

2 PROJECT DESCRIPTION

The following describes the proposed project that is the subject of analysis in this EIR, the City of Suisun City 2035 General Plan, including the location, history, and objectives of the proposed project and the relationship of the proposed project to related plans and regulations.

2.1 PROJECT LOCATION

The “project site,” as defined by CEQA, consists of the City’s Planning Area (Exhibit 2-1). The Planning Area extends from Ledgewood Creek on the west to points east of Travis Air Force on the east and from East Tabor Avenue on the north to Suisun Slough and Suisun Marsh on the south. In total, the Planning Area encompasses approximately 5,290 acres.

Suisun City was established in the 1850s around the time of the California Gold Rush. In 1869, the Transcontinental Railroad connected to Suisun City, creating an ideal location for commerce and transportation between the Bay Area, Sacramento, and the Sierra Nevada foothills. It was the first train stop in Solano County, and is still the County’s only passenger rail stop as of the writing of this document.

In the 1960s and 1970s, Suisun City experienced rapid growth as the San Francisco Bay Area’s suburban ring expanded to formerly rural Solano County. Most of that growth was east of the historic Downtown in suburban-style subdivisions of single-family homes. More recently, the City has substantially invested in the Downtown Waterfront Area, including construction of the entire Marina and Promenade, removal of dilapidated housing, and construction of new affordable units. Crime dropped substantially and new businesses, restaurants, activities, and housing continue to bring more people to Downtown Suisun City. The City’s historic Downtown is designated by the state as historically significant, where beautifully preserved buildings are built along pedestrian-friendly streets adjacent to the newer commercial and mixed-use Downtown Waterfront Area. Suisun City continues to offer a prime location for housing and employment along the Capitol Corridor commuter route, with a beautiful and unique waterfront setting.

Suisun City is rich in water-oriented natural and recreational resources, as well as historic architecture and other heritage resources. Natural watercourses traverse the community, providing opportunities for recreational access for people that enjoy kayaking, fishing, bike riding, bird watching, cycling, and hiking. The City is adjacent to natural resource preservation and recreation areas, such as those offered from the Suisun Wildlife Center. The Suisun Marsh, the largest contiguous brackish water marsh remaining on the west coast of North America, surrounds the City on the south, and abounds with recreational and open space benefits. Throughout the City, there are stunning views of the Suisun Marsh, Vaca Hills to the north, the Coastal Range beyond to the west, and the Montezuma Hills to the southeast.

2.2 PROJECT OBJECTIVES

An EIR must provide a statement of project objectives (CEQA Guidelines Section 15124). This statement of objectives is used to guide the environmental impact analysis and to evaluate alternatives to the proposed project (the 2035 General Plan, in this case).

The 2035 General Plan proposes an update of the City's existing 1992 General Plan. This comprehensive General Plan Update involves significant revisions to goals, objectives, and policies, as well as a reorganization of the document, new policy diagrams, and various other important updates.

The City's intent for development and conservation is outlined throughout the Elements of the 2035 General Plan. These key policy issues were developed based on direction from the City Council in the 2035 General Plan Guiding Principles. The City's Guiding Principles were developed to set a framework for the 2035 General Plan. They allow the City to measure future actions to ensure that the City grows consistent with its values. The Guiding Principles are referenced throughout the General Plan Elements to set the stage for goals, objectives, policies, and programs. The Guiding Principles also serve as the Project Objectives for this EIR. They include the following:

