CITY COUNCIL

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

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

AGENDA

SPECIAL MEETING OF THE
SUISUN CITY COUNCIL
TUESDAY, FEBRUARY 26, 2013
6:00 P.M.

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

TELECONFERENCE NOTICE
Pursuant to Government Code Section 54953, Subdivision (b), the following Council meeting will include teleconference participation by Councilmember Jane Day from: 301 Morgan Street, Suisun City, CA 94585. This Notice and Agenda will be posted at the teleconference location.

(Next Ord. No. – 723)
(Next City Council Res. No. 2013 – 09)

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).

REPORTS: (Informational items only.)

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

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.)

PRESENTATIONS/APPOINTMENTS
(Presentations, Awards, Proclamations, Appointments).

CONSENT CALENDAR

GENERAL BUSINESS

City Council

3. Presentation of a Grant Opportunity to Confirm, Update and Expand the Downtown Waterfront Specific Plan (DWSP) to include the Full Downtown Waterfront District Priority Development Area (PDA) – (Wooden).

PUBLIC HEARINGS:

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 regarding any item on this agenda 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.

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 agendized 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:

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

AGENDA TRANSMITTAL

MEETING DATE: February 26, 2013

CITY AGENDA ITEM: Presentation of a Grant Opportunity to Confirm, Update and Expand the Downtown Waterfront Specific Plan (DWSP) to include the Full Downtown Priority Development Area (PDA).

FISCAL IMPACT: There is a total of $1.06 million in grant monies for which all Priority Development Area's (PDA's) in Solano County may compete through the Metropolitan Transportation Commission (MTC). If selected, Suisun City has the potential of receiving approximately $150,000 that would be expended to confirm, update and expand the Downtown Waterfront Specific Plan to include the full Downtown PDA. The local match of this grant is 11.47% or $17,205. Staff time to administer the grant and manage the work of outside consultants can be used to meet the match requirement. The local match covers the 30-month life of the grant (i.e. $8,603 over two years).

BACKGROUND: In 2008, the Association of Bay Area Governments (ABAG) approved the City's Downtown Waterfront Area as a Planned Priority Development Area. The PDA includes the Downtown Waterfront Specific Plan area as well as the land north of Highway 12 and west of Marina Boulevard, which are commonly referred to as the 30 acre site and Denverton Curve (see Attachment 1 – Downtown Specific Plan/PDA map.) A purpose of establishing the PDA was to allow the City to apply for and compete for grants to facilitate planning and development within the PDA. Since the PDA was established in 2008, the City has been awarded grant monies to undertake a transit oriented development (TOD) study, complete a senior housing feasibility study, which focused on the property east of the Marina Shopping Center, and a development feasibility study, which looked at developing a hotel/meeting rooms on the two parcels along the eastern side of the waterfront.

STAFF REPORT: The City currently has a unique opportunity to apply for grant funding to support planning and development of the City's Priority Development Area (PDA) through Cycle Five of ABAG's PDA Planning Program. Previously, we have applied and been awarded monies through Cycle Two; this was for the development feasibility study noted earlier.

Process and Timing

The Solano Transportation Authority (STA) has taken an aggressive approach to move forward in the short-term to provide funding through the current Transportation Improvement Plan (TIP), hence the goal for the STA Board to act on this, as well as other funding opportunities, by their March 13, 2013 Board Meeting. By doing so now, maximum time is allowed to complete the work (approximately 30 months from the date of award) versus losing 12 months by waiting an extra year.

PREPARED BY: John Kearns, Associate Planner JK
APPROVED BY: Suzanne Bragdon, City Manager S.B.

Supporting this timeframe, the City was requested to submit a letter of interest to STA last Friday, February 22, 2013 (see Attachment 2, Letter of Interest and Draft Scope of Work.) This letter of interest is not binding, but rather is only used to confirm interest and remain eligible to compete for the grant funding. The STA Technical Advisory Committee (TAC) is scheduled to review the letters of interest on February 27th and, taking into account Council's interest in pursuing the grant or not (which will occur at your March 5th meeting), make recommendations to the STA Board at their March 13, 2013 meeting.

