



CITY COUNCIL

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

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

A G E N D A

REGULAR MEETING OF THE SUISUN CITY COUNCIL, REDEVELOPMENT AGENCY AND HOUSING AUTHORITY

TUESDAY, OCTOBER 4, 2011

7:00 P.M.

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

(Next Ord. No. – 721)

(Next City Council Res. No. 2011 – 85)

(Next Redevelopment Agency Res. No. RA2011 – 28)

(Next Housing Authority Res. No. HA2011 – 05)

ROLL CALL

Council / Board Members
Pledge of Allegiance
Invocation

PRESENTATIONS/APPOINTMENTS

(Presentations, Awards, Proclamations, Appointments).

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.)

CONSENT CALENDAR

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

City Council

1. Council Adoption of Resolution No. 2011-___: Authorizing the Conversion of Common Street from a Two-Way Traffic Street to a One-Way Traffic Street - (Kasperson).
2. Council Adoption of Resolution No. 2011-___: Approving the Preliminary Concept Design Plans for the Senior Center Remodel Project - (Kasperson).

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

REDEVELOPMENT AGENCY 421-7309 FAX 421-7366

GENERAL BUSINESSCity Council

3. Council Adoption of Resolution No. 2011-__: Approving a Preferred Land Use Alternative for the 2035 General Plan Update - (Wooden).

PUBLIC HEARINGS:**REPORTS: (Informational items only.)**

4. City Manager/Executive Director/Staff
5. Mayor/Council -Chair/Boardmembers

CLOSED SESSION

Pursuant to California Government Code section 54950 the Suisun City Council will hold a Closed Session for the purpose of:

Joint City Council / Redevelopment Agency

6. PERSONNEL MATTERS
Public Employee Performance Evaluation: City Manager/Executive Director.

CONVENE OPEN SESSION

Announcement of Actions Taken, if any, in Closed Session.

ADJOURNMENT

A complete packet of information containing Staff Reports and exhibits related to each item is available for public review at least 72 hours prior to a Council /Agency/Authority Meeting 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 regarding any item on this agenda will be made available for public inspection during normal business hours. An agenda packet is available for review in the City Manager's Office during normal business hours.

PLEASE NOTE:

1. The City Council 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. City Council agendas are posted at least 72 hours in advance of regular meetings at:

| | | |
|----------------------------|-------------------|---------------------|
| City Hall | Fire Station | Senior Center |
| 701 Civic Center Boulevard | 621 Pintail Drive | 318 Merganser Drive |

AGENDA TRANSMITTAL

MEETING DATE: October 4, 2011

CITY AGENDA ITEM: Adoption of Council Resolution No. 2011-___: Authorizing the Conversion of Common Street from a Two-Way Traffic Street to a One-Way Traffic Street.

FISCAL IMPACT: The total project cost is estimated to cost approximately \$2,500. This project is funded through the Gas Tax Fund. There would be no impact to the General Fund. This cost estimate includes the cost of materials and labor for the new signage and pavement markings needed for the one-way traffic conversion.

BACKGROUND: In early 2011, during the County of Solano's planning stage for the renovation of the Veterans Memorial Building, questions regarding the traffic circulation on Common Street were raised. Renovations include interior and exterior upgrades, as well as improvements to the parking lot west of the building, as well as to the sidewalks and concrete facilities abutting the building. The sidewalks along the both the north and south sides of the building will be widened as part of the building renovation. This sidewalk widening will reduce the roadway width of the north and south segments of Common Street making two-way traffic less desirable.

As a result, City staff brought the traffic circulation question on Common Street to the City's Traffic Committee, and the Committee directed Public Works staff to proceed with a feasibility study for a one-way circulation alternative.

STAFF REPORT: Attachment 2 is a report entitled *Evaluation of Vehicular Movement on Common Street between Main Street and Suisun Street*, dated September 15, 2011. The main focus of the report is to explore the pros and cons of two-way traffic versus one-way traffic on Common Street. The recommendation of the report is to convert Common Street to one-way traffic as shown in Attachment 3. To reach this conclusion, the report considered improved traffic safety and movement as a primary benefit. Additional benefits are:

- The conversion would allow for better access to the building by the Fire Department.
- The conversion is consistent with County plans for the building.
- The conversion would be consistent with the other side of Main Street.

There are only a few apartments and one small restaurant that would be directly affected by the change. They have been notified about this possible action.

RECOMMENDATION: It is recommended that the City Council adopt Resolution No. 2011-___: Authorizing the Conversion of Common Street from a Two-Way Traffic Street to a One-Way Traffic Street.

PREPARED BY:

REVIEWED/APPROVED BY:

Nick Lozano, Associate Engineer
Daniel Kasperson, Building Official
Suzanne Bragdon, City Manager

ATTACHMENTS:

1. Resolution No. 2011-___: Authorizing the Conversion of Common Street from a Two-Way Traffic Street to a One-Way Traffic Street.
2. Report Titled: Evaluation of Vehicular Movement on Common Street between Main Street and Suisun Street.
3. Map – Two-Way to One-Way Conversion on Common Street.

RESOLUTION NO. 2011-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
AUTHORIZING THE CONVERSION OF COMMON STREET
FROM A TWO-WAY TRAFFIC STREET TO A ONE-WAY TRAFFIC STREET**

WHEREAS, in early 2011 during the County of Solano’s planning stage for the renovation of the Veteran’s Memorial Building, questions regarding the traffic circulation on Common Street were raised; and

WHEREAS, City Staff then brought the County’s questions on the traffic circulation to the City’s Traffic Committee, and the Committee directed Public Works Staff to proceed with a feasibility study for a one-way traffic alternative on Common Street; and

WHEREAS, the feasibility study, *Evaluation of Vehicular Movement on Common Street between Main Street and Suisun Street*, dated September 15, 2011, focuses mainly on increasing traffic safety and movement in and around the areas surrounding the Veteran’s Memorial Building; and

WHEREAS, the feasibility study considers the County of Solano’s planned future civil improvements around the Veteran’s Memorial Building; and

WHEREAS, the report concludes that converting from two-way traffic to one-way traffic on Common Street is in line with County of Solano’s planned improvements for the area as well as in line with the City interest in providing the Fire Department with improved access to the building and area and is consistent with existing conditions on the other side of Main Street.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Suisun City authorizes the City Manager to take all actions necessary to convert Common Street from a two-way traffic street to a one-way traffic street and to take such further actions as are necessary or appropriate to implement this Resolution.

PASSED AND ADOPTED by a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 4th of October 2011, by the following vote:

| | | |
|-----------------|----------------|-------|
| AYES: | COUNCILMEMBERS | _____ |
| NOES: | COUNCILMEMBERS | _____ |
| ABSTAIN: | COUNCILMEMBERS | _____ |
| ABSENT: | COUNCILMEMBERS | _____ |

WITNESS my hand and the seal of the City of Suisun City this 4th of October 2011.

Linda Hobson, CMC
City Clerk



EVALUATION OF VEHICULAR MOVEMENT

ON

COMMON STREET BETWEEN MAIN STREET AND SUISUN STREET

Prepared by: Nick Lozano, Associate Engineer, City of Suisun City
Date: September 15, 2011

Engineering Division
Public Works Department
City of Suisun City

INTRODUCTION

Common Street is a U-shaped low volume, two-way street that extends from Main Street to Suisun Street and back to Main Street. See Exhibit 1 – Location Map on page 6. This roadway loops around the Veterans Memorial Building along the building’s northerly, westerly and southerly perimeter of the building. The northerly segment of Common Street is adjacent to an empty lot to the north, while the southerly segment of Common Street is adjacent to a five-unit one-story apartment building and a restaurant.

At the time of the writing of this report, the City was preparing for the acceptance of the improvements on its Main Street ARRA (America Recovery and Reinvestment Act or federal stimulus) project for which remaining punchlist items were being corrected. This ARRA project includes, among other civil improvements, a new speed table crosswalk on Main Street directly fronting the Veterans Memorial Building. To the east of the speed table crosswalk is the adjacent North Basin public parking lot.

Also, the Veterans Memorial Building is currently undergoing building renovations as well as planned civil improvements around the building, which include the upgrade of the main building entrance with an ADA-compliant building access ramp, widened sidewalks around the building and an upgraded landscaped parking lot on the west side of the building.

During the County’s planning stages for the renovation of the Veterans Memorial Building, the question about traffic circulation on Common Street was raised. City staff then brought the traffic circulation issue to the City’s Traffic Committee. The Committee recommended the undertaking of this traffic circulation study to evaluate the most efficient and safe vehicular travel through Common Street, most notably the feasibility of converting the existing two-way travel to one-way travel.

EXISTING CONDITIONS

Parking is allowed on both sides of Common Street. Street widths are as follows:

- Common Street North varies in width from 31’-4” to 32’-10”, measured from face of curb to face of curb.
- Common Street South varies in width from 29’-6” to 30’ -8”, measured from face of curb to face of curb.

At the intersections with Main Street, Common Street is controlled by STOP signs, whereas Main Street is uncontrolled. However, motorists on Main Street must slow down in advance of and over the above-mentioned speed table. Motorists on Main Street have the right of way at this intersection over those on both intersections with Common Street.

The main entrances/exits to/out of Common Street are on Main Street, which is classified as a minor arterial, serves the Suisun City’s Historic Waterfront District. Based on traffic counts conducted by Fehr & Peers on March 9 and 10, 2010, the average daily traffic

(ADT) on Main Street is 5,115 vehicles. When traffic on State Route 12 is heavy during the commute hours, motorists often utilize Main Street via Cordelia Road as a cut-through to bypass SR12 traffic.

On a typical day, the on-street parking demand on Common Street does not exceed the supply. There are currently a total of 17 available on-street parking spaces on Common Street on both sides of the street, whereas the Veterans Memorial Building currently has an allocation of 12 private off-street parking (two accessible parking spaces and ten standard parking spaces) located west of the building. With the planned upgrade to the Veterans Building parking lot, a total of nine private off-street parking, eight accessible parking spaces and one standard parking space, is anticipated for its guests and visitors.

Overflow parking is available on both sides of Main Street and also met at the North Basin parking lot.

An atypical day, in terms of vehicular movement and parking needs on Common Street, consists of a main event or meeting at the Veterans Memorial Building which has a maximum occupant load of 324 total, 222 on the first floor and 102 on the second floor.

The connection of Common Street to the west is Suisun Street, a narrow street. Along Suisun Street between Common Street and Sacramento Street are single-story houses. This street segment of Suisun Street is one-way, in which vehicular travel is southbound, and is approximately 22.5' wide, measured face of curb to face of curb. Parking is allowed on the north side of the street. Along Suisun Street between Common Street and Driftwood Drive are single-story light industrial warehouses. This street segment two-way, and the travel way is approximately 19' wide, measured from edges of travel way. Parking is allowed only against the warehouses, on striped perpendicular parking spaces.

Common Street experiences minimal vehicular movement due to a large extent of the few number and type of destination points in the vicinity, as well as the limited number of parking spaces.

In the last three years, there are no reported accidents at the intersections of Common Street and Main Street according to the SWITRS data. While it is a relatively safe street to drive through these intersections, current traffic movement on Common Street can be streamlined and configured to allow efficient travel.

Due to the observed low volume of traffic over the last few years, formal traffic counts are not necessary. However, observations of traffic movement were made by the Public Works and Planning Departments as part of this study during the morning and afternoon commute periods, week day lunch hours, week day dinner hours, and before and after main events at the Veterans Memorial Building.

Another consideration taken was the turning radius of delivery trucks and emergency response vehicles including the City's fire trucks.

DEFICIENCIES & RECOMMENDATIONS

Based on the observations made as part of this study, the inefficient traffic movements and conflicts through Common Street are a result of the following:

- Insufficient spacing of the two intersections with Main Street (400-foot preferred spacing or 275-foot minimum for sight distance per Caltrans Highway Design Manual).
- The narrow street widths for which two-way travel should be discouraged.
- The movement complexities at the intersections with Main Street where exits out of Common Street are controlled by STOP signs.
- Deceleration of vehicles approaching the new speed table on Main Street.
- Events in the Veterans Memorial Building or City events which resulting in traffic movement from Common Street to the overflow parking spaces in the North Basin parking lot, and vice versa.

To address the above issues, it is recommended that Common Street be converted from a two-way street to a one-way street. The recommended one-way direction of flow is westbound on Common Street North and then eastbound on Common Street South. The segment of Common Street/Suisun Street, to the west of the Veterans Memorial Building, is recommended to remain two-way. See Exhibit 2 – Recommended One Way Travel on Common Street on page 7.

Common Street is not wide enough for parking on both sides of the street and two-way traffic flow. A one-way configuration on this street will address this deficiency while allowing for on-street parking to be provided.

Parking is currently allowed on both sides of the street. In order to allow ladder truck to setup its outriggers on Common Street North, parking only along the Veterans Memorial Building should be allowed, and parking should not be allowed along the empty lot on the north side. On Common Street South, parking on both sides of the street can be allowed provided that parking along the Veteran's Building is not allowed within the street section necking down to a width of 29'-6", measured face-of-curb to face-of-curb. The County currently has plans to widen the sidewalk along the south side of the building, and when that improvement is completed, parking is to be prohibited along the new widened sidewalk. The County also has plans to widen the sidewalk along the north side of the building, however, parking should be allowed along the new widened sidewalk provided that parking is not allowed along the empty lot to the north. The recommended parking restriction on Common Street North will enable safe and faster emergency vehicle access into the area, particularly for the longer vehicles such as the fire trucks.

