suisun City, CA 94585

707-421-7347 (Direct)

Jason Garben

From: Jason Garben
Sent: Friday, July 01, 2016 11:56 AM
To: rob thomas
Subject: Re:

Hi Rob - Absolutely, it's always much more helpful to look at real world examples. Please send them at your convenience.

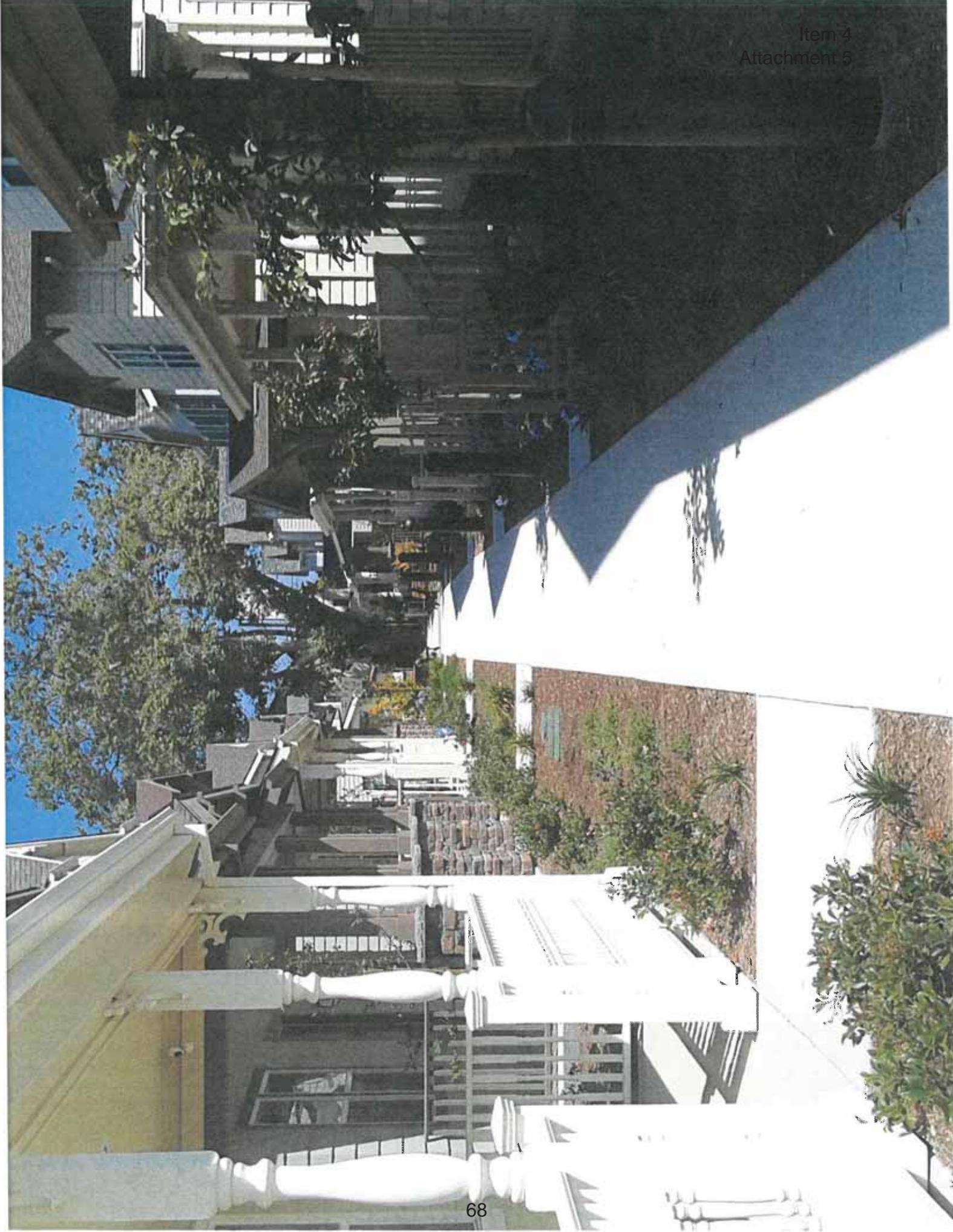
Have a happy 4th!