2.2.1 COMMUNITY CHARACTER

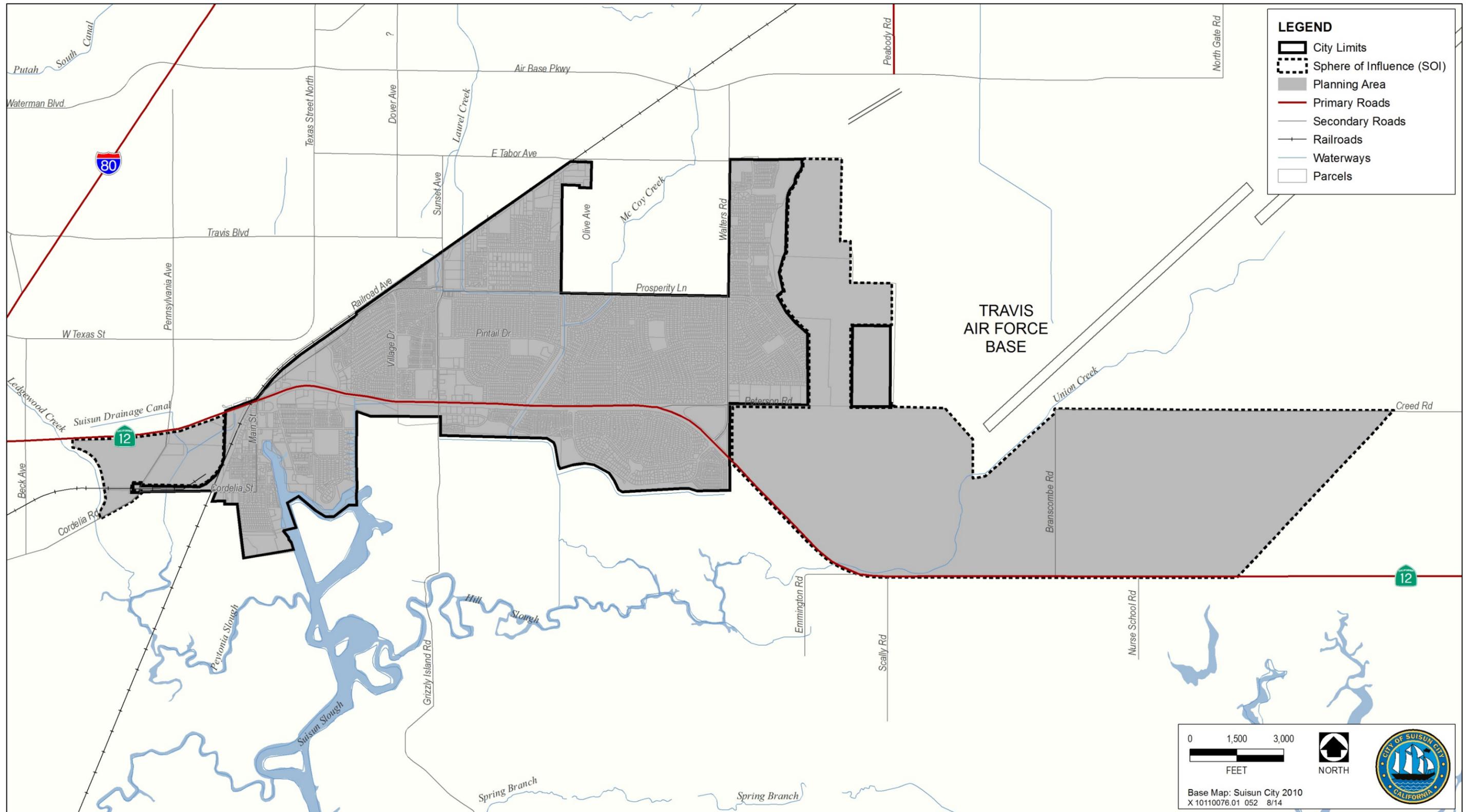
- ▶ Strive to enhance the City's authentic, local identity as a vibrant waterfront community.
- ▶ Preserve and restore historic resources and use design review to ensure compatibility with existing development.
- ▶ Focus higher-density development and mixed-use projects in areas adjacent to the train station.
- ▶ Provide regional leadership by working cooperatively to improve the economy and the quality of life in Solano County.

2.2.2 DESTINATION TOURISM AND ENTERTAINMENT

- ▶ Encourage the development of uses and protection of resources that attract visitors, enhancing the community as a tourism destination.
- ▶ Promote a vibrant Downtown that provides both daytime and nighttime activities to attract visitors.
- ▶ Protect and enhance the Suisun Marsh as a natural scenic recreational resource.
- ▶ Provide a variety of high-quality passive and active recreation and leisure activities.
- ▶ Promote arts and culture in the community, including theaters, galleries, museums, music venues, and other activities.
- ▶ Provide conference and meeting facilities.

2.2.3 DOWNTOWN

- ▶ Continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.
- ▶ Develop the Downtown as the social and cultural heart of the community.



Source: AECOM 2014

Exhibit 2-1

Planning Area

- ▶ Provide convenient linkages from the train station and other regional connectors to bring patrons to the Downtown.
- ▶ Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- ▶ Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the Downtown neighborhood.

2.2.4 ECONOMIC VITALITY

- ▶ Strive for economic vitality, providing jobs, services, revenues, and opportunities.
- ▶ Maintain an economic base that is fiscally balanced and provides a wide range of job opportunities.
- ▶ Encourage a mix of uses that sustains a tax base that will allow the City to provide public services to the residents, businesses, and visitors of the community.
- ▶ Strategically develop vacant, underutilized, and infill land throughout the City, and especially in the Downtown.
- ▶ Retain and attract new businesses to support the tax base and provide jobs and services for the community.

2.2.5 INFRASTRUCTURE

- ▶ Provide quality community services and sound infrastructure.
- ▶ Deliver public facilities and services in a timely and cost-effective manner.
- ▶ Ensure availability of water and sewer services to accommodate the City's continued growth and prosperity.
- ▶ Plan for the design and cost of future infrastructure to serve the community as it grows.

2.2.6 NEIGHBORHOOD VITALITY

- ▶ Ensure that neighborhoods maintain their character and vitality.
- ▶ Maintain complete, well-designed, and walkable neighborhoods, with places to gather, nearby services, and multi-modal access to jobs, recreation, and other community and regional services.
- ▶ Create policies and programs to maintain the character and vitality of neighborhoods.
- ▶ Foster transit-oriented development around the train station.

2.2.7 PUBLIC SAFETY AND EMERGENCY PREPAREDNESS

- ▶ Strive to protect the community and minimize vulnerability to disasters.

- ▶ Foster neighborhood safety through sensitive community planning practices, fire safety measures, building codes/seismic requirements, and effective code enforcement.
- ▶ Protect life and property through reliable law enforcement and fire protection, as well as active, sensitive service to members of the community in need.
- ▶ Minimize the City's vulnerability to natural and man-made disasters and strengthen the City's emergency response systems.

2.2.8 QUALITY OF COMMUNITY LIFE

- ▶ Suisun City will foster an inclusive, multigenerational community that is economically and ethnically diverse.
- ▶ Foster volunteerism and encourage and recognize our service, non-profit, and faith-based organizations and their impact on the community.
- ▶ Encourage our community to live, work, and play locally, while supporting social and cultural activities, facilities and programs.
- ▶ Provide a full-spectrum of activities and services to meet the needs of the entire community, including youth and seniors.