Exiting out of Common Street presents potential conflicts with oncoming traffic from the North Basin parking lot and the oncoming traffic on Main Street. This conflict applies to all roadway users, motorized and non-motorized. When vehicles are exiting at the same time at both Common Street exits, the problem is compounded due to the close proximity of the two legs. Also compounding the situation is the deceleration of vehicles

approaching the new speed table on Main Street. This deceleration reduces the gap in traffic and negatively impacts the facilitation of crossing and turnings at the intersection. A one-way configuration will eliminate one of the two exits, thereby reducing the level of complexities and thereby improving the situation. With the anticipated increase in traffic volume in coming years on Main Street and the reduction in the gap between opposing traffic, it makes it that much more important to simplify the traffic movements through this intersection. A one-way configuration will also simplifying travel for pedestrians and bicyclists along Main Street who cross the Common Street legs. Non-motorized user safety and motorist comfort are both met with the one-way conversion.

Entrance to the North Basin parking lot opposite Common Street is at the southerly driveway, while exit out of the North Basin parking lot is at the northerly driveway. See Exhibit 3 - Existing Conflicting Vehicular Movement between Common Street and the North Basin Parking Lot on page 8. Since the Common Street legs line up with these two driveways, the direction of flow should be consistent to avoid confusion when crossing Main Street. The one-way direction outlined on the previous page allows for this consistency.

Proper striping and signage improvements on Common Street shall be made part of efforts to convert Common Street North and South from two-way to one-way.

In summary, a conversion from a two-way street to a one-way street can help better manage traffic patterns, allow for the placement of needed parking spaces in the area, reduce user movement conflicts, simplify turning movements at the intersection of Common Street/Main Street, improve safety for pedestrians, address the inconsistency of travel directions between the current two-way street and the entrance/exit driveways in the North Basin parking lot and improve emergency vehicle access to the area.

EXHIBITS

Exhibit 1

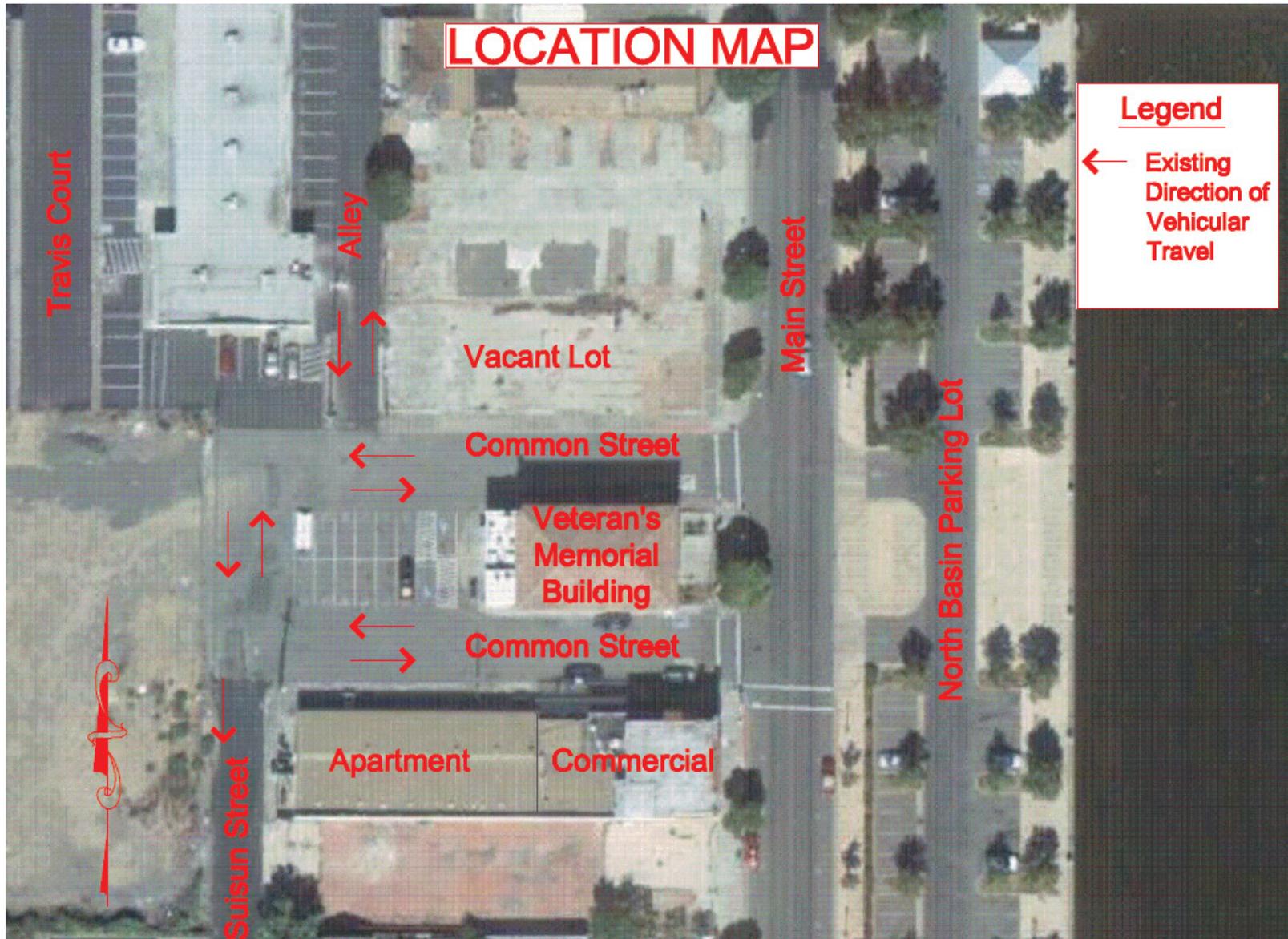


Exhibit 2

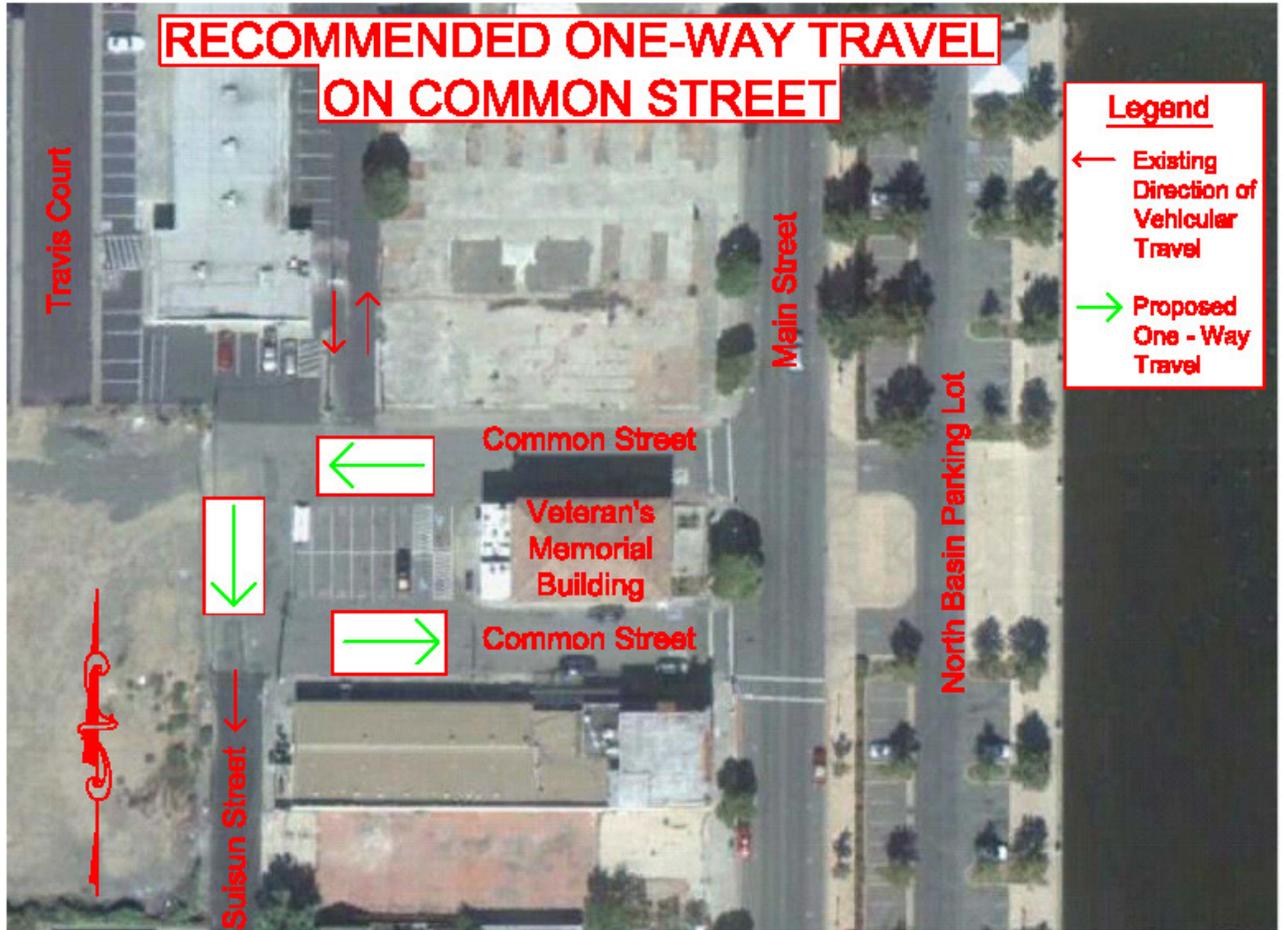


Exhibit 3



ATTACHMENT 3

Two-Way to One-Way Traffic Conversion
Common Street



PREPARED BY:
REVIEWED/APPROVED BY:

Nick Lozano, Associate Engineer
Daniel Kasperson, Building Official
Suzanne Bragdon, City Manager

AGENDA TRANSMITTAL

MEETING DATE: October 4, 2011

CITY AGENDA ITEM: Council Adoption of Resolution No. 20011-__: Approving the Preliminary Concept Design Plans for the Senior Center Remodel Project.

FISCAL IMPACT: This item has no additional fiscal impact. The project is funded from a CDBG grant of \$685,000 plus a local match of \$50,000 from Facility Improvement Fees. There is no General Fund money in this project.

BACKGROUND: In January 2011, the City was awarded a Community Development Block Grant (CDBG) General Allocation grant for the rehabilitation of the Suisun City Senior Center located at 318 Merganser Drive. This project includes a new roof, a new commercial-grade kitchen, safety code upgrades, energy efficiency improvements, and building and site improvements. Also included are Americans with Disabilities (ADA) improvements such as ramps and countdown pedestrian heads at nearby intersections with traffic signals.

A Request for Qualifications (RFQ) for Architectural and Engineering Services for the Senior Center Remodel and Renovation Project was issued by the City to solicit qualifications from architectural firms for this project. After a thorough interview process, staff recommended Moniz Architecture as the preferred consultant. On March 1, 2011, the City Council adopted a resolution allowing the City Manager to execute a contract for professional services with this consultant. The firm has provided the City with a preliminary design for the remodel and renovation project.

STAFF REPORT: Moniz Architecture performed a needs analysis by visiting the Senior Center site and by meeting with staff, the seniors that use the building, and other stakeholders. A “wish list” of possible improvements was developed. The architect then worked with her expert consultants to develop the attached preliminary concept plan for Council approval. Included in that plan are items that constitute the base project plus additional features for consideration. The initial cost estimate indicates that the base project plus some of the other items on the “wish list” can be built within the available budget.

The base project would include a new, modified floor plan for the Senior Center interior (Attachment 2 – Sheet A2.2B), as well as some modifications to the exterior. This new interior floor plan would allow better utilization of available floor space and would allow the Center to improve storage, office space location, and increase the size of the kitchen.

PREPARED BY:

Amanda Dum, Acting Management Analyst

REVIEWED/APPROVED BY:

Daniel Kasperson, Building & Public Works Director

Suzanne Bragdon, City Manager

The base project would also allow for:

- Upgraded commercial-grade kitchen equipment.
- New grease trap.
- New heating/air conditioning systems.
- New energy-efficient lighting.
- New paint and flooring throughout the building.
- New exterior paint.
- New roof.
- Off-site improvements such as countdown pedestrian heads at Sunset Avenue & Merganser Drive.
- ADA improvements to access ramps.
- Improvements to parking space accessibility.

These items are at the core of this project and are part of the grant requirements.

Beyond the base project, additional needs or wishes were developed. These additional “wish-list” improvements would include:

- Bringing existing restrooms up to code.
- Moving the location of the trash enclosure and making it compliant with current Health Codes.
- Upgrading the main entrance vestibule with a second set of bi-parting entry doors.
- Upgrading all other exterior doors.
- Upgrading to double glazed windows.
- Additional maintenance repairs.
- New bay window pop-out on Merganser Drive side.
- Upgrading the Craft Room.

The total grant award amount is \$685,000 with a City funding match of \$50,000. The \$50,000 in City funds match is coming from Facility Improvement Fees. There is no impact to the General Fund for this project. This brings the total available project budget to \$735,000. Of that amount, \$607,000 is designated for the construction portions of the project (interior and exterior). Moniz Architecture has provided a conservative preliminary total construction cost of approximately \$800,000 for the entire project including the base project and all of the additional wish-list options.