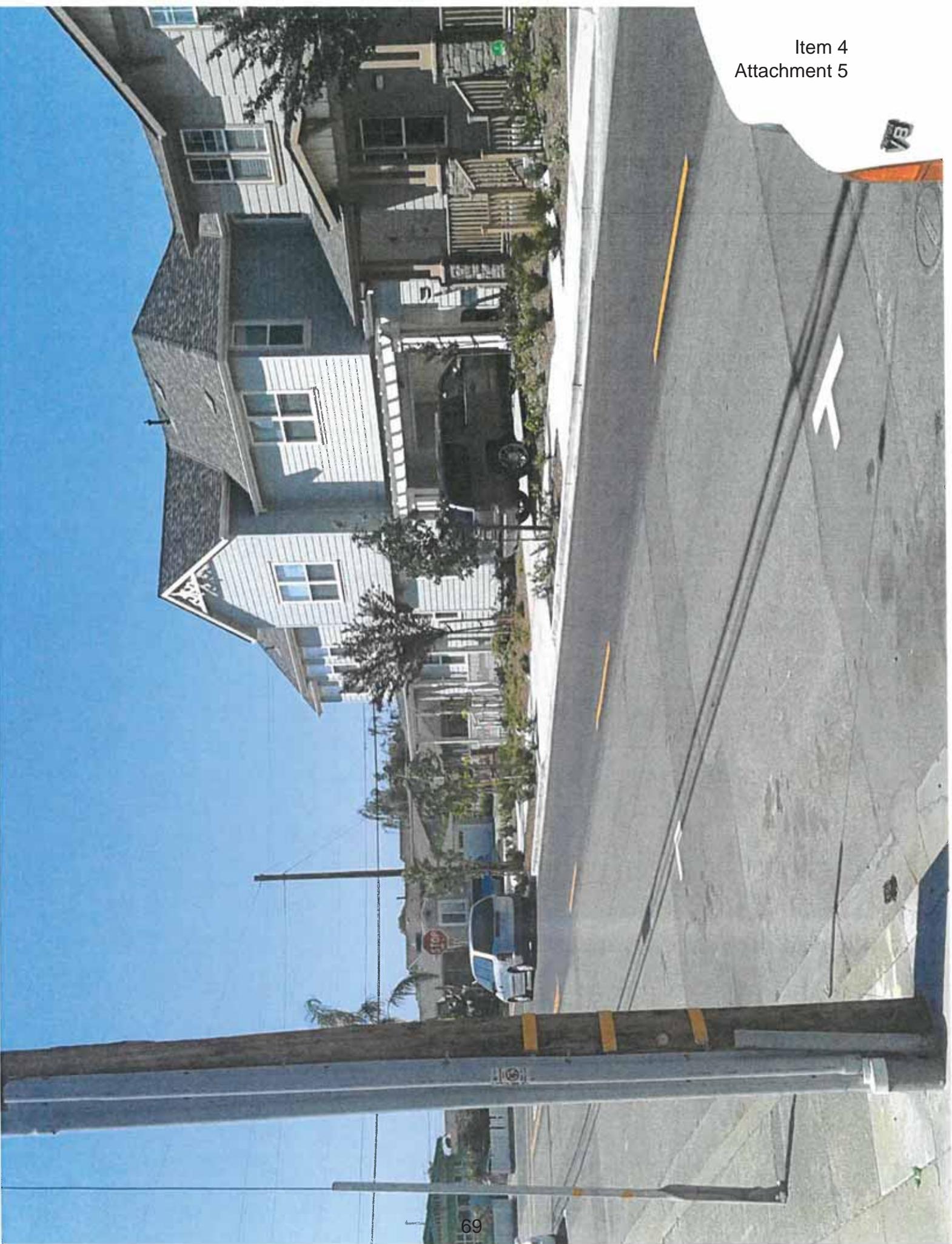
Regards,
Jason

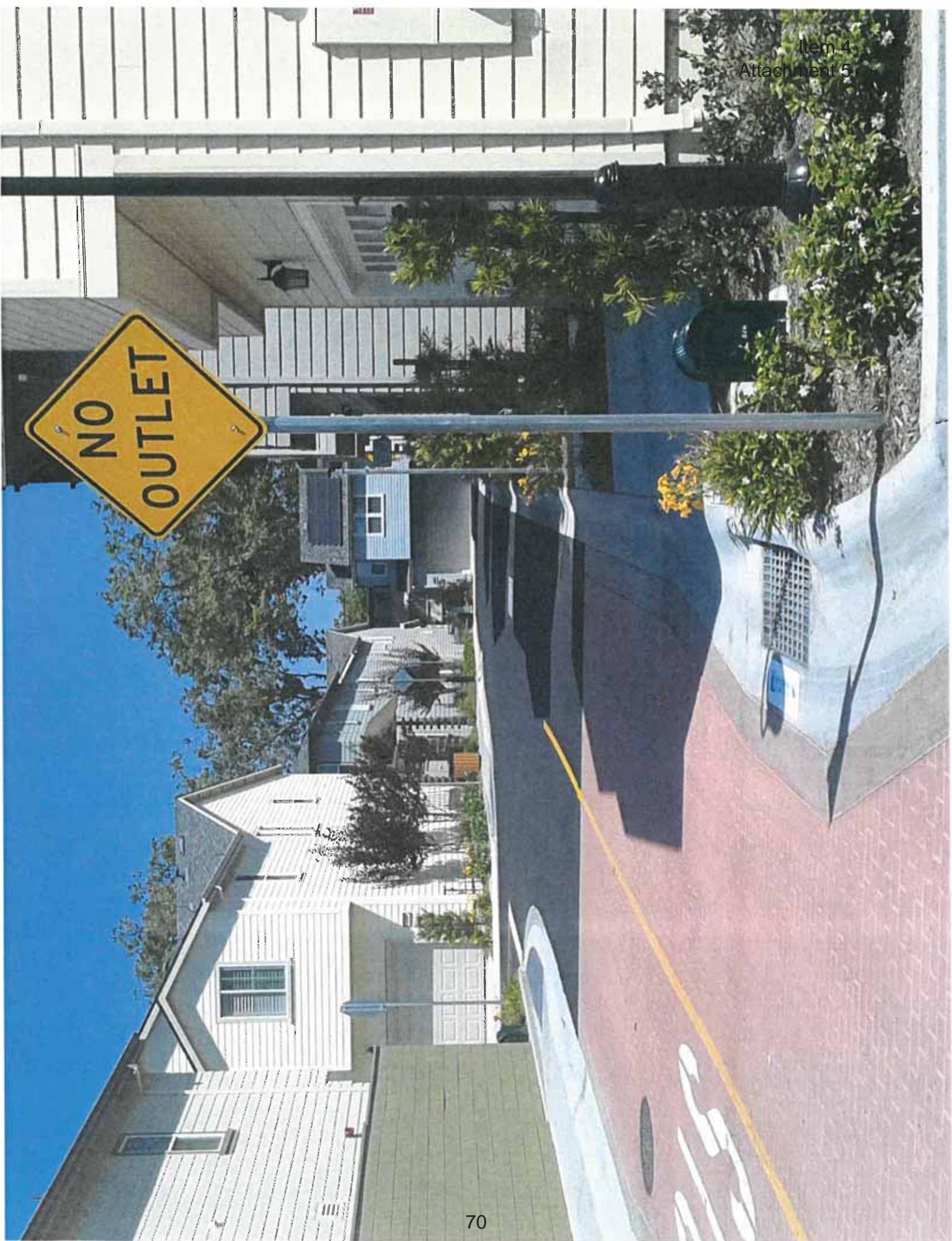
On Jul 1, 2016, at 11:38 AM, rob thomas <hunterrobthomas@yahoo.com> wrote:

Hello Jason, Rob Thomas here. In Hayward where I work, there are new developments going up like corn. There is one specific development in Hayward that mirrors the one we are thinking about ' kinda ', but close enough so that the citizenry can have a real life look at how the implementation of how the rough plans are going. Im going to email myself then send them to you, if that's ok, it will help, I believe with questions that might be brought up.Let me know if this ok with you. Have a great weekend, be safe, Rob..









Jason Garben

From: Jason Garben
Sent: Friday, July 01, 2016 1:29 PM
To: Raymond Klein
Subject: Re: Former Crystal Middle School Site Community Outreach

Got it. Thanks very much for taking the time to write. Will make certain your comments are considered.

Regards,
Jason

On Jul 1, 2016, at 1:10 PM, Raymond Klein <topgum@gmail.com> wrote:

Jason,

Here are a couple of strong points i want to make.