City Goals and Objectives of the Planning Study

Big picture, the overall goal of confirming, updating and expanding the Downtown Waterfront Specific Plan (DWSP) to include the full PDA is the realization of a vibrant, downtown waterfront community that will benefit the entire area. By completing an environmental review of the resulting Specific Plan, as anticipated in the draft scope of work for this project, development potential of the PDA will be enhanced; future development projects will be able to "tee off" this fresh environmental analysis versus the EIR that was completed in 1991 on the DWSP, hence reducing their environmental efforts.

Furthermore, the City is in the midst of updating both its General Plan and Zoning Ordinance. As a part of this effort, General Plan policies will be developed that support the Preferred Land Use Alternative, among other things, ultimately adopted by the Council. Once the General Plan and Zoning Ordinance are finalized and adopted, there will be a need to update the policies of the DWSP in order to achieve overall consistency between the General Plan and the Specific Plan. Attachment 1 shows the land uses that have been proposed to change in the downtown area through the General Plan Update. These include:

- Old Crystal Middle School Site #2 (medium density residential).
- Benton Court area #3 (mixed use)
- Train Station area #4 (mixed use)
- East of Marina Shopping Center #7 (mixed use)
- Area by Grizzly Island Trail #8 (single family residential)
- South-end Marina Blvd. #9 (destination tourism/medium density residential)
- South waterfront around Cal Marine #10 (destination tourism)

No money has been allocated to update the Specific Plan to reflect these changes; the planning study proposed through this grant would reflect these proposed changes in both the Specific Plan and supporting environmental analysis.

Finally, the City of Fairfield is likewise competing for grant monies through Cycle Five of ABAG's PDA Planning Program to prepare Specific Plans for two of their downtown PDA's. As this is a competitive process to receive grant monies, both cities believe that by including discussions in their separate applications about linkages and common interests between the two cities that can be achieve through the award of these grants, that both cities stand a better chance of being awarded grant monies. Such opportunities include:

- Improved connectivity between Suisun City's PDA and Fairfield-South PDA

- Such connectivity can be pedestrian and/or vehicular
- Improved access and connectivity between different modes of transportation between the two cities including the Fairfield/Suisun Train Station at the heart of our PDA

It is important to emphasize that each city is undertaking its own planning effort to update its Specific Plan(s); this IS NOT a joint study. However, by working closely and collaborating with the City of Fairfield to address mutual land use and transportation planning issues, such as enhanced connectivity between the two downtown areas, both cities benefit.

Cycle Five PDA Planning Program Guidelines

For the Council's reference, the Cycle Five of the PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs, and bus and rail corridors in the nine-county San Francisco Bay Area (see Attachment #3 – PDA Planning Program Cycle Five, Program Guidelines.) As indicated therein, the key goals of this program are to:

> (1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area;
> (2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors;
> (3) Increase walking, bicycling, carpooling and car-sharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA;
> (4) Locate key services and retail within the planning area.

Since 1999, the City has undertaken many planning studies to guide the development of the downtown core in recognition of its assets and uniqueness. Likewise, these planning efforts have worked, step-by-step, to achieve and/or position the City to achieve the key goals outlined above. These efforts include:

- Downtown Waterfront Specific Plan – adopted 1999
- RDA Implementation Plan
- Designation of a Downtown Priority Development Area
- Transit Oriented Development (TOD) study for the PDA
- Parking study for the PDA, as part of DDA with Main Street West
- Certification of Housing Element that identified locations for increased downtown housing
- Senior Housing Feasibility Study (property east of Marina Shopping Center)
- FOCUS grant-funded Development Feasibility Analysis (hotel/meeting rooms eastern waterfront.)

This grant opportunity, in essence, has the potential of allowing the Council to look big picture at what it takes – from a planning perspective – to help realize the vision that has been developing since 1999 for this area. Reviewing, updating and expanding the DWSP to include all properties in the PDA does not mean "starting from scratch" or "disregarding" visioning and plans that have been developed to date. In fact, just as the GP Update did not change the preferred land use