Staff is seeking Council approval of the preliminary concept design and input on the priorities for the optional features. The architect would then be directed to complete construction documents. The cost estimate would be further refined based on the final package. That final package would include bid alternatives so that the City is prepared to take advantage of a possible low bid below the estimate.

In addition to seeking Council direction on the “wish-list” items to include in the project, staff is also seeking Council input on the exterior paint colors for the building exterior. The architect has provided the City with two suggested color options: Choice One (Attachment 2 – Sheet A3.0) – “Crossroads” or Choice Two (Attachment 2 – Sheet A3.1) – “Pigeon Gray”. The final color scheme has yet to be determined.

On September 27, 2011, the Planning Commission reviewed the preliminary concept designs plans created by Moniz Architecture. The Commission had no comments beyond recommending the lighter Choice One color scheme for the exterior as shown in Attachment A – Sheet A3.1. The final color scheme has yet to be decided upon. Planning Commission direction was that this decision may be made by the Community Development Director.

RECOMMENDATION: It is recommended that the City Council adopt Resolution No. 2011-__: Approving the Preliminary Concept Design Plans for the Senior Center Remodel Project.

ATTACHMENTS:

1. Resolution No. 2011-__: Approving the Preliminary Concept Design Plans for the Senior Center Remodel Project.
2. Preliminary Concept Design Plans.

RESOLUTION NO. 2011-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
APPROVING THE PRELIMINARY CONCEPT DESIGN PLANS FOR
THE SENIOR CENTER REMODEL PROJECT**

WHEREAS, the City has received grant funding in the amount of \$685,00 for the Senior Center Rehabilitation and Remodel Project Community Development Block Grant (CDBG) Program funding; and

WHEREAS, the primary intent of this project is to remodel and rehabilitate the Suisun City Senior Center and adjacent areas; and

WHEREAS, funding for this project has a construction deadline of June 2013; and

WHEREAS, City staff desires direction from Council on the current preliminary concept design plans.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Suisun City approves the preliminary concept design plans for the Suisun City Senior Center Remodel Project and authorizes the preparation of bid documents.

PASSED AND ADOPTED by a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 4th of October 2011, by the following vote:

| | | |
|-----------------|----------------|-------|
| AYES: | COUNCILMEMBERS | _____ |
| NOES: | COUNCILMEMBERS | _____ |
| ABSTAIN: | COUNCILMEMBERS | _____ |
| ABSENT: | COUNCILMEMBERS | _____ |

WITNESS my hand and the seal of the City of Suisun City this 4th of October 2011.

Linda Hobson, CMC
City Clerk



2401 C STREET
SACRAMENTO CA 95816
PHONE 916.442.4032 FAX 916.442.4004
ARCHITECT'S STAMP

PRELIMINARY
DRAWINGS -
NOT FOR
CONSTRUCTION

CONSULTANT

The undersigned architect does not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The architect disclaims responsibility for these plans and specifications if they are used in whole or in part at any other site. All drawings and written material appearing herein constitute the original and unpublished work of the architect and the same may not be duplicated, used or disclosed without the written consent of the architect. This drawing is not final or to be used for construction until signed by the architect and owner.

Architect
Owner
Tenant

PROJECT TITLE
SUISUN CITY
SENIOR CITIZENS
CENTER

318 MERGANSER DRIVE
SUISUN, CA

SHEET TITLE
EXISTING
SITE PLAN

ISSUES/REVISIONS
□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

| NO. | DATE | DESCRIPTION |
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DATE: 09 SEPT 2011

JOB NO.: 1034

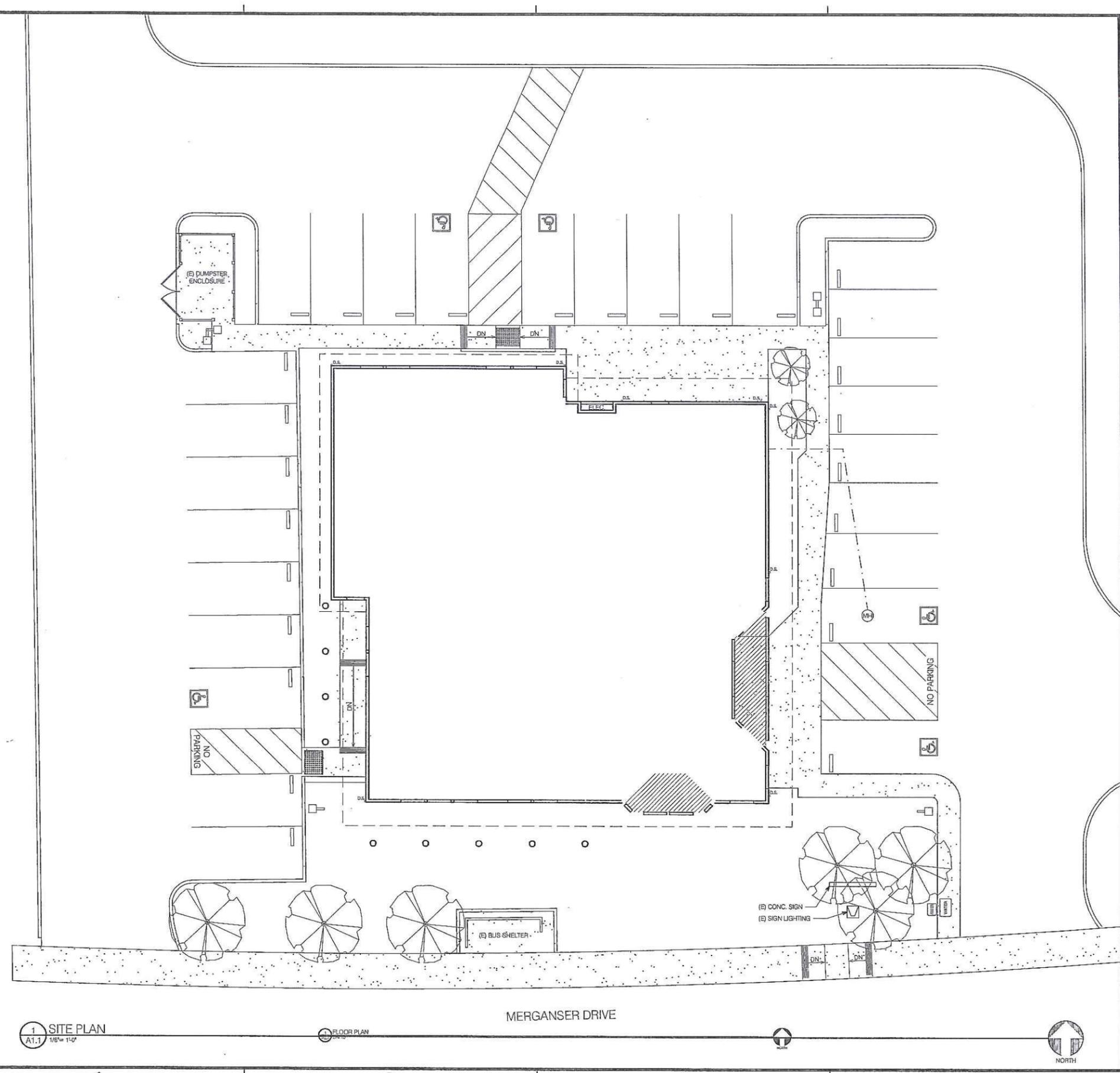
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DRAWING NO.

A1.1A

OF SHEET



1 SITE PLAN
A1.1
1/8" = 1'-0"

FLOOR PLAN

MERGANSER DRIVE



5 4 3 2 1

A
B
C
D

PRELIMINARY
DRAWINGS -
NOT FOR
CONSTRUCTION

CONSULTANT

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Architect
Owner
Tenant

PROJECT TITLE

SUISUN CITY
SENIOR CITIZENS
CENTER

318 MERGANSER DRIVE
SUISUN, CA

SHEET TITLE

PROPOSED
SITE PLAN

ISSUES/REVISIONS

□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

DATE: 09 SEPT 2011

JOB NO.: 1034

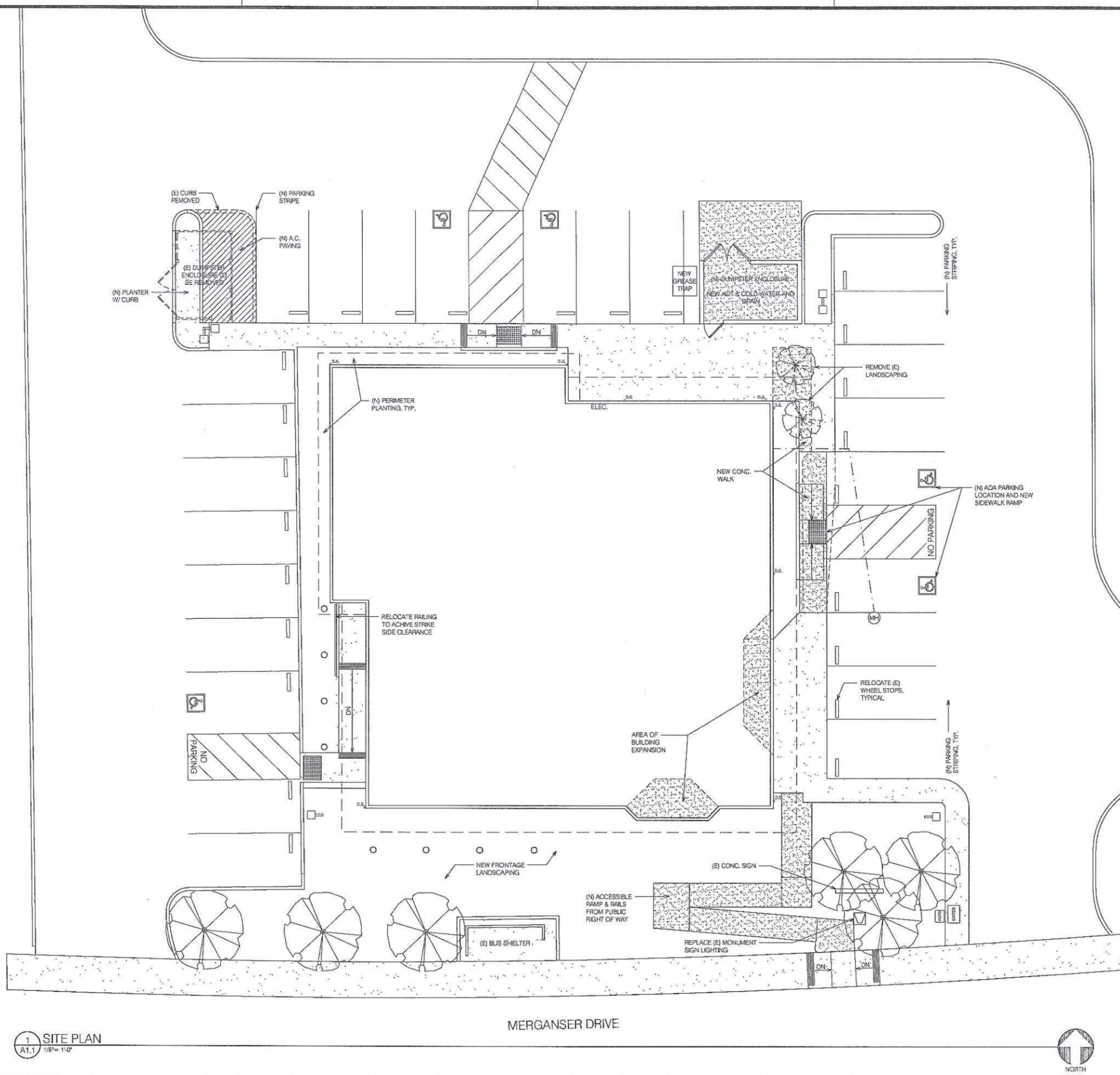
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CHECKED BY: AMM

DRAWING NO.