- The Cordelia Road appearance of this project is important. It's the gateway to the old town. Having a facade of look alike houses is unacceptable. The architecture of the models presented is cheap in appearance and does not complement Old Town. I'm reminded of the Malvina Reynolds; song Little Boxes:

Little boxes on the hillside,
Little boxes made of ticky tacky,¹
Little boxes on the hillside,
Little boxes all the same.
There's a green one and a pink one
And a blue one and a yellow one,
And they're all made out of ticky tacky
And they all look just the same.

- The overall modern appearance of the project and the homes must be adjusted to fit the surrounding area. There MUST be variation of design and a Victorian flair. We need design elements to attract people to Old Town not create another bedroom community in Old Town.
- The project must be designed to make Cordelia Road the main access/exit to the project to prevent gridlock in Old Town. With 78 units and 4 people/ 3 cars per unit and 1.5 daily trips per car we are adding 351 trips per day just for residents. Visitors and deliveries will add to the anticipated congestion. That's too a high traffic volume for Morgan and West street to absorb.
- At three cars per unit and only two garage spaces per home. There is an anticipated parking shortfall in the project for residents and visitors. I know half of my two car garage is unavailable for parking. I suspect that some residents will do the same. I suggest that a parking survey done at 9 PM will find fewer parking spaces available for spillover than expected.
- Owner occupancy needs to be encouraged. Investors can turn a project like this into Section Eight City in a heartbeat.

- The projected sales price of these homes is the median sales price for Suisun. Attachment 5 NOT adding value to our housing market.
- Other than a park the developer has not provided any amenities like a community center.

I am not against the project. I am committed to seeing a project that adds value to Suisun and complements Old Town. As presented the developer has failed to do this.

Raymond M. Klein
topgum@gmail.com
www.dr4gums.com

Raymond M. Klein
topgum@gmail.com
www.dr4gums.com

On Thu, Jun 30, 2016 at 5:39 PM, Jason Garben <jgarben@suisun.com> wrote:

Thanks to all those who attended the Former Crystal Middle School Site workshop yesterday evening. We are assembling all the information you provided, and look forward to seeing and hearing from you in the future. We will continue to provide you with updates regarding upcoming meetings and keep you well informed as the project proposal moves forward.

If there is anything you'd like to add that you did not share last night, please don't hesitate to contact me direct.

Regards,

Jason

Jason D. Garben

Development Services Director

City of Suisun City

701 Civic Center Boulevard

Suisun City, CA 94585

707-421-7347 (Direct)

Jason Garben

From: Pouget <pouget@sbcglobal.net>
Sent: Tuesday, July 12, 2016 11:14 AM
To: Jason Garben
Subject: Crystal School property

Dear Mr. Garben,

I attended the meeting at the Harbor Theater a few weeks ago concerning the development at the Crystal School property site. I wasn't happy with the proposal then and am even less so now that I've had some time to really think about it. In my opinion the housing is too dense. I read in the Fairfield Republic last week an article about two new developments being built there. The first was a ten acre project with 63 houses and the second was seven and a half acres with 50 houses. If these projects will make money for their developers, something comparable should work for Mr. Rice, or perhaps someone else. A few of our old-town homes recently sold for \$400,000. so this is not an unimaginable price for our area.

I also have some real issues with the architectural design. I don't think putting Craftsmen style columns with Italian style railings is anything other than thoughtless cookie-cutter junk. These homes are not quaint, nor do they have any personality. I would prefer they chose four really good designs (even a contemporary box, if it's a good plan) to offer future home owners, perhaps with color changes, than the same design repeated with plastic decorations.

Privacy is a huge concern. These houses are only eight feet apart, or four feet to their side fence. One Italian cypress grows at least 3 & 1/2' wide and that is the narrowest tall tree I know of. What will provide shade, privacy, clean the air, provide animal habitat and soften the harsh angles if there is nothing but a sea of concrete and dark homes with no natural light available?

I also think there should be a mix of single-story homes throughout, or this development will be completely closed to anyone retired and that's ageism.

I appreciate your listening to my concerns.

