



# Chapter 12

## Land Use

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# Introduction

This report provides information to support the General Plan update, including existing land uses in the City, parcel sizes, areas where certain land uses are concentrated, and relative proportions of land uses. Although this report is intended to characterize existing use of land, the land use categories are defined in such a way as to allow for comparisons with the City's current General Plan land use designations. In this way, it can be determined where the existing land use patterns vary from the intent of the current General Plan.

When describing land use, areas are differentiated from one another by the principal use, whether it is homes, shops and restaurants, manufacturing businesses, a park, or a school. In addition to the uses being used as descriptors, land uses can also be described in terms of density and intensity of use.

## Environmental Setting

### Existing Land Uses

The gross area of the City is approximately 4.1 square miles (2,624 acres), including 1,902 acres of land, 675 acres of streets/highways, and 47 acres of water. Water area consists of the Suisun Channel, which feeds into the Grizzly and Suisun Bays. The land area is characterized by relatively level topography throughout the City. The City is directly north of the Suisun Marsh, the largest contiguous brackish marsh in the western United States.

The population of the City as of 2009 is 28,856—a population density of 7,038 people per square mile of land area. In comparison, the City of Fairfield has a population density of 2,750 per square mile while the City of Vacaville has a population density of 3,559 per square mile. The population density in the City has increased from 5,975 persons per square mile in 1990, at which time the City had a population of 22,704.

Below is a discussion of existing land uses in the City including a discussion on "Vacant Land" and "Areas of Future Development." It is important to distinguish existing land use from existing land use designations. This section discusses how the land is being used which in some cases is not consistent with how the existing General Plan designates the land. This is discussed in some detail later in the document under "Planned and Permitted Uses."

Table: LU-1 Existing Land Uses		
Land Use Type	Acres	Percent
Agriculture	22	<1%
Civic	433	17%
Commercial	70	3%
Industrial	22	<1%
Natural Resources	18	<1%
Residential		
Single-Family Residential	1,140	43%
Multi-Family Residential	57	2%
Roads/Highways	675	26%
Vacant	135	5%
Water	47	2%
Source: Solano County Assessor/Recorder, 2010		

## Agriculture

According to the Solano County Assessor Recorder, agricultural land accounts for 22 acres (or less than one percent) of the land area of Suisun City according. These lands are dispersed throughout the City with a majority of the land located on the east side of the City (east of Walters Road). The land directly to the east of Walters Road is currently under Williamson Act contract.

## Civic

Civic land includes land used for places of worship, cultural uses, schools, and any property owned by a government agency. Approximately 433 acres (or 23% of the land area of Suisun City, is characterized as a civic use, according to the County Assessor/Recorder. This includes schools, churches, governmentally-owned facilities (i.e. City Hall Exhibit LU-1), and City parks/recreation opportunities including:

- Neighborhood Parks;
- Community Parks;
- A Regional Park;
- Pedestrian/Bicycle Trails



Exhibit LU-1: Suisun City Hall



## Commercial

Property tax assessment records show 70 acres of land within the City being used for commercial purposes. The City has three shopping centers (Heritage, Sunset, and Marina) which along with the uses along Main Street account for a majority of the total area (Exhibit LU-2). Examples of commercial uses in these areas include:

- Retail;
- Food service;
- Hotel;
- Home improvement
- Personal services
- Professional services
- Government/social services



**Exhibit LU-2: Heritage Park Shopping Center (left), Sunset Shopping Center (right)**

## Industrial

Property tax assessment records show that 22 acres of land in the City are used for industrial purposes. These areas are primarily located along Railroad Avenue to the north of the City and west of Main Street in the downtown area. Predominantly, the uses in these areas include auto repair/service, self-storage, or smaller warehouse spaces within a "tilt-up" building.

## Natural Resources

Natural resources areas exist in many forms. The City provides several of these opportunities within the City's jurisdiction. These areas are predominantly located south of Highway 12 in two areas (1) beyond the terminus of Kellogg Street to the south; and (2) between Marina Boulevard and Grizzly Island Trail south of Highway 12. These areas also have current or future recreation opportunities associated with them.

## **Residential**

### **Single Family Residential**

The City of Suisun City has nearly 7,000 units of single-family homes encompassing 1,140 acres. The average lot size is 0.16 acres with the median closer to 0.13 acres. The typical single family lot within the city is 60' wide by 100' long totaling 6,000 square feet. Single-family residential properties occupy more land within the City than any other use. These lands are typically located north of Highway 12 and east of Sunset Avenue with another large subdivision located south of Highway 12 (Lawler Ranch). The largest residential subdivisions include Dover Terrace South, Quail Glen, Peterson Ranch (Exhibit LU-3), and Lawler Ranch.