A1.1B

OF SHEET



1 SITE PLAN
A1.1 1/8" = 1'-0"



5 4 3 2 1



2401 C STREET
SACRAMENTO CA 95816
PHONE 916.442.4032 FAX 916.442.4004
ARCHITECT'S STAMP

PRELIMINARY
DRAWINGS -
NOT FOR
CONSTRUCTION

CONSULTANT

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Architect
Owner
Tenant

PROJECT TITLE

SUISUN CITY
SENIOR CITIZENS
CENTER

318 MERGANSER DRIVE
SUISUN, CA

SHEET TITLE

EXISTING
FLOOR PLAN

ISSUES/REVISIONS

□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

DATE: 09 SEPT 2011

JOB NO.: 1034

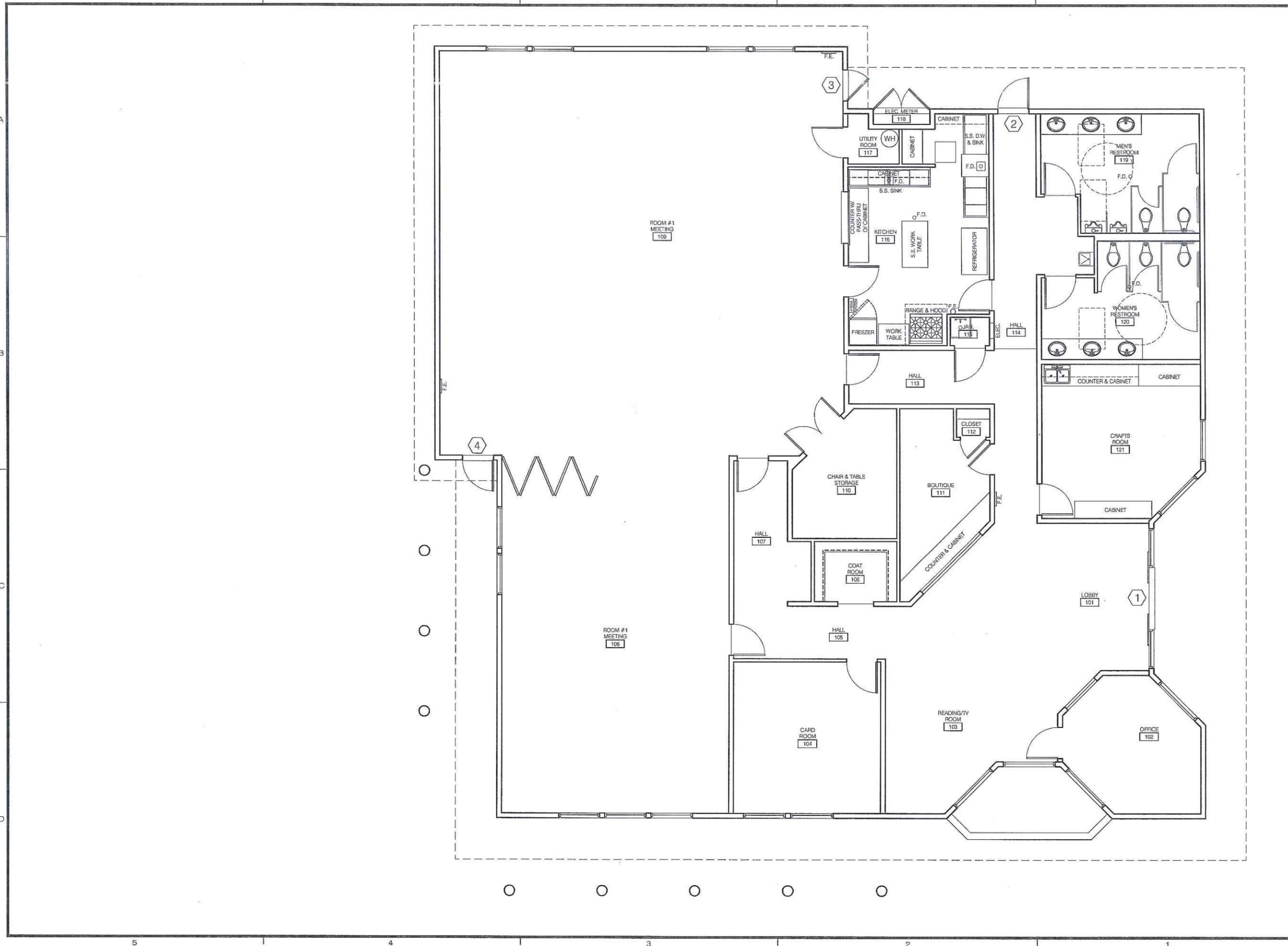
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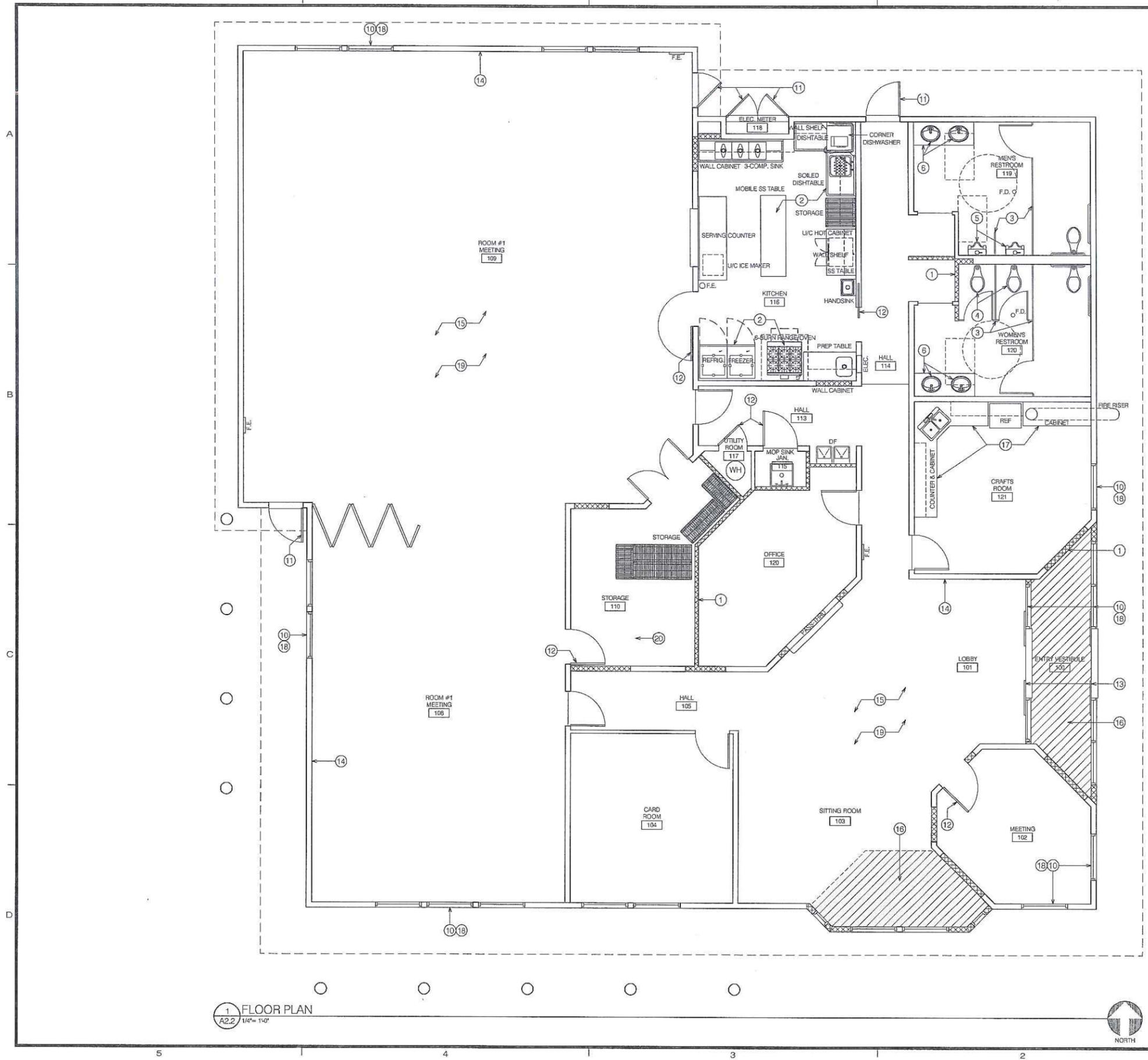
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DRAWING NO.

A2.2A

OF SHEET





KEYNOTES:

- ① NEW WALLS SHOWN HATCHED, TYPICAL
- ② NEW KITCHEN EQUIPMENT, TYPICAL
- ③ NEW TOILET PARTITIONS, TYPICAL
- ④ NEW TOILET
- ⑤ NEW URINAL
- ⑥ NEW SINKS AND COUNTER
- ⑦ NEW CABINET
- ⑧ NEW FLOOR FINISHES THROUGHOUT BUILDING, TYPICAL
- ⑨ NEW TOILET ROOM FINISHES
- ⑩ NEW WINDOWS, TYPICAL
- ⑪ NEW EXTERIOR DOORS, TYPICAL
- ⑫ NEW INTERIOR DOOR
- ⑬ NEW AUTOMATIC ENTRY DOOR
- ⑭ NEW INTERIOR PAINT THROUGHOUT BUILDING, TYPICAL
- ⑮ NEW LIGHTING THROUGHOUT BUILDING TO INCLUDE ALL EXTERIOR BUILDING MOUNTED LIGHTING, TYPICAL
- ⑯ NEW CONC. SLAB SHOWN HATCHED
- ⑰ NEW CASEWORK AND SINK
- ⑱ NEW WINDOW COVERINGS, MECHO SHADES OR EQ. AT ALL NEW & EXISTING WINDOWS, TYPICAL THROUGHOUT
- ⑲ NEW FLOORING THROUGHOUT
- ⑳ NEW BEAM ABOVE



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Architect
Owner
Tenant

PROJECT TITLE
**SUISUN CITY
SENIOR CITIZENS
CENTER**
318 MORGANER DRIVE
SUISUN, CA
SHEET TITLE
**PROPOSED
FLOOR PLAN**

ISSUES/REVISIONS
□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

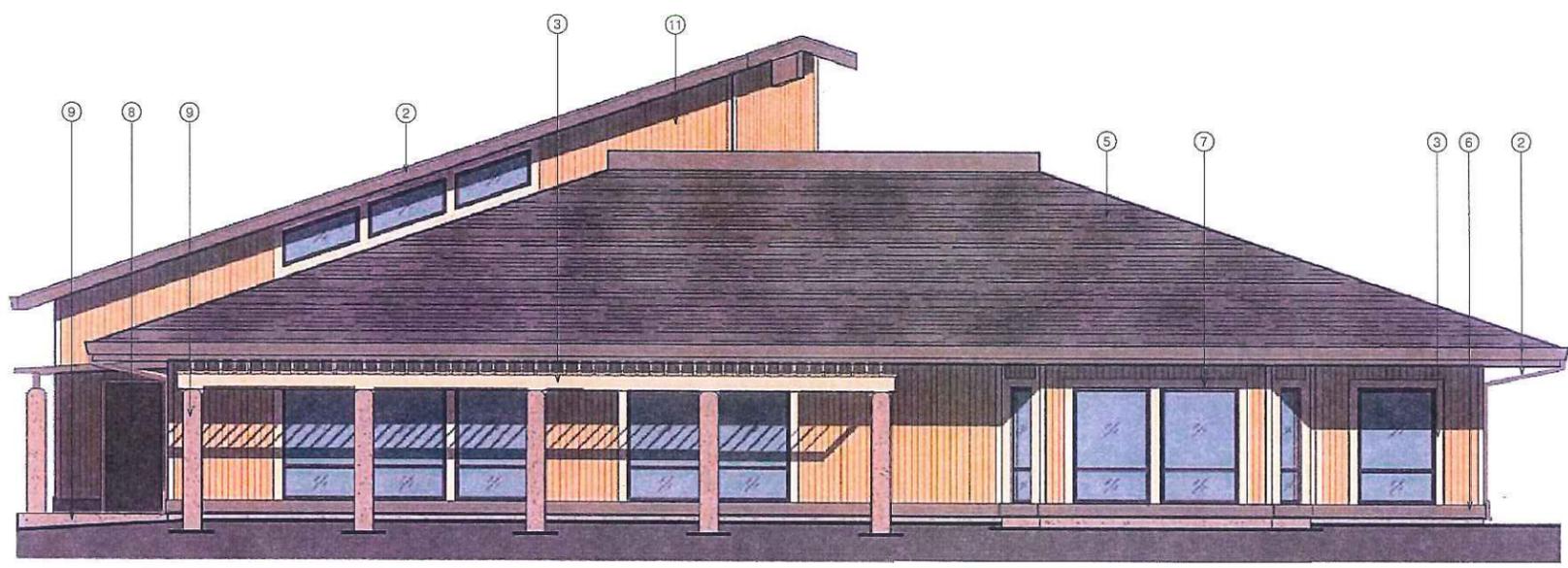
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DATE: 09 SEPT 2011
JOB NO.: 1034
DRAWN BY: MJE
CHECKED BY: AMM

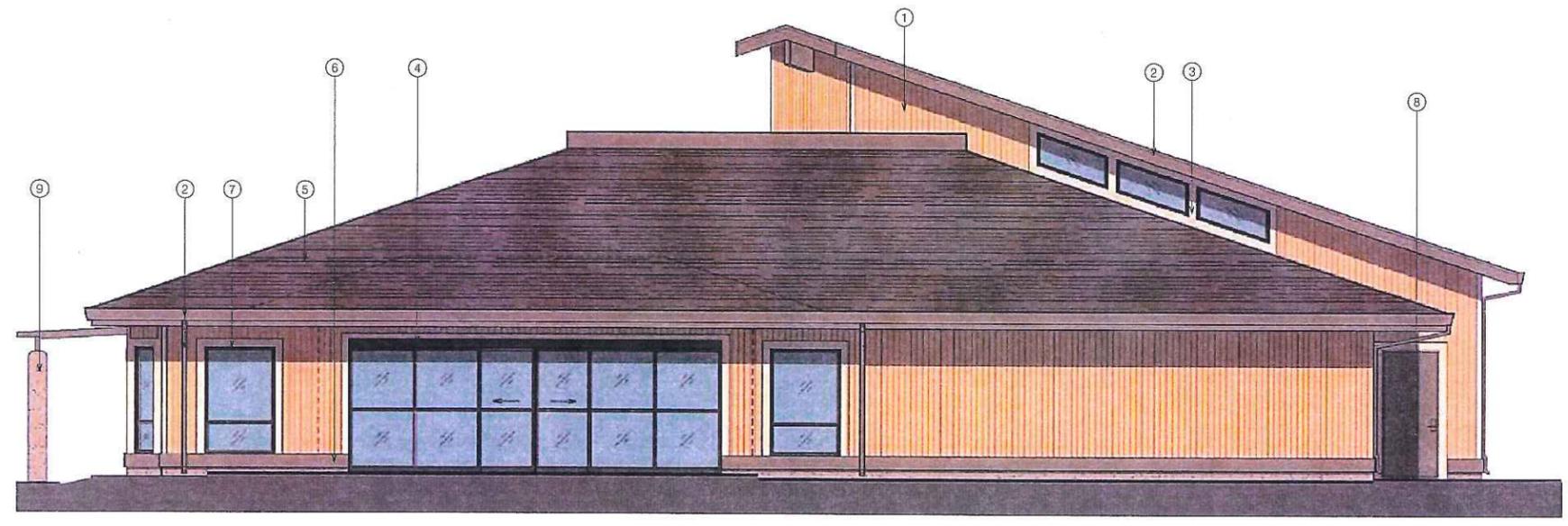
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1 FLOOR PLAN
A2.2 1/4" = 1'-0"