Respectfully,

Marsha Pouget

400 Line Street

Suisun City

Sent from my iPad

RECEIVED
Attachment 5
AUG 16 2016

August 15, 2016

CITY OF SUISUN CITY

Ms. Suzanne Bragdon
City Manager
701 Civic Center Blvd
Suisun City CA 94585

Dear Ms. Bragdon:

We attended the meeting by Mike Rice and Associates regarding the proposed housing development on the Old Crystal School site in Old Town. It was both very informative and disturbing.

We are in favor of developing more housing on the Crystal School site, but we feel, as many of our neighbors do, that the proposed housing designs are not suitable for Old Town. We know that the City can do better than the proposal we were shown. The houses in Victorian Harbor and the Craftsman style housing project across the street from city hall are prime examples of a better design fit for Old Town. In our opinion, the proposed houses exterior elevations for Crystal School site look like tacky 1970's track homes. They do not echo, mirror or suggest any design components of the original houses on the streets of Old Town. There are too many 2 story houses in too small of a space. We believe the project should consist of approximately 50- 60 houses at most and should include single story and 2 story mix. Cement slab foundations are really not the best choice for land so close to the marsh /waterways and on top of a water table barely 6 feet below the surface. The narrowness of Morgan Street did not seem to be fully thought out as to traffic, by home owners, visitors and delivery/service vehicles, parking etc.

We really do want to see the site developed, but we would like it to be mindful that Old Town is a Cultural Heritage site, so those guidelines established by the Cultural Heritage Commission should be at the very least, carefully considered, if not employed. (Disclosure: I, as Patricia A Reynolds, was Vice Chair of both the steering committee and the Cultural Heritage Commission)

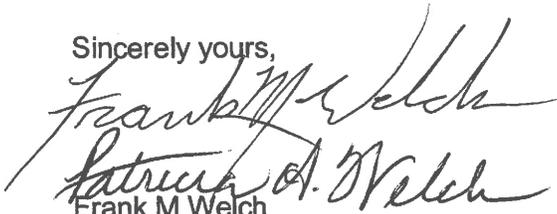
The houses in Victorian Harbor have grown into a lovely neighborhood. And even through the real estate crisis of 2008 and beyond, those houses kept their value. (Sadly, our 100+ Victorian did not). Housing values are now beginning to rise in Old Town, we do not see that the proposed houses will further that upswing.

The revitalization of the waterfront district is wonderful. The developer did a great job of enhancing what was already there, beautifying it, making it a destination site. We are very proud of what has been done on the waterfront, downtown, the work/live houses in the Kellogg Street area etc. The designs of the proposed Crystal Site do not meet those same standards. We also understand the financial problems the city has faced with the real estate crisis, the state grabbing the city's redevelopment funds, and the severe recession. We understand the delays. But, let us not be in such a hurry to catch up, that we make unwise design choices.

We ask that this letter be also shared with all City Council members, all City Planning commissioners, and all of the Main Street West partners. We regret that we are unable to attend the council meeting tonight, but respectfully ask that this letter be included in the public forum.

We have lived and raised a family of four boys in Old Town. We have been in our home since January 1971. We, as a family, have been active participants in the Volunteer Fire Department, City government and committees, and many, many other civic activities. We love our Old Town and want to see it prosper and thrive. Please help; us do that by carefully considering the Crystal School site project.

Sincerely yours,

The image shows two handwritten signatures in black ink. The first signature is 'Frank M. Welch' and the second is 'Patricia A. Welch'. Both signatures are written in a cursive, flowing style.

Frank M Welch

Patricia A Welch

227 California Street

Suisun City CA 94585

707 422 1311

Cc: All City council members
All Planning Commission members
Main Street West Partners

Revised: August 16, 2016

My overall impression of the plan is that it is well thought out. In some cases, there are inconsistencies from figure to figure. Figure 1-3 Shows My 150-year-old house and Councilwoman Day's house as NOT being part of the Historic Old Town. The boundaries are not drawn correctly as shown by figure 2-1.

I want to applaud the sensitivity to the architectural elements that make up the Historic Residential Zone in part D and Chapter 6.

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

I already know of one project well along in the process that falls short of meeting these goals and that's the Crystal school project. I can't overemphasize enough the importance of having this area reflect a cohesive appearance to having a successful development. We can't be seduced by the lure of development fees and parcel tax income and let this developer pull the wool over our eyes with a cookie cutter project that doesn't fit the architectural image of old town and brings a potential calamity to parking and traffic flow. The size of the project will tax our parking and traffic infrastructure. The developers have stated that they need this many homes to generate a fair profit. Frankly, I care as much about their profit as they care about my neighborhood's ambience.