2.2.9 SUSTAINABILITY

- ▶ Suisun City will practice economically, fiscally and environmentally responsible municipal decision-making to avoid shifting today's costs to future generations.
- ▶ Utilize sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.
- ▶ Encourage a healthy living environment.
- ▶ Preserve and enhance natural resources and minimize negative environmental impacts.

2.2.10 TRANSPORTATION

- ▶ Suisun City will provide choices for attractive, convenient transportation.
- ▶ Maintain and construct roadway infrastructure as needed.
- ▶ Design for active pedestrian and bicycle-friendly paths and streets and public spaces.
- ▶ Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.

The objective of the Draft Climate Action Plan is to implement the 2035 General Plan.

2.3 PROJECT SUMMARY

The General Plan is the City's overarching policy and planning document. The General Plan indicates the City's long-range objectives for physical development and conservation. The General Plan provides decision makers, City staff, other public agency staff, property owners, interested property developers and builders, and the public-at-large with the City's policy direction for managing land use change.

The General Plan is comprehensive in scope, addressing land use, transportation, community design, housing, conservation of resources, economic development, public facilities and infrastructure, public safety, and open space, among many other subjects.

The Draft Climate Action Plan identifies measures that implement the 2035 General Plan, while also contributing to the state's climate protection efforts and complying with applicable Bay Area Air Quality District standards. In addition, the Draft Climate Action Plan measures increase community resilience and efficiency of human / economic activities that consume resources which, in turn, lead to greenhouse gas (GHG) emission (e.g., increasing local energy independence, reducing transportation-related emissions, improving building energy and water efficiency, and extending the life of area landfills). The Draft Climate Action Plan also supports regional collaborations among local jurisdictions on climate change issues.

2.3.1 PURPOSE

The 2035 General Plan Update process provides the necessary information and analysis to allow decision makers and the public to identify consensus goals for the future. The General Plan also identifies the policies and programs that are necessary to achieve these goals between the present and 2035, while also fulfilling legal requirements in California for comprehensive planning. The combined narrative and diagrammatic information in the General Plan represents the City's overarching policy direction for physical development and conservation. The General Plan puts decision makers, City staff, property owners, property developers and builders, and the general public on notice regarding the City's approach to managing land use change. Basic functions of the General Plan include:

- ▶ **A clear vision for the future.** The General Plan describes the desired future of Suisun City. Based on consensus developed during the Update process, the General Plan establishes the vision for the type, amount, character, and location of development, priorities for conservation, and the overall quality of life that should be enjoyed locally.
- ▶ **Guide for decision making and proactive measures.** The General Plan provides educational material and background information to help the reader understand planning issues and provide context to help the reader understand the policy guidance. The City will review private development projects, public investments, and other important decisions against the policy guidance provided in the General Plan, making any necessary revisions to plans and projects that are necessary in order to achieve consistency with the General Plan. The General Plan allows the City to plan *proactively*, based on the local consensus vision for the future, rather than simply reacting to individual development proposals. The General Plan describes several areas where proactive measures must be taken on economic development, community revitalization, and other priority areas in order to achieve the City's goals. The framework for land use change provided in the General Plan allows the City and other public service providers to plan for services and facilities consistent with the Plan.

- ▶ **Legal requirement.** The General Plan has been prepared to fulfill the requirements of State law. State law not only requires adoption of the General Plan, but also that zoning, subdivision regulations, specific plans, capital improvement programs, and other local measures are consistent with the General Plan. The General Plan provides the framework for the City to exercise its land use entitlement authority.

CENTRAL ISSUES

The 2035 General Plan was comprehensively updated – an effort that involved research, analysis, and policy development for the full range of relevant local planning issues. In addition, there were several important topics that received particular focus in this Update. The following discussion highlights some of the major issues that are addressed among the multiple Elements of the 2035 General Plan.

Improving Fiscal Sustainability

The City’s fiscal sustainability will be enhanced through expanding the local revenue base, while managing up-front and ongoing costs associated with new and existing development. Thoughtful community design is required for efficient and cost-effective infrastructure and public service provision. Thoughtful community design can also reduce household and business costs related to energy, transportation, and other infrastructure. In general, municipal costs can be reduced with compact, planned development. The City can help to free up discretionary income that can support expanded local retail activity through planning strategies that reduce travel costs for households.

City revenues come from a variety of sources. Property tax revenue increases as property values increase. Property values increase as the desirability of the community increases. Factors include good public safety, quality schools, proximity to retail and service businesses, low commute times, pedestrian amenities, proximity to “walk and ride” fixed rail transit stations, and other factors. Sales tax is also an important source of local revenue. Retail location decisions depend on local household composition, disposable income, access to labor and markets, and existing retail competition. The ability of the City to attract additional retail activity will depend on attracting a concentration of additional households and associated household incomes. Population growth, including an increased daytime working population, will create opportunities for new retail and commercial services to serve expanding local needs, which will, in turn provide opportunities to increase City revenues.

Promoting Suisun City as a Destination

Suisun City has a rich history and character, which is represented by historic properties associated with early settlement, agriculture, transportation, and a working waterfront. The City has an opportunity during the implementation of this General Plan to better link historic preservation and celebration of the City’s historic and cultural resources with tourism, business attraction and retention, and other economic development efforts. The City’s location adjacent to the Suisun Marsh and other nearby natural open space and recreational assets can be leveraged in a way that promotes the community as a destination.