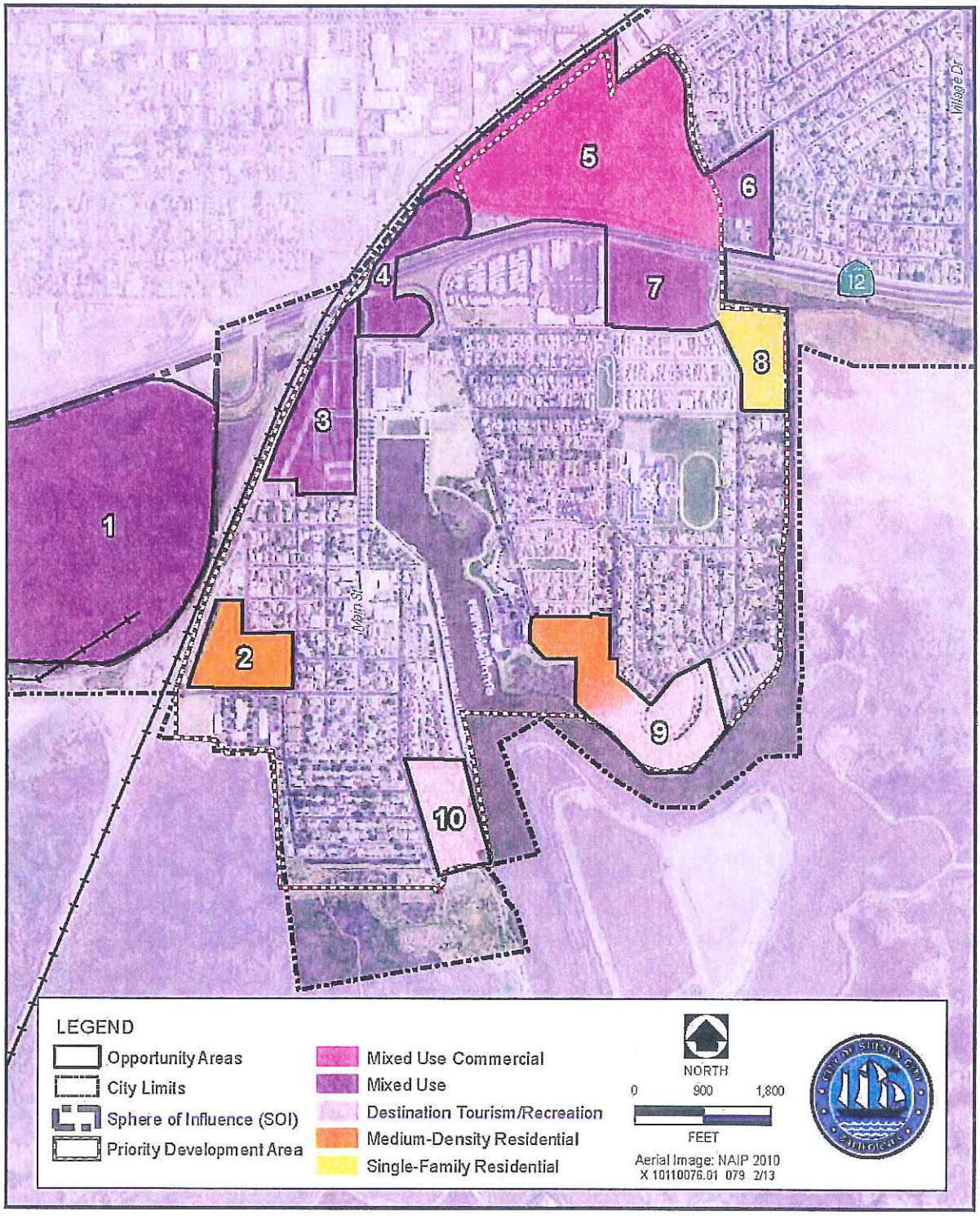
designations of probably 90% or more of the city's parcels, it likewise is expected that much of the DWSP would remain the same. However, given the opportunities that the City has with respect to the 30 acre site, as well as improved connectivity opportunities given that the City of Fairfield is hoping to be able to taking a comprehensive look at its two downtown PDA's, this grant would provide an opportunity to complete detailed planning work that supports/encourages development in the downtown area.

STAFF RECOMMENDATION: Accept staff presentation on a grant opportunity to confirm, update and expand the City's Downtown Waterfront Specific Plan to include the full downtown PDA. This item will be placed on the March 5, 2013 for action.

ATTACHMENTS:

1. Downtown Specific Plan/PDA Map
2. Letter of Interest and Draft Scope of Work, dated February 21, 2013
3. PDA Planning Program Cycle Five Program Guidelines

Map of Downtown Waterfront Specific Plan and PDA Area



Source: Suisun City 2011, AECOM 2011

Preferred Conceptual Land Use Alternative

ATTACHMENT 2

CITY COUNCIL

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

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

CITY COUNCIL MEETING

First and Third Tuesday
Every Month

February 21, 2013

Robert Macaulay
Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: 2013 PDA Planning Grants

Dear Mr. Macaulay:

The City of Suisun City is pleased to submit this letter of interest for the 2013 STA/One Bay Area Planning Grant cycle for the update of the City's Downtown Waterfront Specific Plan, which encompasses most of the City's Priority Development Area (PDA).