I need to briefly discuss problems with this parking study. It excluded the residential area. This was NOT oversight it was by design. I'm stopping short of calling it malicious but it shows total lack of understanding about the problems of residential parking.

1. It's not comprehensive. Residential areas were excluded.
 - a. *This parking study focuses on the downtown commercial core of the City – the area where shared parking could make the most sense. We did not focus on the 30-acre property, assuming that this property would include surface parking to accommodate future demand on this site. We also did not focus on residential areas, assuming that parking is provided in garages, in driveways, and on the street in these areas.*
 - b. The assumption that parking is provided in garages, in driveways, and on the street is false.
 - c. Few houses have garages, sometimes driveways are too short to accommodate a vehicle and on-street parking is inadequate to meet demand. Many garages have been converted to other use and don't provide parking.
 - d. Sections of some streets (School St) are too narrow to accommodate any parking. Other streets are not wide enough for two-way traffic and parking. Morgan and Suisun streets are one-way and parking is only permitted on the right side.
 - e. Solano Garbage trucks can only pick up on the right side of the truck. Trucks that pick up on the left or either side of the streets are available but I think the Garbage company doesn't own any. From Sunday night until Monday residents must put their trash cans on the street. Three cans with 3 feet of separation are equivalent to the length of a car.

- f. Count available spaces during garbage pickup time and you'll get a different picture of available parking in the residential areas. Count available spaces at 8 PM and you'll see perhaps one available space in three blocks. That's what I found driving through my neighborhood last Thursday.
2. The colors assigned to the study area parking districts are different on page 6 vs. page 2, 12 and 14. This makes things confusing.
3. The vacant parcel map doesn't include all vacant parcels.
4. The funeral parlor at 900 Main Street often draws many cars into to the area. How were this business's needs calculated? Hotel? Theater?
5. The Crystal Housing project will add 70+ units of housing that's about 189 cars into an area with a parking deficit that you didn't bother to study. How is that going to look on garbage pickup day.

The residential areas of Old Town make a unique contribution to its ambience. To systematically exclude them and their parking needs is a head-in-the-sand attitude that will bite you in the butt.

I urge you to send this parking study back to city staff to address these shortfalls.

Dr. Raymond Klein
400 Morgan St
Suisun City

topgum@gmail.com

John Kearns

From: suisunweb@suisun.com
Sent: Tuesday, August 16, 2016 5:39 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Kelly Lute

Email

kell12@sonic.net

Subject

Specific Plan Update Comment

Your Message

I am concerned about parking for the existing residents near this development and, in particular, the traffic on Morgan Street which is very narrow and holds the parking spots that we use every day. We do not have a driveway or a garage. The houses on each side of us do not have a driveway or a garage either. I understand that the primary entrance for this development is on Morgan and West street which would negatively impact those who live on this street. In the specific plan meetings, the participants showed the main entrance to the development on Cordelia street which is wider with traffic each way. It would be more direct for residents of the development to enter on Cordelia street. I am also concerned that letters to the city council, planning commission, city manager from residents have not been included in the packet for the meeting tonight. The residents of old town are very concerned about the impact of this development and have shown this concern in a variety of ways.

John Kearns

From: suisunweb@suisun.com
Sent: Thursday, August 18, 2016 12:51 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Howard Lute

Email

hnlute@sonic.net

Subject

Specific Plan Update Comment

Your Message

My concerns remain the overall density of the project and the design of the exterior of the homes to be built. In the old town neighborhood there are few blocks that have more than 3 houses in a row, and given that each square block has between 6 and 8 homes. I want to see the density of the new development duplicate this overall pattern as much as possible given the complex layout currently planned. Having each home in "row house appearance, side to side with the a minimum setback yields a look of the old Heritage Park subdivision, not that of Old Town Suisun. Charge what you must for what I am asking for and with the value there; sales will be brisk.

The exteriors must be mixed in height, similar to what is seen throughout the old town district. Colors should conform with what is displayed house to house all along each street of old town. Decorative mouldings, posts and pillars should also be of like design to those already present in old town. Some trees should be near maturity to form a wind break and create an established neighborhood look.