Taking Best Advantage of the Capitol Corridor

Regional rail transit service is available in Suisun City from the Downtown train station. The train station represents an extremely important economic and transportation asset. Both work trips and recreational trips are available to City residents and employees by rail. This asset gives the City a distinct advantage over many other

communities for attracting employers interested in transit access and offering residents access to Bay Area attractions without having to worry about traffic congestion.

Leveraging Local Assets, Local Advantages, and the Local Quality of Life

A central focus of any community economic development program is recognizing the local advantages as they apply to employers. There are many local advantages available in Suisun City, including the unique Downtown Waterfront Area, the Capitol Corridor train station, attractive bicycle paths with potential to expand the network in the future, access to a diverse labor market (not just locally but in the Fairfield-Suisun City area), and transportation access along SR 12, among others. The local quality of life will very important to attracting future employers. Recognizing this, the City has comprehensively provided for the long-term, local quality of life throughout this General Plan.

Promoting Reinvestment

The City has had many successes in reinvestment and redevelopment. There are further opportunities for community revitalization, which could be promoted by actions by the City, collaborations with other public agencies, and public/private partnerships. Such coordinated efforts can help identify and remove constraints to development, invest in infrastructure and streetscape improvements, identify matching grants for property owners to make façade improvements or other on-site improvements, provide favorable fee structures for infill development, in addition to other strategies.

Planning with Travis Air Force Base

The City has the opportunity to ensure that land use change does not adversely affect operations at Travis Air Force Base, as well as realize economic benefits associated with this important local asset.

Connecting Local Jobs with the Local Labor Force

Relatively few employed residents of Suisun City work in Suisun City today. However, the community will derive many benefits from improving the match between local jobs and its resident labor force. By facilitating a better match between local jobs and the skills and interests of local workers, the City can provide a more vibrant local economy, more sustainable fiscal conditions, and improved quality of life. Quality of life can be enhanced through reduced commuting time, minimizing traffic congestion, improved air quality, and other benefits. In order to attract future employers, the City will need to maintain a balance of housing opportunities that can support a vibrant and diverse workforce.

Increasing Certainty in the Entitlement Process

The City has incorporated regulatory requirements into the General Plan to help guide development and create a greater awareness of the requirements of the entitlement process. The General Plan is designed to increase certainty for developments that are consistent with the City’s policies, streamlining project-level reviews. The City has strategically integrated policies and programs into the General Plan that address the requirement for future projects to incorporate feasible mitigation under the California Environmental Quality Act (CEQA).

Accommodating Compact Development Patterns

Compact development can enhance local revenues, improve the efficiency of infrastructure and services delivery, and expand local choices for mobility. Compact development can be encouraged through policy, standards, impact fee structures, and public facilities planning. Joint-use of public facilities for multiple purposes reduces the amount of land overall needed for such uses, providing more area for homes and businesses.

Reducing Traffic and Traffic Congestion

The General Plan can encourage shifts in travel to transit, bicycling, and walking. Land use and transportation planning techniques can reduce vehicle trips, increase non-automobile mode share, reduce trip lengths, and reduce vehicle miles traveled (VMT). Land use and transportation policies that reduce VMT benefit not only pedestrians, cyclists, and transit users, but the community as a whole. Communities that make non-automobile trips (pedestrian, bicycle, transit) practical for more residents can also reduce traffic congestion for those who still need to drive. Land and transportation policies that reduce VMT also reduce harmful air pollution, enhance mobility, and reduce commuting time. Communities that provide for efficient transportation choices can reduce household and business costs. Land-efficient development patterns reduce VMT and air pollution, but also reduce up-front and ongoing infrastructure costs (per unit). Pedestrian friendliness has been shown to increase home values. Many other benefits are available to communities that thoughtfully integrate land use, transportation, design, and infrastructure planning.

Flooding and Tidal Inundation

Flooding, tidal inundation, and sea level rise attributable to climate change is a very important issue for Suisun City. The City is largely built out and there is limited opportunity to relocate buildings, facilities, and infrastructure to be more resilient in the face of sea level rise. During this General Plan time horizon, the City will explore options to adapt to, and prepare for the effects of climate change. This will require vulnerability assessments of critical infrastructure, civic buildings, and other municipal facilities, as well as neighborhood assets. The City will need to examine options and determine the best strategies to increase the long-term integrity and function of important physical community assets. The City will also need to incorporate community design strategies to reduce flooding, since the Planning Area contains natural floodplains. Adding impervious surfaces (rooftops, driveways, streets, parking lots) increases runoff during rain events, which can be a source of surface-water pollution and could alter drainage patterns and result in localized flooding. Impacts can be addressed through stormwater management approaches, such as rain gardens, filter strips, swales, and other natural drainage strategies, which absorb stormwater, reduce pollution, recharge groundwater, and reduce flood risk.

Wildlife Habitat and Movement Corridors

Much of the developable land remaining within the existing City limits does not contain rare species. However, there are waterways and canals in the area that provide movement corridors and dispersal opportunities for wildlife. Drainages can be preserved in new development and restored or enhanced in existing developed areas in order to improve habitat value. Lands within the City's Planning Area that could be annexed to the City do contain important habitat. Development of this land would require site design and mitigation strategies to reduce impacts, in consultation with the relevant resource agencies. The 2035 General Plan is structured to provide helpful guidance in this regulatory review process in order to streamline future projects that are consistent with the General Plan.