As the attached Project Description and Draft Scope outline, this Planning Grant will enable the City to clarify and further develop its vision for new residential, commercial, and recreational development in the PDA. This work would allow the City to consider the expansion of the Specific Plan area to include the entire PDA, as well as to facilitate interconnectivity with the Fairfield Downtown South PDA. In addition, by providing environmental review, it will enhance development potential within the PDA. The overall goal is the realization of a vibrant, downtown waterfront community that will benefit the entire area.

Please contact me if you have any further questions.

Sincerely,

Suzanne Bragdon,
City Manager

Enclosure: Draft Project Description and Scope

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

City of Suisun City – Community Development Department

2013 PDA PLANNING GRANT

The City of Suisun City has already undertaken several planning efforts related to the PDA including:

- Downtown Waterfront Specific Plan (DWSP) – adopted 1999
- RDA Implementation plan – (no longer relevant with the demise of RDA)
- Completion of a TOD study for the PDA
- Completion of a parking study in the PDA
- Certification of a Housing Element that identifies locations for downtown housing
- Senior Housing Feasibility Study
- FOCUS grant-funded Development Feasibility Analysis

In addition, a General Plan Update (GPU) and Zoning Ordinance Update (ZO) are currently underway. However, due to funding constraints, updating and amendment to the DWSP are not included in the scope.

The DWSP still represents a good overall framework for future development of the PDA, but given the date that it was created, it is out of date and out of synch with current goals for PDA, especially related to commuter opportunities. The FOCUS grant allowed the City to explore what the development community considered feasible future development in the PDA. Armed with this understanding, the City would like to update the DWSP to include the development opportunities identified through the FOCUS grant process. In addition, the Specific Plan Update process will involve working closely and collaborating with the City of Fairfield to address mutual land use and transportation planning issues, such as enhanced connectivity between the two downtown areas.

The goals of this effort would include:

- Create a plan for a functional PDA
- Develop consistency in land use and policy among the General Plan, Zoning Ordinance, and DWSP
- Create policies and land use plans that are consistent with sustainable communities guidelines
- Programmatic environmental review

The scope for preparing an update to the DWSP would include:

- Development of goals, policies and programs related to PDA
- Land Use changes
- Policy changes
- Guidelines/policies for developer opportunities in PDA
- Guidelines/policies for Mixed use development

City of Suisun City, PDA Planning Grant, page 2.

- Guidelines/policies for high density residential
- Circulation analysis and planning for commuter rail/bicycle/bus options as well as vehicles
- Program-level environmental review necessary for adoption of amendments to DWSP – Anticipated to require a Mitigated Negative Declaration level of review to ensure consistency of the updated Specific Plan with the GPU and ZOU, once adopted. Special technical studies are likely to include traffic and infrastructure analysis.

Draft Proposed Budget

Budget Item	Primary Responsibility	Projected Cost
PDA Goals and Vision		10,000
Land Use Feasibility		20,000
Policy Development		15,000
Guideline Development		15,000
Circulation/Streetscape		20,000
Infrastructure Analysis		20,000
Implementation Tools		30,625
CEQA		37,000
Total Budget		**$167,625**
City Cash and In-Kind Contributions		17,625
Total Grant Request	STA/MTC	$150,000

Draft Tentative Schedule

August 2013:	Grant Approval
January 2014:	Consultant Selection
February 2014:	Project Kickoff and Initial Research/Analysis
February – May 2014:	Initial Public Outreach
June 2014:	Draft Specific Plan Concepts
June – August 2014:	City Review and Public Comment
September – December 2014:	Refinement of Plan Concepts
January – July 2015:	Finalization of Plan Concepts and CEQA Review
December 2015:	Adoption of Specific Plan Amendments

ABAG

PDA Planning Program
CYCLE FIVE
PROGRAM GUIDELINES

PROGRAM DESCRIPTION & GENERAL GUIDANCE

The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

(1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area
(2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
(3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
(4) Locate key services and retail within the planning area.