1 SOUTH ELEVATION
A3.0 1/4" = 1'-0"



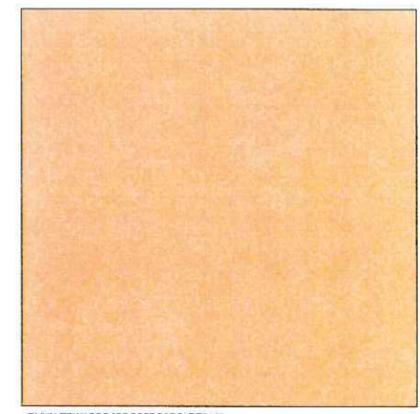
2 EAST ELEVATION
A3.0 1/4" = 1'-0"

NOTE: COLORS ON THIS PAGE ARE REPRESENTATIVE AND MAY NOT MATCH ACTUAL COLORS. SEE MATERIAL SAMPLES FOR ACTUAL COLORS.

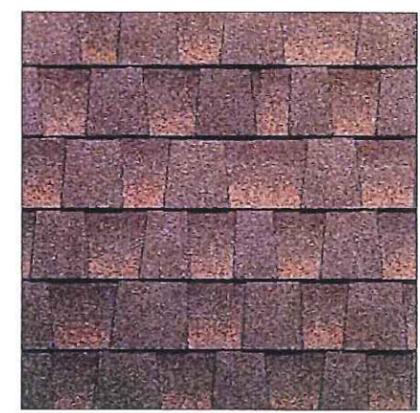
KEYNOTES:

- 1 PAINTED WOOD SIDING, TYP. DUNN EDWARDS "CROSSROADS" DEC5359
- 2 PAINTED GUTTERS, DOWNSPOUTS AND FASCIA, DUNN EDWARDS "BISON BEIGE" DEC750
- 3 PAINTED WOOD TRIM AND/OR TRELLIS, DUNN EDWARDS "MILKWEED" DEC762
- 4 NEW AUTOMATIC ENTRY DOOR, DARK BRONZE ANODIZED FINISH
- 5 NEW COMPOSITION SHINGLE ROOFING, TYPICAL, GAF TIMBERLINE COOL ROOF "BARKWOOD"
- 6 PAINTED WOOD TRIM, DUNN EDWARDS "BISON BEIGE" DEC750
- 7 NEW WINDOWS, TYP. DARK BRONZE ANODIZED FINISH
- 8 PAINTED WOOD DOOR, DUNN EDWARDS "BISON BEIGE" DEC750
- 9 EXISTING CONCRETE BASE AND/OR COLUMNS

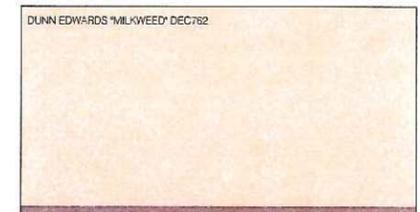
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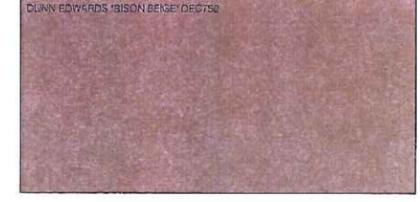
DUNN EDWARDS "CROSSROADS" DE5359



GAF COMPOSITION SHINGLE ROOFING, TIMBERLINE COOL ROOF "BARKWOOD"



DUNN EDWARDS "MILKWEED" DEC762



DUNN EDWARDS "BISON BEIGE" DEC750



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Architect
Owner
Tenant

PROJECT TITLE
SUISUN CITY
SENIOR CITIZENS
CENTER

318 MERGANSER DRIVE
SUISUN, CA

SHEET TITLE
COLOR &
MATERIALS -
OPTION A

ISSUES/REVISIONS
□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

DATE: 09 SEPT 2011

JOB NO.: 1034

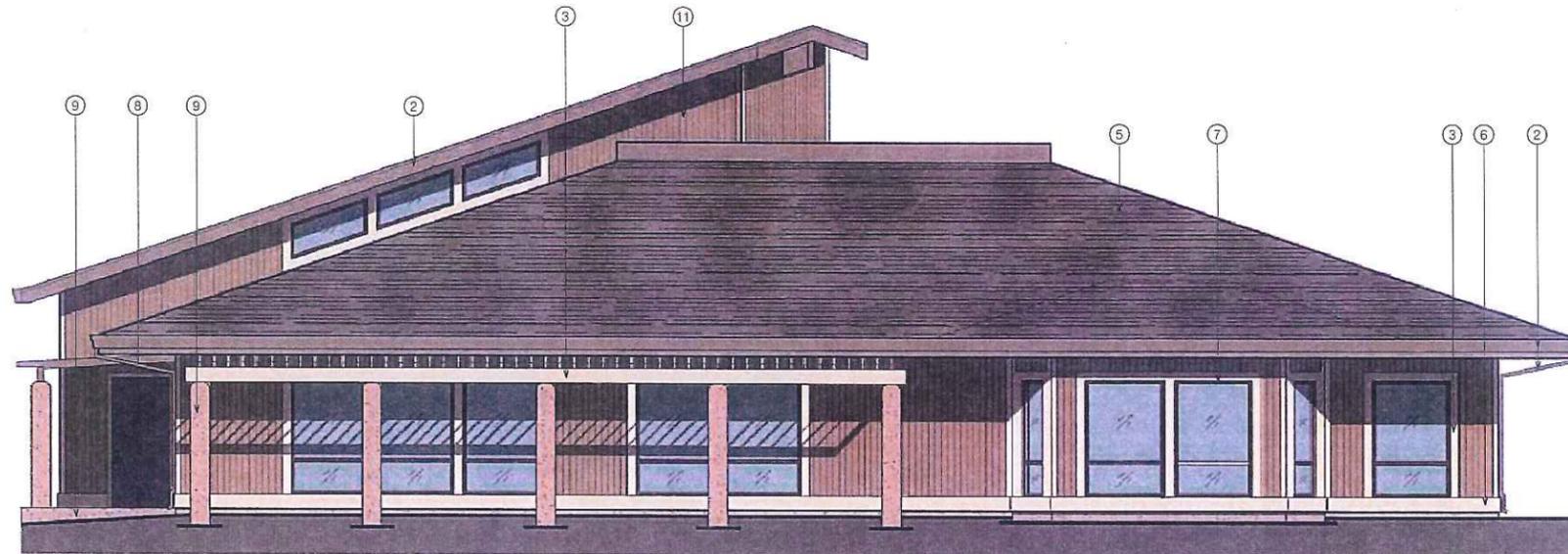
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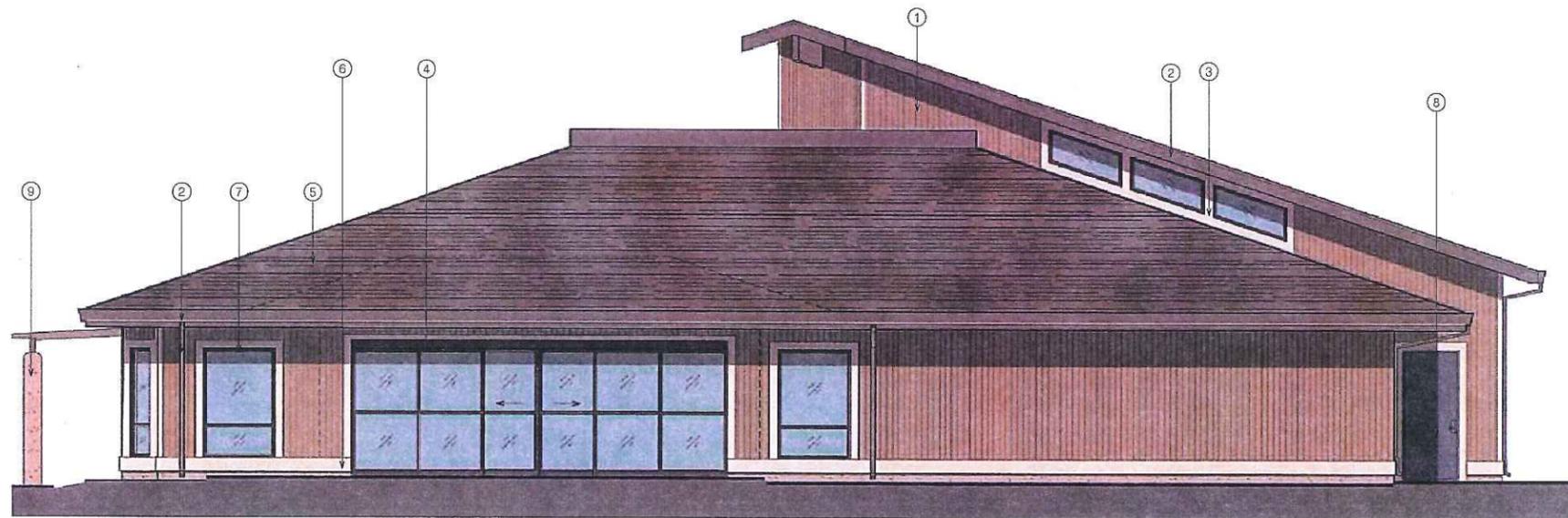
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OF SHEET



1 SOUTH ELEVATION
A3.1 1/4" = 1'-0"



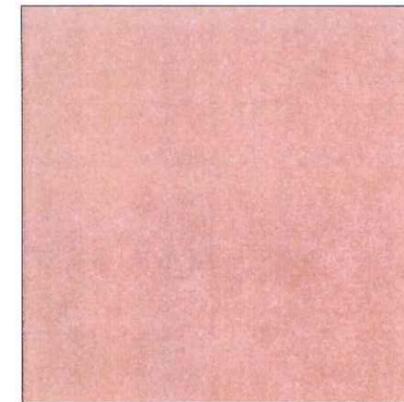
2 EAST ELEVATION
A3.1 1/4" = 1'-0"

NOTE: COLORS ON THIS PAGE ARE REPRESENTATIVE AND MAY NOT MATCH ACTUAL COLORS. SEE MATERIAL SAMPLES FOR ACTUAL COLORS.

KEYNOTES:

- 1 PAINTED WOOD SIDING, TYP. DUNN EDWARDS "PIGEON GRAY" DEC214
- 2 PAINTED GUTTERS, DOWNSPOUTS AND FASCIA, DUNN EDWARDS "BISON BEIGE" DEC750
- 3 PAINTED WOOD TRIM AND/OR TRELLIS, DUNN EDWARDS "BONE" DEC765
- 4 NEW AUTOMATIC ENTRY DOOR, DARK BRONZE ANODIZED FINISH
- 5 NEW COMPOSITION SHINGLE ROOFING, TYPICAL. GAF TIMBERLINE COOL ROOF "WEATHERED WOOD"
- 6 PAINTED WOOD TRIM, DUNN EDWARDS "BONE" DEC765
- 7 NEW WINDOWS, TYP. DARK BRONZE ANODIZED FINISH
- 8 PAINTED WOOD DOOR, DUNN EDWARDS "WH-ARF VIEW" LRV16
- 9 EXISTING CONCRETE BASE AND/OR COLUMNS

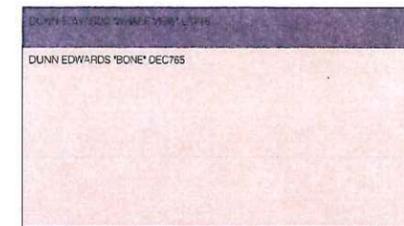
COLOR & MATERIALS:



DUNN EDWARDS "PIGEON GRAY" DEC214



GAF COMPOSITION SHINGLE ROOFING, TIMBERLINE COOL ROOF "WEATHERED WOOD"



DUNN EDWARDS "BONE" DEC765



DUNN EDWARDS "BISON BEIGE" DEC750



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Owner:
Tenant:

PROJECT TITLE
SUISUN CITY
SENIOR CITIZENS
CENTER

318 MERGANSER DRIVE
SUISUN, CA

SHEET TITLE
COLOR &
MATERIALS -
OPTION B

ISSUES/REVISIONS
□ ISSUES △ REVISIONS
NO. DATE DESCRIPTION

DATE: 09 SEPT 2011

JOB NO.: 1034

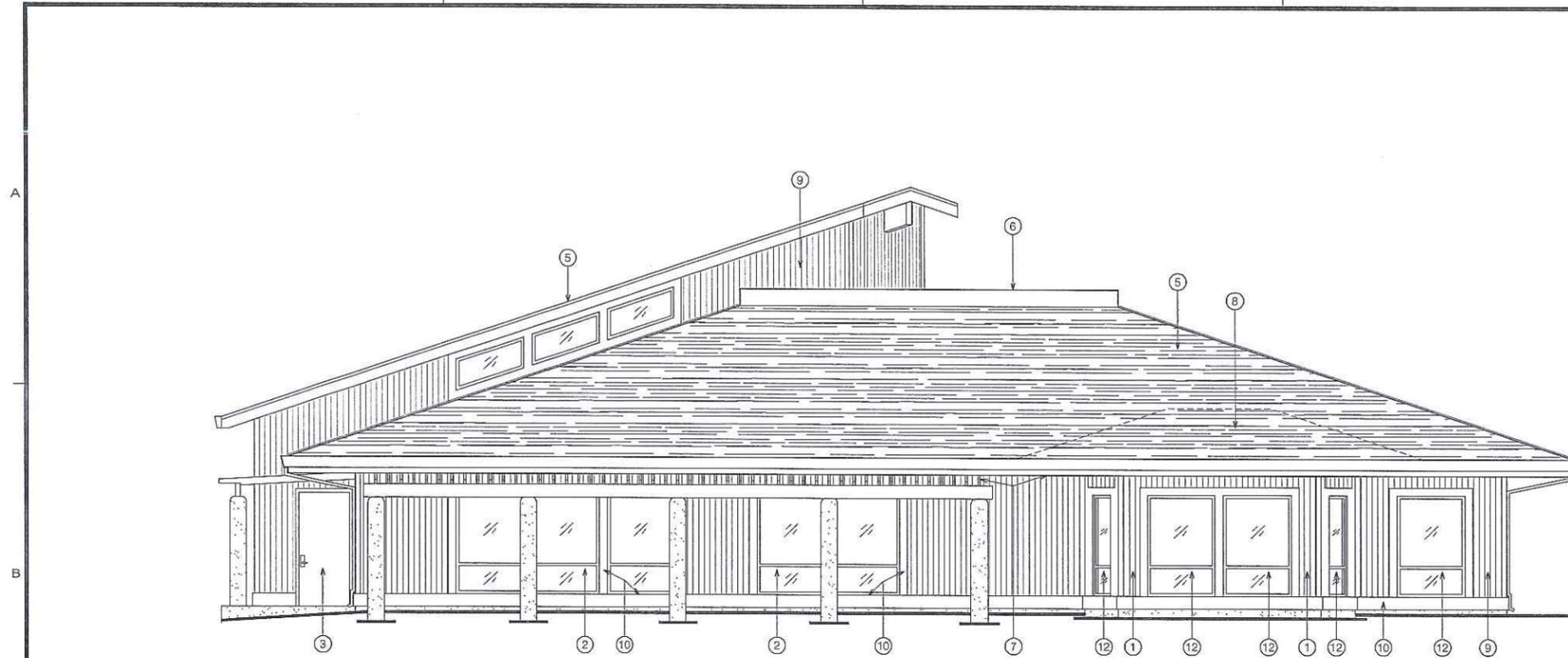
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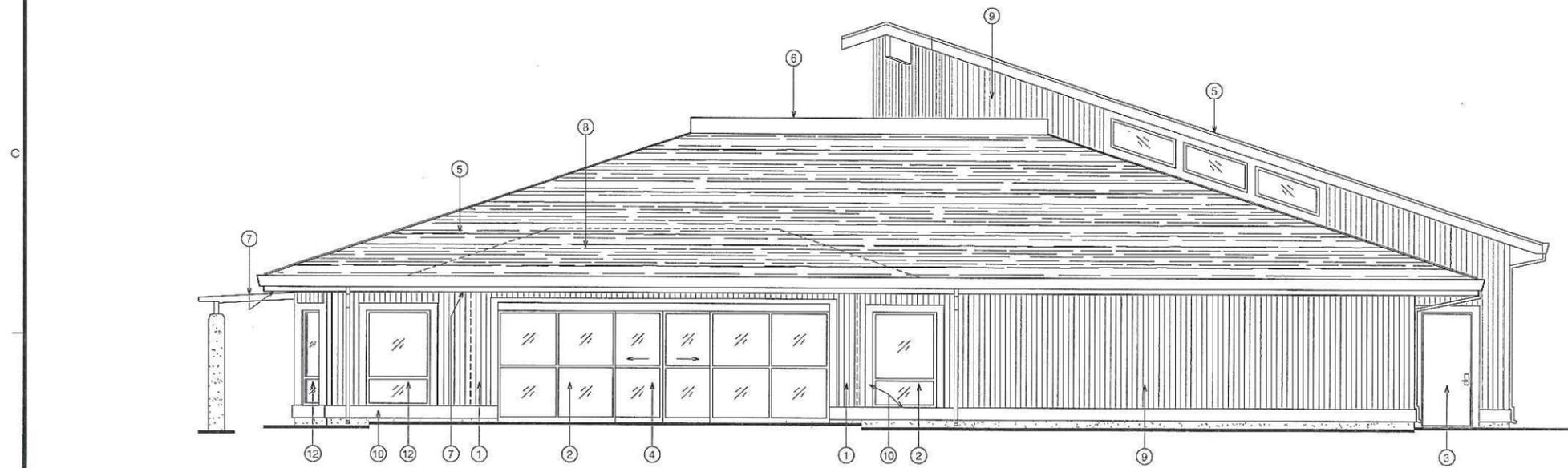
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1 SOUTH ELEVATION
A3.2 1/4" = 1'-0"



2 EAST ELEVATION
A3.2 1/4" = 1'-0"

KEYNOTES:

- 1 NEW WALL
- 2 NEW WINDOWS AT EXISTING OPENINGS, TYPICAL
- 3 NEW EXTERIOR DOORS, TYPICAL
- 4 NEW AUTOMATIC ENTRY DOOR
- 5 NEW COMPOSITION SHINGLE ROOFING, TYPICAL
- 6 NEW SINGLE PLY ROOFING AT MECHANICAL WELL
- 7 REPLACE ALL DRY-ROTTED RAFTER TAILS AND TRELLIS MEMBERS, TYPICAL
- 8 IN-FILL ROOF FRAMING
- 9 PAINT ALL EXTERIOR SURFACES, TYPICAL
- 10 REPLACE ALL DRY-ROTTED WINDOW AND DOOR TRIMS, TYPICAL WHERE OCCURS
- 11 REPLACE SELECTED EXTERIOR DRY-ROTTED SIDING AT SOUTH ELEVATION
- 12 NEW WINDOWS IN NEW OPENING



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SUISUN CITY
SENIOR CITIZENS
CENTER
318 MERGANSER DRIVE
SUISUN, CA
SHEET TITLE

ELEVATIONS

ISSUES/REVISIONS
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DATE: 09 SEPT 2011

JOB NO.: 1034

DRAWN BY: MJE

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OF SHEET

AGENDA TRANSMITTAL

MEETING DATE: October 4, 2011

CITY AGENDA ITEM: Council Adoption of Resolution No. 2011-__: Approving a Preferred Land Use Alternative for the 2035 General Plan Update.

FISCAL IMPACT: All costs associated with this item are included in the adopted budget.

BACKGROUND: On September 6, 2011, a Public Hearing was held before the City Council to discuss a Preferred Land Use Alternative. The goal of the Public Hearing was for the City Council to select Preferred Land Uses, so that the consultant can move forward with analyzing the environmental impacts of the Preferred Land Uses. It should be noted that the designated Preferred Land Uses are the first “rough cut” of land uses that will be refined to a greater and greater degree, as the process of updating the General Plan and Zoning Ordinance progresses. These refinements will include numerous “tools” such as land use, zoning, cost-benefit analysis, conditional use permit, planned unit development, overlay districts, assessment districts, etc. The bottom line is that the selection of Preferred Land Uses is a very preliminary step in the update process.

The Council received three comments from the public during the Public Hearing. At the conclusion of the item, the Mayor closed the Public Hearing and continued the item to the October 4, 2011 City Council meeting.

At the meeting, Council made several comments and posed questions for staff to research. The Council emphasized the following questions/points:

- The fiscal importance of new development paying for itself:
 - What does Community Facilities District No. 2 accomplish?
 - How does the Revenue-Generating Land Use Policy (or ADE Study) apply to the Preferred Land Use Alternative of the General Plan Update?
- How impact fees are calculated, based on infrastructure needed to support land use designations?

Additionally, comments, observations and questions were raised regarding the Planning Commission’s recommendations on various pieces of property.

STAFF REPORT: To help facilitate the discussion at the Council level of land use alternatives for the General Plan Update, so that staff and the consultants can move forward with the environmental analysis to keep this project moving forward so that we are positioned to take advantage of new development projects under discussion in the community, the following information is provided for your consideration:

- Policies currently in place to facilitate the goal of new development paying for itself including Community Facilities District No. 2 and impact fees.

PREPARED BY:
REVIEWED BY:
APPROVED BY:

John Kearns, Associate Planner
April Wooden, Community Development Director
Suzanne Bragdon, City Manager

- An overview of the Council’s Revenue-Based Land Use Policy (often referred to as the ADE Study), which generally protects properties currently zoned commercial in order to help alleviate our long-term challenge of sales tax leakage in the realm of 70%.
- Options and alternatives for the Council to consider on the handful of properties raised in discussion at the September 6, 2011 Public Hearing on the Preferred Land Use Alternative of the General Plan Update.

On this last point, in addition to, and complementary to, the Guiding Principles adopted by the City Council as part of the General Plan Update process, four broad interests were discussed at the September 6th meeting in the discussions of alternative land uses. These include an interest in:

- Long-term fiscal health and stability for the City.
- Opportunities presented by the City’s unique waterfront destination and active train station.
- Positioning the City to facilitate new development while minimizing the need for extensive, additional environmental analysis (i.e., streamline the CEQA process).
- Recognize the City’s current Revenue-Based Land Use Policy.

In preparing additional options and alternatives for your consideration on a handful of properties that raised discussion during the Public Hearing, staff has remained mindful of these interests in the development of pros and cons.

Policies Supporting New Development Paying for Itself

The City Council has two policies in place that support the interest of new development having to pay for itself. These are summarized below.

- Cost-Recovery Policy: Community Facilities District – In 2005, the City Council adopted a “clarified cost-recovery policy for new development” that requires residential development of at least five equivalent dwelling units or a new commercial development of at least 1,000 square feet of building area to be included in an existing or a new community facilities district to offset 80 percent of the development’s allocated share of City-wide costs for Police, Fire, Storm Drainage and Landscape Maintenance, as well as 100 percent of the direct and indirect costs for the maintenance of the landscaped public areas and the storm drainage system added to the City by the new development.
- Impact Fee Collection – At the September 6, 2011 meeting, the Council and staff discussed how impact fees relate to the land use designations shown on the Preferred Land Use Alternative. Once the City Council adopts a Preferred Land Use Alternative, the Environmental Impact Report (EIR) process will begin. During this process, the

consultant will need to make some assumptions (square footage of commercial, dwelling units per acre for residential, etc.) before running an analysis that eventually computes the impacts of the proposed “project”. The impacts would then translate to needed infrastructure. Then the cost of constructing the infrastructure is calculated. Then the total cost is spread out on future development throughout the City through development impact fees.

Revenue-Generation Land Use Policy

In contrast to policies that are designed to ensure new development pays for the costs to serve the new development, Council took an additional step to help address long-term revenue shortfalls unrelated to the impacts of new development. With 70% leakage of sales tax to neighboring communities because of a lack of retail and commercial development in the community to fully meet our residents’ needs, Council directed staff to develop a policy that allowed different uses on commercially designated site IF revenue generation would be preserved and /or other benefits to the community would be realized to support an amendment to the General Plan.

On June 20, 2006, Applied Development Economics (ADE) presented its findings and recommendations to the City Council for the Revenue Generation vs. Traditional Land Use Zoning Study (the "Study"). The Study analyzed the development potential for 15 commercially zoned properties based on market demand and absorption, site constraints, and other related observations. The study identified a market driven development scenario assumption for each site, and provided a fiscal analysis estimating the revenue generated for City services. ADE provided the City with the fiscal model utilized in the Study and explained its use to staff. Staff developed a “revenue-based” land use policy.

In developing a Revenue-Based Land Use Policy, staff considered the following:

- Addressing the long-term fiscal health of Suisun City by recognizing the need for revenue generation on the remaining commercial sites in the City, especially given the limited inventory of remaining commercial zoned properties.
- Providing the development community with maximum flexibility in terms of land use.
- Allowing developers to present development scenarios that may provide an additional component of “value” to Suisun City, although not necessarily in terms of direct generation of revenues.
- Preserving retail market potential as evidenced by the Buxton Study results.

The Policy was adopted by the City Council in July 2006 and the Policy Directive was signed by the City Manager. Whenever a General Plan/Zoning Amendment is requested, staff utilizes the model created by ADE to analyze the impact of the proposed project.