Addressing Air Quality and Greenhouse Gas Emissions

Land use planning decisions directly affect local air quality. Since transportation is a major source of criteria pollutants and toxic air contaminants, land use and transportation planning policies must be coordinated in order to protect the public health and the environment. Transportation is also the primary source of GHG emissions in Suisun City, in Solano County, and in California. Even for jurisdictions where reducing GHG emissions is not a high priority, it is very important to take advantage of co-benefits of planning to reduce GHG emissions. Land and transportation policies that reduce VMT and promote alternatives to automobile travel also reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, and reduce time spent commuting. Measures that promote energy efficiency reduce GHGs, but also save on household and business utility costs. Encouraging revitalization can reduce VMT and GHGs, but also helps to conserve important open space functions, such as agriculture, recreation, watershed protection, and others.

2.3.2 GENERAL PLAN UPDATE PROCESS

The City initiated this comprehensive General Plan Update in 2010 to achieve a number of important community objectives. The General Plan required revisions to better address the emerging consensus vision of the community. Various updates were also necessary to address changes in the legislative, regulatory, and economic environment. The City wanted to draft a legally defensible General Plan and environmental analysis that provides clear and concise policy language to unambiguously guide decisions on projects, plans, and public investments between present and 2035.

In this updated General Plan, the City also wanted to take advantage of the state-of-the-art in policy planning and environmental analysis. The City recognized that advanced land use and environmental modeling tools, combined with a strategic and interdisciplinary approach to integrated planning and CEQA analysis can provide substantial long-term benefits to the City, its residents, and local businesses. The integration of policy development with environmental analysis can enhance the feasibility of projects that implement the General Plan, reduce up-front and ongoing mitigation costs, improve environmental performance, provide environmental streamlining for projects consistent with the General Plan, reduce administrative costs, and enhance predictability in the development process.

Input from the public and decision makers was collected throughout each phase of the General Plan Update. In June of 2010, the City conducted a public workshop, which involved both the Council and Planning Commission, to discuss policy issues and priorities for the General Plan Update. The City conducted a public workshop with residents of the community of Tolenas in 2010 regarding the City's General Plan Update. The City conducted a workshop in May of 2010 to discuss the policy direction for the General Plan. The City conducted a public workshop with the Planning Commission on August 10th, 2010, to discuss the organization and look of the General Plan and key policy issues.

A Technical Advisory Committee was assembled to review and provide feedback on issues related to the General Plan and environmental analysis. The Technical Advisory Committee included representation from the Association of Bay Area Governments, the Fairfield-Suisun Sewer District, the Suisun Resource Conservation District, Solano Irrigation District, Solano Transportation Authority, Solano County Water Agency, San Francisco Bay Conservation and Development Commission, Solano LAFCO, the City of Fairfield, Solano Community College District, the US Fish & Wildlife Service, Fairfield-Suisun School District, Solano County, and various

City department representatives. The Technical Advisory Committee conducted a series of meetings in 2010 to review the Technical Background Reports and discuss the relationship between existing physical and regulatory conditions and policy development in the General Plan.

Based on input from the Planning Commission, City Council, and the public, the City prepared a set of Guiding Principles for the General Plan Update. The Guiding Principles represents shared community values. The City reviewed the Guiding Principles on August 17th, 2010, and directed staff to use this document to guide development of the draft General Plan.

The Guiding Principles, along with key findings from the Technical Background Reports were used to create land use and circulation alternatives for the General Plan. The discussion and deliberation around these land use and circulation alternatives led to the selection of a preferred alternative for the General Plan, which provided direction for drafting of the General Plan itself.

The City conducted a public scoping meeting to define environmental issues of focus for the CEQA analysis of the General Plan. Public workshops and hearings allowed decision makers and the general public to review and provide input on the draft and final General Plan documents.

The Draft Climate Action Plan was prepared as part of a Solano County regional-effort, involving the cities of Dixon, Fairfield, Rio Vista, and Suisun City (the participating cities). The intent of preparing this Draft Climate Action Plan through a regional collaborative process was to establish a common list of reduction measures so that no one jurisdiction would become economically disadvantaged through its Draft Climate Action Plan actions, and to find collaborative opportunities for plan implementation.

The Draft Climate Action Plan team kept the public, city staff, and elected officials informed and involved during the CAP development process. Stakeholder input was solicited at project milestones through a Regional Technical Advisory Committee, at Solano City County Coordinating Council meetings, community workshops, and Planning Commission presentations.

2.3.3 TECHNICAL BACKGROUND REPORTS

Through the General Plan Update process an abundance of information was gathered, synthesized, and analyzed to allow strategic policy development that properly considers existing conditions, regulatory guidance, important trends, and the important relationships between different planning topics. The background reports were used to develop land use and circulation alternatives and the policy document, but also to provide setting information for this EIR. The technical background reports are presented in Volume II of this document and address the following topics:

- ▶ Air Quality;
- ▶ Biological Resources;
- ▶ Community Facilities and Services;
- ▶ Cultural Resources;
- ▶ Geology and Soils;
- ▶ Hazards and Hazardous Materials;
- ▶ Hydrology and Water Quality;
- ▶ Land Use

- ▶ Local Economy and Demographics;
- ▶ Noise; and
- ▶ Transportation.

Setting information for agricultural resources is provided in Appendix B.