Grantees must address **all** PDA planning elements listed below under Planning Elements. If a precise or specific plan encompassing the PDA has been completed or amended within the last 10 years, select planning elements may be excluded from the planning process. An explanation of how these elements have been addressed must be included in the application.

Note that some of the planning elements listed below (i.e. multimodal access and connectivity, parking demand analysis) should address the relationship between the identified planning area and key surrounding land uses outside of the planning boundaries.

Jurisdictions must be prepared to comply with all federal contracting requirements associated with planning grant funds.

Grant funding works on a reimbursement basis for agreed-upon deliverables associated with the scope of work for the project. The grant and match are to cover direct project costs, including staff and project oversight.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended as part of the proposed planning process, although not required. However, there must be a strong implementation component for any planning process funded through this program, including agreement by the local jurisdiction to formally adopt the completed plan. Refer to the chart below for specific award guidelines by place-type. A description of development guidelines associated with each FOCUS Program place-type is found in Appendix 2.

Award Guidelines by Place-type

Place-type	Regional Center, City Center, Suburban Center, Urban Neighborhood	Transit Neighborhood, Transit Town Center, Mixed-Use Corridor,
Award	▪ Up to $750,000 if both Specific Plan & EIR ▪ Up to $400,000 if EIR only	▪ Up to $500,000 if both Specific Plan & EIR ▪ Up to $250,000 if EIR only
Outcome	Specific Plan and/or EIR	Specific Plan and/or EIR

PLANNING ELEMENTS

Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual* (http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf). At a minimum, plans should include the planning elements listed below.

As noted above, if a precise or specific plan encompassing the planning area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs **and explain how all remaining planning elements outlined below have been satisfied**.

A detailed description of each planning element is included in **Appendix 1.** Additional information is also found in the *Station Area Planning Manual* referenced above.

(1) An ***overview profile*** of the planning area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process
(2) A significant public ***outreach and community involvement*** process targeting traditionally under-served populations
(3) The development of several detailed ***land use alternatives***
(4) A ***market demand analysis*** for housing at all levels of affordability, jobs and retail in the planning area
(5) A ***housing strategy*** that promotes housing affordable to low-income residents and attempts ***to minimize displacement*** of existing residents
(6) A multi-modal ***access and connectivity*** component
(7) ***Pedestrian-friendly design standards*** for streets, buildings and open space
(8) An ***accessibility analysis*** for people with disabilities that ensures fully accessible transit stations, paths of travel between stations and surrounding areas, and visitable and habitable housing units
(9) A ***parking analysis*** to create a parking policy and management element that aims at reducing parking demand and supply through pricing, zoning, and support for alternative modes
(10) An ***infrastructure development analysis*** and budget
(11) An ***implementation plan***, along with a financing strategy, to ensure that the plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

EVALUATION CRITERIA (100 POINTS TOTAL)

1. Location within a Community of Concern (7 points)

Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program - see http://geocommons.com/maps/110983

2. Project Impact (25 points)

(a) Potential to increase the following within the planning area:
- Housing supply, particularly affordable housing for low-income residents
- Employment, key services and retail
- Transit ridership and multi-modal transportation options

(b) If applicable, potential for the transit station and/or transit serving the station or planning area to be operational within 10 years
(c) Selection of appropriate place-type and ability to meet associated development guidelines as found in Appendix 2.

3. Existing Policies (15 points)

(a) Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies, such as innovative parking policies, TOD zoning, transportation

demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.

4. Planning Process (23 points)

(a) Potential for plan to address the planning elements described above and in Appendix 1. Narrative includes strong strategic approach to addressing **all** of the planning elements and highlights any local issues or conditions related to the elements, indicating how they may factor into the planning process. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

5. Local Commitment (15 points)

(a) Planning process is ready to begin. City is prepared to see the plan through to implementation, including any associated updates to the jurisdiction's general plan and zoning code.
(b) Demonstration of community, major property owner(s), City Council, relevant transit operator(s) and congestion management agency support for planning process (public involvement to date, support letters, etc.).

6. Implementation (15 points)

(a) Plan, related zoning changes and general plan amendments and EIR (if applicable) are intended for adoption by City Council or Board of Supervisors
(b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

PDA Plans must be completed within 30 months from execution of the funding agreement. Planning funds not invoiced within 30 months will revert to the planning program.