To allow traffic to flow freely to and from the development an entrance should be placed on along Cordelia Road. This would ease the many congestion points that exist in the plan as presented. It also would allow fire and emergency vehicles to have rapid entrance and exit.

* Thank you for your time and we wish for a successful new housing development for all.
Howard N. Lute
311 Morgan Street
Suisun City, CA 94585

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SITEPLAN

0 40' 80' 160'

AUGUST 12, 2018

Project No.: 234.009

DAHLIN GROUP
ARCHITECTS

3845 Orange Drive
Pleasanton, CA 94588
925.231.7200
925.231.7203 Fax

CRYSTAL SCHOOL SITE SUISUN, CALIFORNIA

MILLER-SORG GROUP



FRONT ELEVATION 'B'



FRONT ELEVATION 'A'



FRONT ELEVATION 'A'



FRONT ELEVATION 'B'



FRONT ELEVATION 'C'



FRONT ELEVATION 'C'



FRONT ELEVATION 'A'



FRONT ELEVATION 'C'



FRONT ELEVATION 'C'

INSPIRATIONAL IMAGERY

WATERFRONT SFD
SUISUN, CALIFORNIA
MAIN STREET WEST PARTNERS











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6.2.3 Residential Site Standards and Design Guidelines

A. Neighborhoods

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

6.2.3 Residential Building Design Guidelines

B. Architectural Details

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

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

C. Residential Garages

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

6.3.5 Commercial/Office/Residential and Waterfront Commercial Land Zones

A. C/O/R Zone Design Guidelines

1. Perimeter frontage sites along Main Street, Driftwood Drive, Lotz Way, and Civic Center Boulevard should generally be developed in conformance with the guidelines for the Main Street Mixed-Use zone. Additional flexibility in the application of these design guidelines can be attained through the PUD process.
2. All commercial buildings should have facades built to the back of the sidewalk, in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.

3. Residential setbacks, where applicable, should be consistent with residential development on the east side of Civic Center Boulevard.
4. In keeping with the historic character, the linear frontage of new buildings along Main Street south of Driftwood Drive should not exceed fifty (50) feet. Commercial or mixed-use development north of Driftwood Drive may be larger. The design of the building should still emphasize the vertical appearance of smaller increments of building frontage that preserves the pedestrian quality present along Main Street.
5. New development and buildings should be designed to maximize waterfront views and access from common area spaces, as well as front onto the major surrounding streets, including Main Street, Lotz Way, and Civic Center Boulevard.

RESOLUTION NO. SA 2016 - __

A RESOLUTION OF THE CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUISUN CITY AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE FINAL DEVELOPMENT PLANS FOR PARCEL 13 AND 14 OF THE MAIN STREET WEST PROJECT

WHEREAS, the Redevelopment Agency of the City of Suisun City (the “RDA”) entered into a Disposition and Development Agreement (the “DDA”) with Main Street West Partners (the Developer) dated April 17, 2006; and

WHEREAS, said DDA has been revised from time to time by Amendments Nos. 1 – 4; and

WHEREAS, following dissolution of the RDA, the Successor Agency (the “Agency”) became the successor-in-interest to all assets and obligations of the RDA, including the DDA; and

WHEREAS, the DDA as revised pursuant to Amendment Nos. 1-4 requires the Developer submit a Final Development Plan which is intended to serve as the basis for the Developer’s applications for all necessary governmental approvals; and

WHEREAS, the Agency desires to approve said Final Development Plans for Parcels 13 and 14 of the Main Street West Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUISUN CITY AS FOLLOWS:

Section 1. The above recitals are true and correct.

Section 2. The Executive Director is authorized to take actions necessary to approve the Final Development Plans for Parcels 13 and 14 as presented and discussed on August 23, 2016.

PASSED AND ADOPTED at a special meeting of the City Council Acting as Successor Agency to the Redevelopment Agency of the City of Suisun City duly held on Tuesday, the 23rd day of August 2016, by the following vote:

AYES:	Boardmembers:	_____
NOES:	Boardmembers:	_____
ABSENT:	Boardmembers:	_____
ABSTAIN:	Boardmembers:	_____

WITNESS my hand and the seal of said City this 12th day of January 2016.

Linda Hobson, CMC
Secretary