2.3.4 ALTERNATIVES

A fundamental part of the process of preparing or updating a general plan is the selection of a possible course of action for future growth, development, conservation, and reinvestment in a community. According to California general plan guidelines, alternative concepts for the future of the community should be developed and examined before writing the general plan. This process enables the community to weigh the pros and cons of a variety of possible directions for the future. The City considered several land use and circulation alternatives. These alternatives represented distinct approaches to achieving long-range planning goals, as defined through decision maker and public input. A Preferred Alternative was selected by the City Council in the fall of 2011 and then confirmed again in the fall of 2013.

The land use and circulation alternatives developed for the 2035 General Plan process are distinct from those developed and analyzed in this EIR. Please refer to Section 4 of this EIR for more detail on EIR alternatives.

2.3.5 GENERAL PLAN CONTENTS

This General Plan is an integrated policy CEQA document that combines policy guidance and environmental impact analysis and mitigation into a single, consistent document presented in three volumes:

- ▶ **Volume 1) The Policy Plan** contains summary level background information and general plan goals, objectives, policies, and programs.
- ▶ **Volume 2) Technical Background Reports** summarize the environmental, regulatory, and relevant policy setting.
- ▶ **Volume 3) Environmental Impact Assessment** includes thresholds of significance, environmental analyses, significance determinations, and other required CEQA components.

State law requires that general plans cover seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Cities or counties can combine mandatory topics in single elements and include optional elements to address issues of particular local interest. Volume 1 of this General Plan addresses open space and conservation in a single element and noise and safety in the Public Health and Safety Element. Optional elements address community character and design, economic development, and community facilities. General Plan chapters include:

- ▶ Introduction
- ▶ Setting and Central Issues
- ▶ Community Character and Design Element
- ▶ Land Use Element
- ▶ Transportation Element

- ▶ Economic Development Element
- ▶ Housing Element
- ▶ Open Space and Conservation Element
- ▶ Community Facilities Element
- ▶ Public Health and Safety Element

The Elements of the General Plan present background and context to help the reader understand the focus and content of goals, objectives, policies, and programs. Goals are a description of a future desired state. Objectives are interim steps toward achieving a goal (normally measurable). Policies are a decision-making guide. Programs are proactive measures that will be undertaken, as necessary, to implement General Plan policies and ultimately achieve General Plan goals. Policies and programs are also used to mitigate environmental impacts associated with buildout of the 2035 General Plan.

Chapters of the Draft Climate Action Plan include:

- ▶ Introduction: Planning for Climate Change
- ▶ Emissions Inventory, Forecasts, and Targets
- ▶ Emissions Reduction Measures
- ▶ Benchmarks and Implementation