Unless and until the Council amends or eliminates the policy, it would continue to be applied in the future whenever a General Plan amendment or zoning amendment is proposed in order to maximize

revenue opportunities within the City. However, in assessing the pros and cons of changing land use designations that have historically been “commercial” to another designation (as would have been controlled under the Revenue-Based Land Use Policy if the General Plan Update were not being undertaken at this time), staff is weighing this policy in its analysis. For example, if a commercially zoned property is analyzed as a use other than commercial (i.e., mixed use, destination tourism, etc.), additional benefits to offset the potential loss of long-term revenue generation are identified.

Site-Specific Options and Alternatives

From the discussion during the Public Hearing on September 6, 2011, when the Planning Commission’s recommended land use alternatives were considered; comments, observations and alternative approaches were discussed on only a handful of properties. These include:

1. Gentry site – Highway 12 and Pennsylvania Avenue (Site #1).
2. Thirty-Acre Site – NW corner of Highway 12 and Marina Boulevard (Site #5).
3. ARCO Remainder Parcel - NE corner of Highway 12 and Marina Boulevard (Site #6).
4. Main Street West DDA Parcels 12 and 13 – Vacant parcels on the west side of Civic Center Boulevard and south of Lotz Way (Undesignated Site).
5. North Sunset Avenue south of Railroad Avenue (Site #11).
6. Whispering Bay Lane/end of Civic Center Boulevard (Site #9).
7. East of Walters Road/South of Petersen Road (sites #15/16).
8. East of Petersen Ranch (site #14).
9. Aksnes GPU Request (Potential Mitigation Bank development) (Site #18).

The level of discussion varied greatly among these properties, with most of the discussion centered on proposed changes that, at first-blush, appear to reduce our longer-term revenue generation capacity. For further discussion, staff has provided options and alternatives that not only take into account longer-term fiscal health, but also the harder-to-quantify opportunities related to the City’s waterfront environment and interest in streamlining the overall development process.

Staff is seeking Council consensus and direction to move the process into the next phase, which is the environmental analysis. As was stressed at the September 6th meeting, the direction that the Council gives regarding the Preferred Land Use Alternatives would not represent the **final General Plan land use designations**.

Based on the environmental analysis, and the data that is generated from this analysis, the Planning Commission and Council will be given additional information before making a final and informed decision on the General Plan Land Use Map. This discussion is important at this point in time to ensure that the environmental analysis is consistent with the general views of the Council regarding the future development of the few remaining vacant parcels in the City and within the City’s sphere of influence.

1. **Gentry (Site #1)** – The Planning Commission recommended a proposed land use designation for this site of Mixed Use. In response to a question regarding whether this

designation is consistent with the former proposed Gentry project, staff recommends that GPU environmental analysis utilize the proposed 500,000 square feet of commercial and 230 dwelling units analyzed in the DEIR for the Gentry project as the level of impact to analyze in the GPU EIR.

2. **Thirty-Acre Site on Highway 12 at Marina (Site #5)** – Staff presented several alternative scenarios for this site. This site also generated the most discussion and concern. The Planning Commission recommended a proposed designation for this site of Mixed Use. The proposed mixed-use designation would allow for environmental analysis of a mix of residential and commercial impacts. Such a designation allows for both horizontal mixed-use and vertical mixed-use. Horizontal mixed-use allows for a portion of the site to be developed with commercial uses and a portion of the site to be developed with residential units that would support the commercial. It would also allow for vertical mixed-use, in which commercial uses are developed on the main floor and residential units, to support the commercial, are developed above the commercial space. The City's existing municipal code requires all commercial developments over 1,000 square feet and residential development of more than five units to annex into Community Facilities District No. 2.

The discussion surrounding this property was tied primarily to the concerns of long-term fiscal health. Given the size and location of the property related to both the waterfront and train station, and the fact that it is the largest vacant piece of property in our PDA, how this property is analyzed is very critical to the City's long-term goals. These goals include fiscal health, maximizing the unique strengths of the waterfront and train station, ensuring flexibility through the EIR process as applied to future development, and applying the current Revenue-Based Land Use Policy.

Following the September 6th Public Hearing and Council discussion, staff responded by developing the following four alternatives for Council consideration:

- Mixed-Use Commercial – Commercial uses with the flexibility of incorporating a residential component (which could be approved by Council based on a regulatory approach to be developed at a later stage in the General Plan/Zoning Ordinance Update process).
- Destination Tourism/Retail – Retail commercial, visitor-serving/destination commercial, lodging, conference center, and recreational uses (Council could also consider adding the analysis of residential uses).
- Commercial – Current range of commercial uses.
- Mixed Use Transit-Oriented Residential – Mixed Use similar to the Mixed-Use Commercial with more of an emphasis on TOD consistent with the discussion at the Planning Commission level of review.

Some of the pros and cons of these alternatives are presented below:

Mixed-Use Commercial – This designation would analyze a predetermined amount of mixed uses of commercial development (i.e., employment-generating, retail, etc.) along with the potential development of some residential units on the site. In comparison to the Mixed Use designation recommended for the site by the Planning Commission, this designation would have a stronger emphasis on commercial. (If this designation is carried forward to the General Plan Land Use Map, the Council could adopt a regulatory approach whereby the Council could assess the costs and benefits of a proposed development project that includes residential, consistent with a Council-adopted policy such as the Revenue-Based Land Use Policy.)

Pros

- Has the potential of maximizing revenue generation opportunities while allowing Council flexibility to consider residential uses that add to and/or make the commercial component of the project viable.
- If a major commercial development proposal did materialize, much of the EIR analysis would be in place to address these general impacts.
- Allowing some residential development along with commercial may increase the viability of developing commercial, recognizing the limitations of the site (it lacks direct I-80 access).
- Regarding the environmental analysis, this alternative would add the flexibility for the Council to approve a residential component based on Council-approved guidelines (versus designating the site all commercial), and the Council would thereby preserve the opportunity for CEQA streamlining of a broader range of future projects while maintaining ultimate control.
- As is generally the case throughout the PDA, if the appropriate number and density of residential units were analyzed in the GPU EIR, and this designation was included on the General Plan Land Use Map, it would position the City for access to regional grant funding for infrastructure improvements, such as Railroad Avenue. (Currently the Public Resources Code provides that a transit priority project *may be* up to 8 acres in size, and it *may include* up to 200 units with a density of at least 20 units/acre.)
- This designation and supporting regulatory approach would be consistent with the Revenue-Based Land Use Policy that Council has already adopted. In addition it would increase the likelihood of attracting higher income households to the downtown to support expansion of existing and future commercial uses.

Cons

- In the future, if a portion of the site is developed residentially, there may be a potential relative loss of revenue, had that portion of the site developed commercially at some point in the future. (From a regulatory perspective, Council could still retain control by the adoption of General Plan policies and/or zoning regulations at a future point in the update process.)

- This designation would likely result in less residential and it could fail to take advantage of the potential of a larger residential development that would provide rooftops to stimulate commercial activity in the downtown than the Mixed Use designation recommended by the Planning Commission.

Destination Tourism/Retail – This designation, as applied to the thirty-acre site anticipates uses such as visitor-serving/destination commercial, lodging, a possible conference center, and recreation uses. The EIR would analyze impacts from a combination of these uses. (Council could also direct that residential uses that support these uses be analyzed in the EIR, and it could adopt a regulatory approach whereby the Council could assess the costs and benefits of a proposed development project that includes residential, consistent with a Council-adopted policy such as the Revenue-Based Land Use Policy.)

Pros

- In the future, if a portion of the site were developed for lodging, Transit Occupancy Tax revenue would be generated. Visitor-serving/destination commercial, and recreational uses could also result in sales tax generation by drawing more of a regional base of customers to the area as opposed to just meeting the commercial needs of residents.
- The uses contemplated in this designation would bring spending power from other areas to the City, which would generate revenue from outside the community.
- The train station provides a convenient travel mode for visitors, both those visiting Suisun City from other areas, as well as those utilizing Suisun City hotels and other lodging as home base to visit the surrounding Bay Area and Sacramento area.
- This designation complements the destination uses available and anticipated in the downtown waterfront area and compliments the buzz and visioning of our marketing campaign as a special waterfront destination in Solano County for unique dining, lodging, entertainment and natural recreation.

Cons

- Given the limited amount of residential that would develop under this alternative, this land use designation does not take full advantage of the adjacent train station for accommodating alternative modes of transportation for Suisun City residents (though it does facilitate tourism related users).
- General Plan policies and zoning would be required to restrict development to those uses consistent with the Destination Tourism designation, potentially limiting future development. (Proposed projects not consistent with the EIR analysis would need additional environmental analysis.)

Commercial – This designation would analyze a mix of commercial uses without analyzing any residential development on the site.

Pros

- If commercial use becomes viable in the future, this option may result in the highest intensity commercial use for the site.
- Generally, commercial uses generate more local revenue than other uses, especially regional commercial.

Cons

- This site has remained vacant for several decades while designated commercial. Lack of site access and exposure sought by commercial developers compared to other sites in the same market may continue to inhibit commercial development.
- The train station provides no benefit to this alternative.
- This designation would not result in any CEQA Section 61155 streamlining for future projects.
- If it is determined that viable development of the site for commercial use may require some residential component, additional environmental analysis would need to occur before such a project could go forward in that this alternative does not contemplate any residential uses.

Mixed-Use Transit-Oriented Development – This designation would analyze a combination of high-density residential development and complementary commercial uses on the site. (This alternative is consistent with discussion which occurred at the Planning Commission level.) If the Council is interested in going this direction, it would be useful to base the residential units to be analyzed on the existing Public Resources Code requirements for CEQA streamlining. As discussed previously, a transit priority project *may be* up to 8 acres with up to 200 units with a density of at least 20 units/acre, or it *may be* less than 8 acres and less than 200 units. Through the environmental analysis, a recommendation of the most feasible mix of commercial and residential would be developed. Staff would appreciate Council's general sense of interest in analyzing potential T.O.D. on the site.)

Pros

- Depending on the mix of residential versus commercial, this designation – as compared to others – would likely allow access to regional grant funding for infrastructure improvements, such as Railroad Avenue.
- This designation takes advantage of the adjacent train station for local residents by locating housing within walking distance of commuter rail.

- This designation has the potential to accommodate and attract commuting Bay Area employees with higher disposable incomes, resulting in greater financial support of existing and future retail and other uses in Suisun City (e.g., single/married young professionals).
- This designation would be likely to result in the opportunity for future development to take advantage of a streamlined CEQA process under Public Resources Code Section 61155, saving time and money for the developer, if the proposed mix of residential and commercial meets regional planning goals and strategies.
- Related to the above, this designation would allow development that is likely to be consistent with the Regional Sustainable Communities Strategy and Regional Transportation Plan.

Cons

- This alternative may not result in maximized revenue generation, compared to other alternatives.
- General Plan policies and zoning regulations would be required to restrict development to those uses consistent with this alternative, potentially limiting future development or requiring those uses to obtain General Plan amendments and/or rezoning, along with additional environmental review.

3. **ARCO Remainder Parcels NE corner of Highway 12 and Marina Boulevard (Site #6)** – The Planning Commission recommended a proposed designation for this site as Mixed Use, which would be a change from the current designation of Commercial.

This vacant parcel is adjacent to Marina Boulevard on the west side, a church on the north side, single family residential on the east side, and a gas station on the south side. Mixed-use would allow development of the site in a way that reduces land use conflicts between the new development and the existing uses. For example, the proposed site sketch plan submitted by the property owner shows commercial development adjacent to the gas station and residential development adjacent to the existing single family homes. The City's existing municipal code requires all commercial developments over 1,000 square feet and residential development of more than five units to annex into Community Facilities District No. 2.

Although the Council has included this site as commercial under the revenue-based land use policy, the mixed use alternative provides for buffering of the existing single-family residential adjacent to the site and transition to a commercial area adjacent to the ARCO station and Highway 12.

4. **Main Street West Disposition and Development Agreement Parcels 12 and 13 (undesignated sites)** – The Main Street West Parcels 12 and 13 currently have a General Plan designation of Downtown Waterfront (DW) and a Specific Plan designation of Mixed Commercial /Office/Residential (C/O/R). Staff noted a Council comment regarding the possibility of a hotel on these sites. The Specific Plan has a development program adopted for the C/O/R designation which includes between 100-200 hotel rooms and 50-100 townhome units. In addition, with Council’s direction, the EIR analysis could include consideration of a conference center in this area.
5. **North Sunset Avenue south of Railroad Avenue (Site #11)** – The proposed designation is Commercial. Staff noted a comment that suggested looking at this site as Mixed-Use to provide for residential development on a portion of the site. Staff believes that either the Commercial or Mixed-Use designation would be appropriate on the site, since its size would accommodate various site plan alternatives.
6. **Whispering Bay Lane/end of Civic Center Blvd. (Site # 9)** – This site is currently proposed as Destination Tourism. Staff noted comments that this area could be divided and designated separately as residential at the end of Civic Center Boulevard and Destination Tourism at Whispering Bay. While residential development has been proposed in the past on a portion of this site, soil conditions would require site preparation that would significantly add to the cost of development. Staff agrees that residential development on this site would be desirable. However, as an alternative, a Destination Tourism designation could provide a short-term development opportunity that would generate TOT revenue while not requiring the expensive site preparation necessary to support permanent structures. A General Plan amendment could always be considered for a residential development in the future.
7. **East of Walters and south of Petersen Road (Sites #15/16)** – These sites currently proposed as a blend of Commercial and Destination Tourism. Staff noted a comment that perhaps the commercial should be expanded rather than including destination tourism. The magnitude of environmental impacts (particularly traffic) that would be generated by a Commercial designation will be substantial, resulting in the need for expanded infrastructure and increased impact fees. Since the existing environmental constraints will shape the future development of this site, staff recommends approval of the blend of designations.
8. **East of Peterson Ranch safety easement parcels (Site #14)** – The proposed designation is Agriculture/Open Space. A question was raised about the existing designation as Open Space Reserve. The Agriculture/Open Space designation is consistent with the existing Open Space Reserve designation.
9. **Aksnes GPU Request - Possible mitigation bank development (Site #18)** – The proposed designation is Agriculture/Open Space. Ted Aksnes addressed the Council and explained that he wants to development a mitigation bank on this site. The proposed mitigation bank use is consistent with the proposed designation as Agriculture/Open Space. He has had many detailed conversations with Travis Air Force Base in the past.