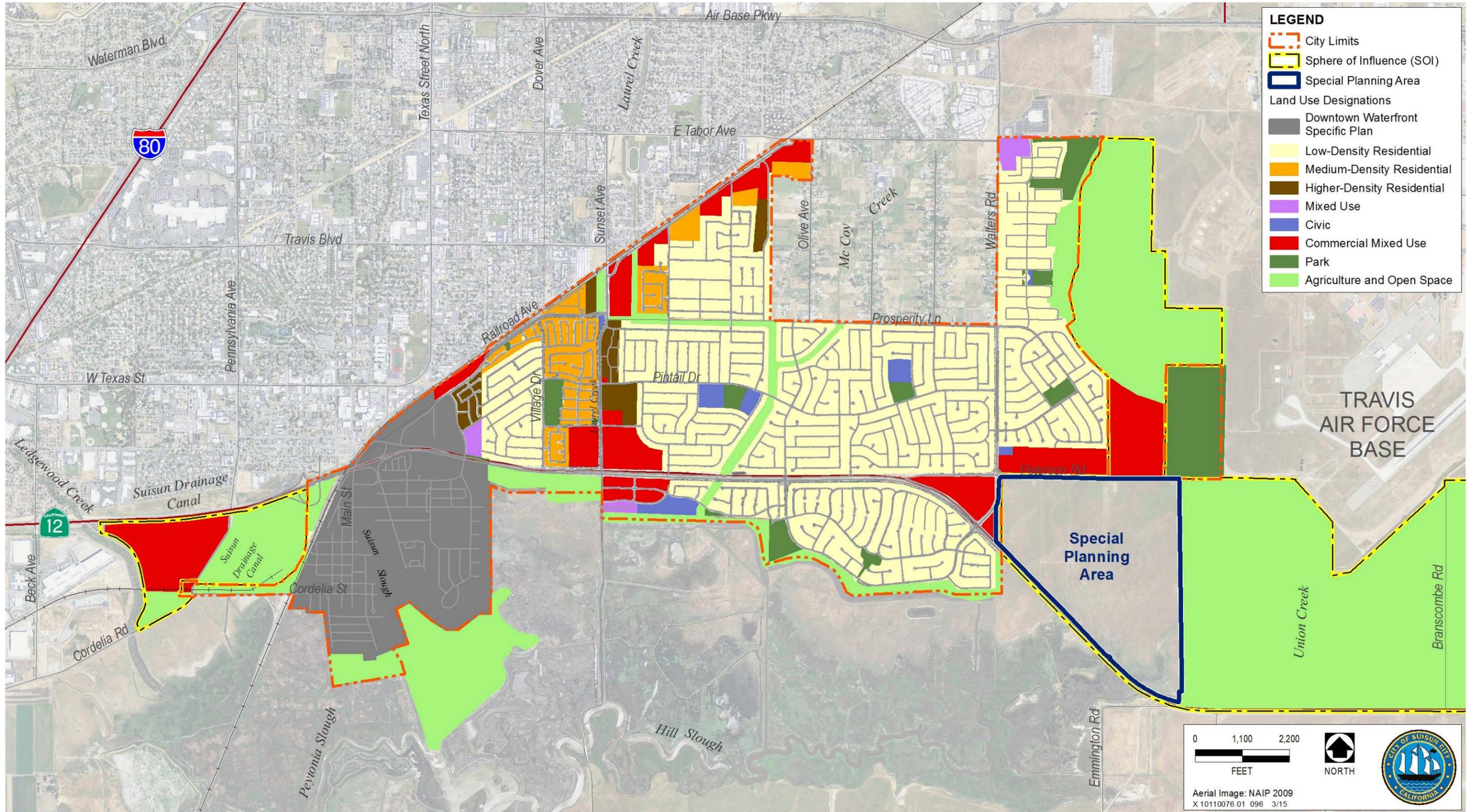
2.4 DEVELOPMENT ESTIMATES

The 2035 General Plan could accommodate a total population of approximately 32,400, 11,300 dwelling units, 10,900 local jobs, and 5.8 million square feet of non-residential development at buildout of the Land Use Designations depicted in the City's Land Use Diagram (Exhibit 2-2). In addition, the 2035 General Plan accommodates additional parks and recreational facilities, school facilities and expansions, open space for conservation and for passive recreational use, open space buffers, drainage areas and non-vehicular trails, public infrastructure, and other improvements.

The estimates of future population, housing units, local jobs, and square footage of development are not City policy. Rather, these assumptions are derived strictly for the purposes of analysis. Demographic changes, environmental constraints, the land economic context, infrastructure availability and costs, regulatory guidance, and other factors outside the City's control will dictate, to some extent, the actual buildout figures.

Certain areas designated for urban use may or may not be developed between present and 2035. Some areas might be developed at the upper end of the density ranges, while other areas might develop at the lower end. Although the City has used the best available land use change assumptions, the information used to guide these assumptions will change. These changes, in part, create the need for future General Plan updates. The City may update land use change assumptions from time to time, either in the context of a General Plan amendment or update, or as separate exercise for planning purposes.

This EIR does not assume land use change in the Special Planning Area.



Source: AECOM 2014

Exhibit 2-2

Land Use Diagram

2.5 RELATIONSHIP TO OTHER AGENCIES AND PLANS

Regional governmental agencies have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. These include, but are not limited to the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Regional Water Quality Control Board (RWQCB), and the San Francisco Bay Conservation and Development Commission (BCDC). Efforts to address regional planning issues, such as air and water quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The policies adopted by the City will be affected by these plans, and will in turn have effects on these other plans.

The 2035 General Plan and EIR make reference to laws, plans, and regulations administered by other public agencies. In many instances, the City's policies are specifically designed to achieve consistency with regulations of another public agency. In other cases, the City commits to seeking input from other agencies on issues that may arise over the course of implementing the 2035 General Plan. Unless otherwise specified, any reference to "consulting with" or "coordinating with" other agencies in no way delegates the City's responsibility for land use entitlement or lead agency responsibilities for managing land use change. Some of the key areas of interaction with other agencies are described below.

2.5.1 CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Department of Transportation (Caltrans) plans and oversees the state highway system and works with other governmental agencies and local jurisdictions to plan, develop, manage, and maintain California's transportation system. Caltrans has permitting authority for access to and from state highways, including State Route 12 (SR 12) through the Planning Area.

2.5.2 METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area (including Solano County). MTC is responsible for updating the Regional Transportation Plan (RTP).

2.5.3 ASSOCIATION OF BAY AREA GOVERNMENTS

Association of Bay Area Governments (ABAG) is the regional planning agency for the nine-county San Francisco Bay Area. ABAG is engaged in a number of different efforts that are relevant for planning in Suisun City, including development of the regional housing needs assessment, issuance of technical assistance grants, demographic and economic forecasts, energy efficiency programs, and others.

MTC and ABAG adopted the Plan Bay Area to guide long-term regional transportation investments. Along with the transportation plan is a Sustainable Communities Strategy (SCS) designed to demonstrate how, through integrated land use and transportation planning, the Bay Area region can achieve passenger vehicle related GHG emissions reduction targets. The primary strategy is to focus most job and housing development in Priority Development Areas (PDA) that are well-served with transit, including Suisun City's Downtown Waterfront Area PDA.

2.5.4 SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD

The San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for the preparation and implementation of basin water quality plans consistent with the Clean Water Act. Enforcement of these plans ensures that local water quality is protected. RWQCBs may become involved in water supply programs as responsible agencies with respect to project impacts on downstream beneficial uses.

2.5.5 SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency created to protect the Bay as a natural resource and to develop the Bay and its shoreline with a minimum of Bay filling and a maximum of public access. BCDC has adopted the San Francisco Bay Plan, which primarily affects land use decisions in the Bay and on land within 100 feet of the Bay shoreline. The BCDC has developed land use policies that are applicable to land within the City adjacent to the Bay shoreline. The Bay Plan, initially developed in 1969 and subsequently updated periodically, encompasses San Francisco and San Pablo Bays and portions of the Sacramento-San Joaquin Delta as far east as Collinsville.

2.5.6 SOLANO TRANSPORTATION AUTHORITY

The Solano Transportation Authority (STA) is the County's Congestion Management Agency (CMA). The STA is charged with coordinating and providing transportation planning, services, and funding.

2.5.7 TRAVIS AIR FORCE BASE

Travis Air Force Base (Travis AFB) is home to the world's largest military airlift unit, the 60th Air Mobility Wing, and the Wing's reserve counterpart, the 349th Air Mobility Wing. In 1995, the function of the Base was expanded with the addition of air refueling assets from March Air Force Base.

2.5.8 SOLANO COUNTY AIRPORT LAND USE COMMISSION

State law requires the preparation of Airport Land Use Compatibility Plans (ALUCPs) that address potential airport and land use conflicts for each public-use and military airport. The ALUCP helps to reduce the potential for land use conflicts between airports and sensitive uses (i.e. residences, schools, etc.) and helps to regulate development through height and population density limitations. ALUCP's address land use compatibility around airports relative to noise, over flight, safety, and airspace protection. State law requires future land use development near airports to be consistent with compatibility criteria included in an ALUCP. The Solano County Airport Land Use Commission (ALUC) is the agency in Solano County empowered by state law to prepare the ALUCP for airports and heliports in the County. The ALUC has adopted plans for Nut Tree Airport, Rio Vista Municipal Airport, and Travis Air Force Base.

2.5.9 SOLANO COUNTY LOCAL AGENCY FORMATION COMMISSION

Each County Local Agency Formation Commission (LAFCO) is responsible for coordinating logical and timely changes in local governmental boundaries. A Sphere of Influence (SOI) is established by LAFCO through negotiations between a city and county. The SOI is "the probable physical boundaries and service area" of a city. The SOI generally reflects areas within city general plans that are intended for urban development, and therefore

requiring city services. In establishing the SOI, consideration is given to city Comprehensive Annexation Plans (CAP), which are required by LAFCO and establish near-term (one to five years) and long-term (five or more years) annexation areas.

2.5.10 SUISUN-SOLANO WATER AUTHORITY

Domestic water in Suisun City is provided through the Suisun-Solano Water Authority (SSWA), a joint powers authority between the City of Suisun City and the Solano Irrigation District (SID). The City handles the local billing and requests for water service.

2.5.11 FAIRFIELD-SUISUN SEWER DISTRICT

Sewer service is provided to City residents and businesses by the Fairfield-Suisun Sewer District (FSSD), an independent special district established to manage wastewater collection and treatment. In the FSSD service area, the City of Fairfield and the City of Suisun City own and operate sewers 10-inches and smaller in diameter and the FSSD owns and operates larger facilities. The City handles the local billing and requests for sewer service.

2.5.12 BAY AREA AIR QUALITY MANAGEMENT DISTRICT

The Bay Area Air Quality Management District (BAAQMD) attains and maintains air quality conditions in the southwestern portion of Solano County and balance of the Bay Area region through comprehensive programs of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of BAAQMD involves the preparation of plans and programs for the attainment of ambient-air-quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The District also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations.

2.5.13 CITY OF FAIRFIELD

The 2035 General Plan applies only to the Planning Area of the City. However, because Suisun City and Fairfield are adjacent to one another, coordination will be required to implement some General Plan goals and policies. Recognizing this, the City invited planning staff from the City of Fairfield to participate in the General Plan Update Technical Advisory Committee meetings.

2.5.14 SPECIFIC PLANS

In accordance with State law, the City may adopt specific plans for properties within the boundaries of the Planning Area. If properly designed and implemented, a specific plan, as set forth in California Government Code, is a helpful tool for providing a transition between Citywide goals and policies contained in the 2035 General Plan and subsequent entitlement requests (e.g., tentative maps, conditional use permits).

DOWNTOWN WATERFRONT SPECIFIC PLAN

The City of Suisun City adopted the Downtown Waterfront Specific Plan to provide guidance for the development of approximately 376 acres in the central core of the community. The Specific Plan includes standards and guidelines that govern development of areas within the City's Downtown Waterfront Area. The

Downtown Waterfront Specific Plan provides zoning and development standards, with customized and specific guidance for land use change, site planning, and building design, appropriate to the City’s historic core.

2.5.15 GENERAL PLAN AND OTHER CITY REGULATIONS

State law places the General Plan atop the hierarchy of land use planning regulations. Local ordinances and other City plans must conform to General Plan policy direction. The General Plan provides a governing basis for all other plans and planning documents and all codes, ordinances, and policies related to land use change, transportation, environmental resources, infrastructure, and related topics.

Cities and counties must make a “consistency” finding with the general plan for any subdivision map, zoning action, public facility plans, and other functions of local government. Court decisions have concluded that these “consistency” determinations cannot be made if the local jurisdiction does not have a legally adequate general plan. In effect, local governments cannot issue development permits or perform many vital public functions without a legally adequate general plan.

In California, general plans are cities’ and counties’ guiding policy documents. Local agencies implement general plans in part through the adoption and enforcement of zoning codes, subdivision ordinances, and other regulations. General plan land use designations and planning policy provide a framework for zoning designations and development standards. Cities and counties’ design regulations and guidelines are also governed by general plans. General plans often contain policy that guides any municipal code sections and ordinances that regulate grading, building permits, open space dedications, landscaping requirements, parkland dedication, off-street parking requirements, transportation infrastructure, signage, improvement standards, impact fees, and other planning-related codes and ordinances.