However, Travis will have to approve the use before a mitigation bank use could be approved by the City. A comment was noted regarding the idea of expanding the Sphere of Influence farther east. It would be unlikely that LAFCO would support this expansion since the land will not be needed to accommodate growth during the time period covered by the GPU.

CITY COUNCIL APPROVAL OF A PREFERRED LAND USE ALTERNATIVE

Again the short-term goal is to have the City Council approve a Preferred Land Use Alternative, so that the next step in the process of updating the General Plan [environmental review] may be initiated. To accomplish that goal, the Council may consider not only the Planning Commission's recommendation, but also the four alternatives and two sub-alternatives that were presented to the Planning Commission, as well as any other land use alternative that the Council may prefer. Ultimately, the Preferred Land Use Alternative simply provides direction for the analysis to be completed in the GPU EIR.

Once the City Council has adopted a Preferred Land Use Alternative, staff and the consultant will begin preparing the Environmental Impact Report (EIR), the Notice of Preparation (NOP), and staff will hold the Scoping Meeting for the EIR.

STAFF RECOMMENDATION: It is recommended that the City Council adopt Resolution No. 2011-__: Approving a Preferred Land Use Alternative for the 2035 General Plan Update.

ATTACHMENTS:

1. Resolution No. 2011-__: Approving a Preferred Land Use Alternative for the 2035 General Plan Update.
2. Resolution PC11-10: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Approval of a Preferred Land Use Alternative for the General Plan Update.

RESOLUTION NO. 2011-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
APPROVING A PREFERRED LAND USE ALTERNATIVE FOR THE 2035
GENERAL PLAN UPDATE**

WHEREAS, the Suisun City General Plan Update project (“GPU”) was initiated with a public meeting on June 2, 2010; and

WHEREAS, meetings to solicit public comment on GPU land use were held on May 10, 2011 at a regular Planning Commission meeting and on May 12, 2011 at a public meeting held at the Suisun City library; 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, the Planning Commission received certain evidence on July 6, 2011 and July 26, 2011 and recommended that the City Council approve the proposed preferred land use alternative; 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 August 16, 2011; and

WHEREAS, the City Council received certain evidence on September 6, 2011 and considered approval of the proposed preferred land use alternative, attached hereto as “Exhibit A”.

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 Guiding Principles discussed by the City Council at its August 17, 2010 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.

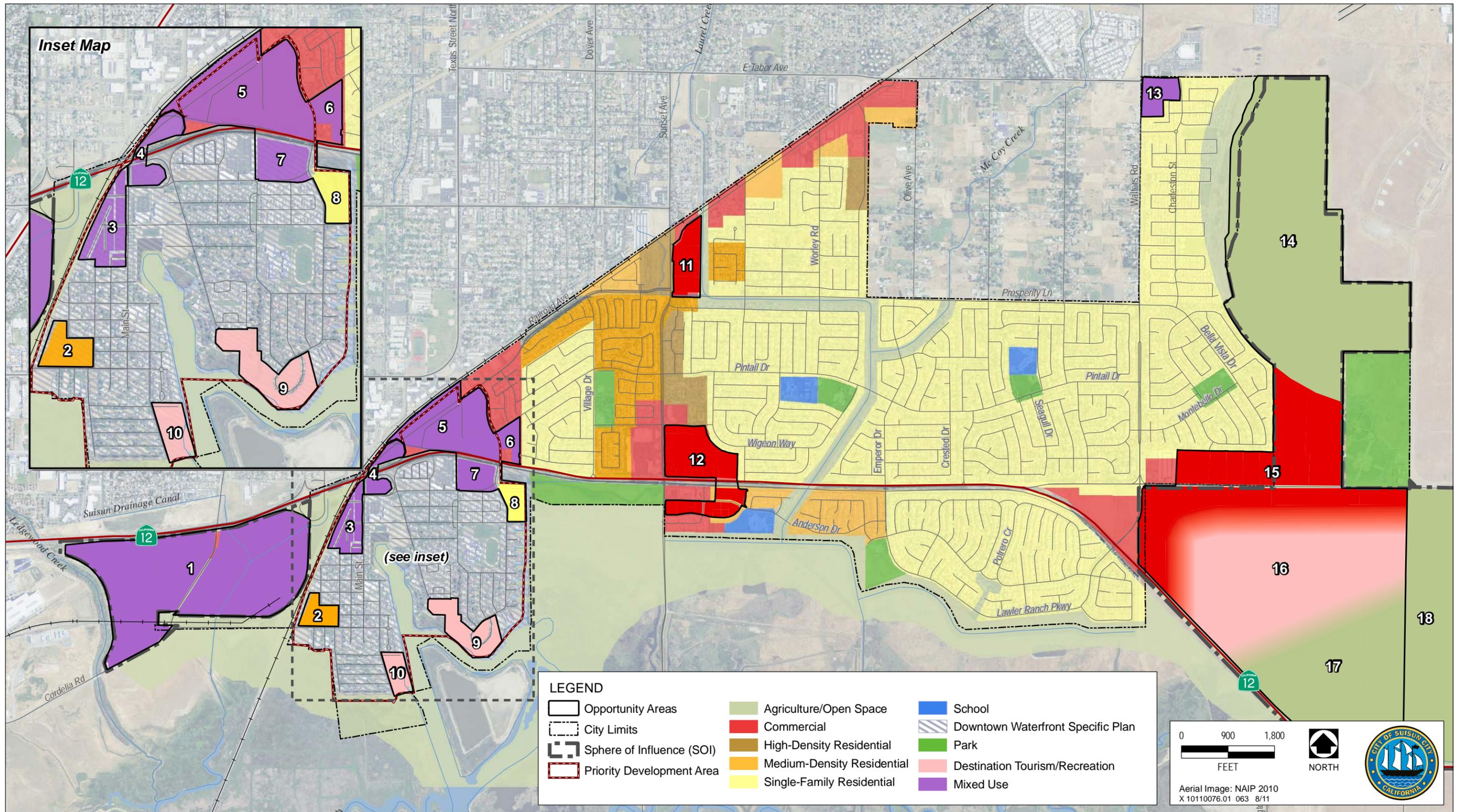
BE IT FURTHER RESOLVED THAT THE CITY COUNCIL approves the proposed preferred land use alternative, Exhibit A, for use in the further development of the GPU, including a Notice of Preparation for an Environmental Impact Report analyzing environmental impacts of the proposed preferred land use alternative.

PASSED AND ADOPTED by a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 4th of October 2011, by the following vote:

AYES: Councilmembers: _____
NOES: Councilmembers: _____
ABSENT: Councilmembers: _____
ABSTAIN: Councilmembers: _____

WITNESS my hand and the seal of said City this 4th day of October 2011.

Linda Hobson, CMC
City Clerk



Source: Suisun City 2011, AECOM 2011

Current General Plan Land Uses with Planning Commission Preferred Land Use Alternative

RESOLUTION NO. PC 11-11

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SUISUN
CITY RECOMMENDING CITY COUNCIL APPROVAL OF A PROPOSED
PREFERRED LAND USE ALTERNATIVE FOR THE GENERAL PLAN UPDATE**

WHEREAS, the Suisun City General Plan Update project ("GPU") was initiated with a public meeting on June 2, 2010; and,

WHEREAS, meetings to solicit public comment on GPU land use were held on May 10, 2011 at a regular Planning Commission meeting and on May 12, 2011 at a public meeting held at the Suisun City library; and

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

WHEREAS, pursuant to California Government Code section 65090, the Planning Commission held a duly noticed public hearing on the GPU land use alternatives on July 6, 2011; and

WHEREAS, the Planning Commission has received certain evidence on July 6, 2011 and July 26, 2011 and hereby recommends that the City Council approve the proposed preferred land use alternative identified on Exhibit A, attached hereto and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED THAT from the facts and testimony presented, the Planning Commission has determined that the approval of the proposed preferred land use alternative is consistent with the Guiding Principles discussed by the City Council at its August 17, 2010 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 PLANNING COMMISSION recommends that the City Council adopt a resolution approving the proposed preferred land use alternative, Exhibit A, for use in the further development of the GPU, including a Notice of Preparation for an Environmental Impact Report analyzing environmental impacts of the proposed preferred land use alternative.

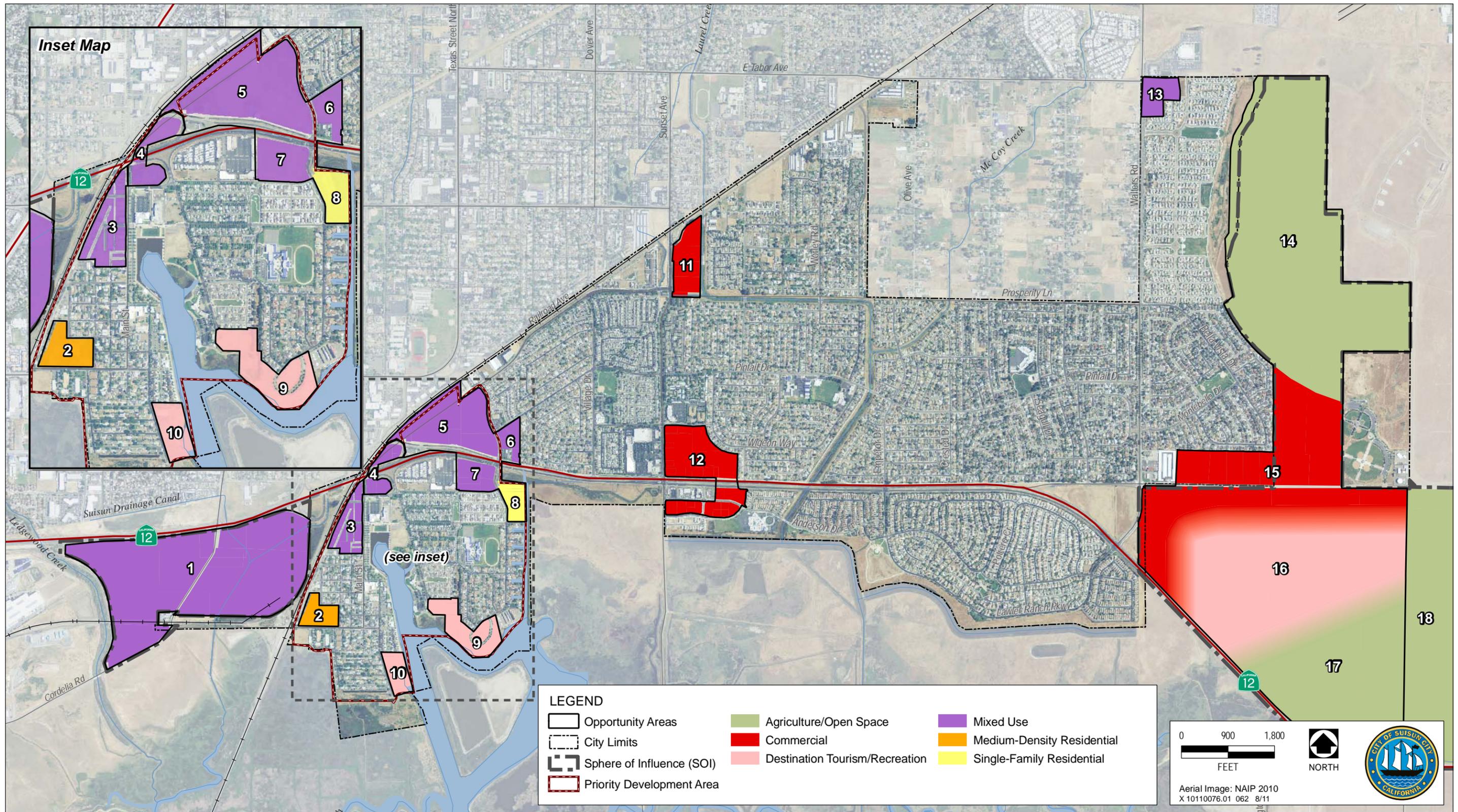
The foregoing motion was made by Commissioner Holzwarth and seconded by Commissioner Wade and carried by the following vote:

| | |
|----------|--|
| AYES: | Commissioners: Adeva, Clemente, Harris, Holzwarth, Mirador, Wade |
| NOES: | Commissioners: None |
| ABSENT: | Commissioners: Ramos |
| ABSTAIN: | Commissioners: None |

WITNESS my hand and the seal of said City this 26th day of July 2011.



Anita Skinner, Commission Secretary



Source: Suisun City 2011, AECOM 2011

Planning Commission Preferred Land Use Alternative