**Exhibit LU-3: Peterson Ranch Subdivision**





## Multi-Family Residential

The County Assessor/Recorder characterizes 57 acres as developed with multi-family residential uses. The average parcel size of multi-family development is 1.03 acres, with the largest approximately 5 acres in size. Most of the multi-family development is located in the downtown area or along either Railroad Avenue or Worley Roads. Examples of multi-family projects include Cottonwood Creek (Exhibit LU-4), Breezewood Apartments, and Humphrey Place.



**Exhibit LU-4: Cottonwood Creek Multi-Family Housing**

## Vacant Land

About 104 acres of vacant commercial lands are located in the City of Suisun City (Table LU-2). Vacant commercial land is spread throughout the city, rather than concentrated in any one location. However, most of the land characterized in this way is located either along an arterial or Highway 12, further supporting its designation as land suitable for commercial development. The largest vacant property that is not currently entitled is the 30-acre site north of Highway 12 and west of Marina Boulevard (Exhibit LU-5), currently owned by the Suisun City Redevelopment Agency.

Table LU-2 Vacant Commercial Land		
Zoning District	Acreage	Percentage
General Commercial	33	31
Service Commercial	57	55
DW Commercial	14	13
<b>Total</b>	<b>104</b>	<b>100</b>

Source: Suisun City Planning Department

In contrast, there is far less vacant residential land (25 acres) in the city. These vacant lands are infill parcels throughout the city with a majority located in the downtown area. Of the 25 vacant acres, none are characterized as vacant multi-family. Although there is no vacant land designated for multi-family, historically these types of projects have been encouraged as part of larger mixed-use projects. Additionally, approximately six acres of land are characterized as vacant industrial land for the purposes of this report. All of this land has a Light Manufacturing zoning district.



**Exhibit LU-5: Marina and Highway 12 Site (outlined in red)**

## Areas of Future Development

A majority of the City is built out, with only 5 percent of the land classified as vacant. There are areas both east and west that are within the City of Suisun City’s Sphere of Influence (SOI), but both areas have development constraints. In addition, the Tolenas area of the County is surrounded on three sides by the City of Suisun City but is not within the City’s SOI. Consideration of whether the Tolenas area should be included in the City’s SOI is part of the General Plan Update process.

Due to the current existing conditions of land use in the City, specifically the lack of available vacant land, it is expected that the General Plan Update will clearly focus on the few significant vacant parcels that do exist and not on land use changes in areas that are already built out. One of these areas is the area around the train station, where the City has received a Priority





Development Area (PDA) classification through the Association of Bay Area Governments (ABAG). The designation encompasses 400+ acres (including the entire downtown area as well as the vacant 30-acre parcel at the northwest corner of Marina and Highway 12). The intent of the PDA is to focus development around transit and to encourage efficient land use/circulation planning and development. In addition to the PDA, the City had a Transit-Feasibility Study completed which looked at land uses and opportunities within a ½ mile of the train station. The results of this study further support the downtown's designation as a PDA.

Additionally, the City and Redevelopment have funded other conceptual planning efforts including the Southern Waterfront Concept Plan. This study analyzed the area directly adjacent to the boat launch at the southwest portion of the waterfront. In this case, the area consists of a parking lot and vacant lands. Although nothing has been constructed as of yet, the City has this concept plan to refer to as further planning efforts move forward.

## Jobs-Housing Balance

A fundamental benchmark used in land use planning, as well as economic policy development and related disciplines, is jobs-to-housing balance. A "balanced" community has the same number of jobs as households in the jurisdiction. The City of Suisun City has a jobs/housing balance of 0.43 which means that there are almost twice as many households than jobs within the City. A geographically-balanced community usually experiences reduced vehicle congestion with related air quality benefits. Communities with jobs and housing in balance are typically more robust from a fiscal and economic perspective.

According to the Solano County Land Use Background Report, which used data from the Metropolitan Transportation Commission, the County's jobs/housing balance was more balanced in 1960 than in the year 2000. The ratio of jobs to housing units was 30 percent higher at that time. Suisun City experienced a similar increasing imbalance during this period. It once was an area that provided a number of industrial and water-oriented jobs in the downtown area. However, once Interstate 80 was constructed and traffic was diverted away from Suisun City, many in the labor force sought jobs elsewhere.

## Regulatory Setting

### Local

Land use in California is primarily controlled by local governments, such as the City of Suisun City. An example of this is the law requiring every city and county to prepare a comprehensive, long-range plan that guides its future (i.e. General Plan). Below is a listing of local documents that guide land use in the City of Suisun City.

### Suisun City General Plan

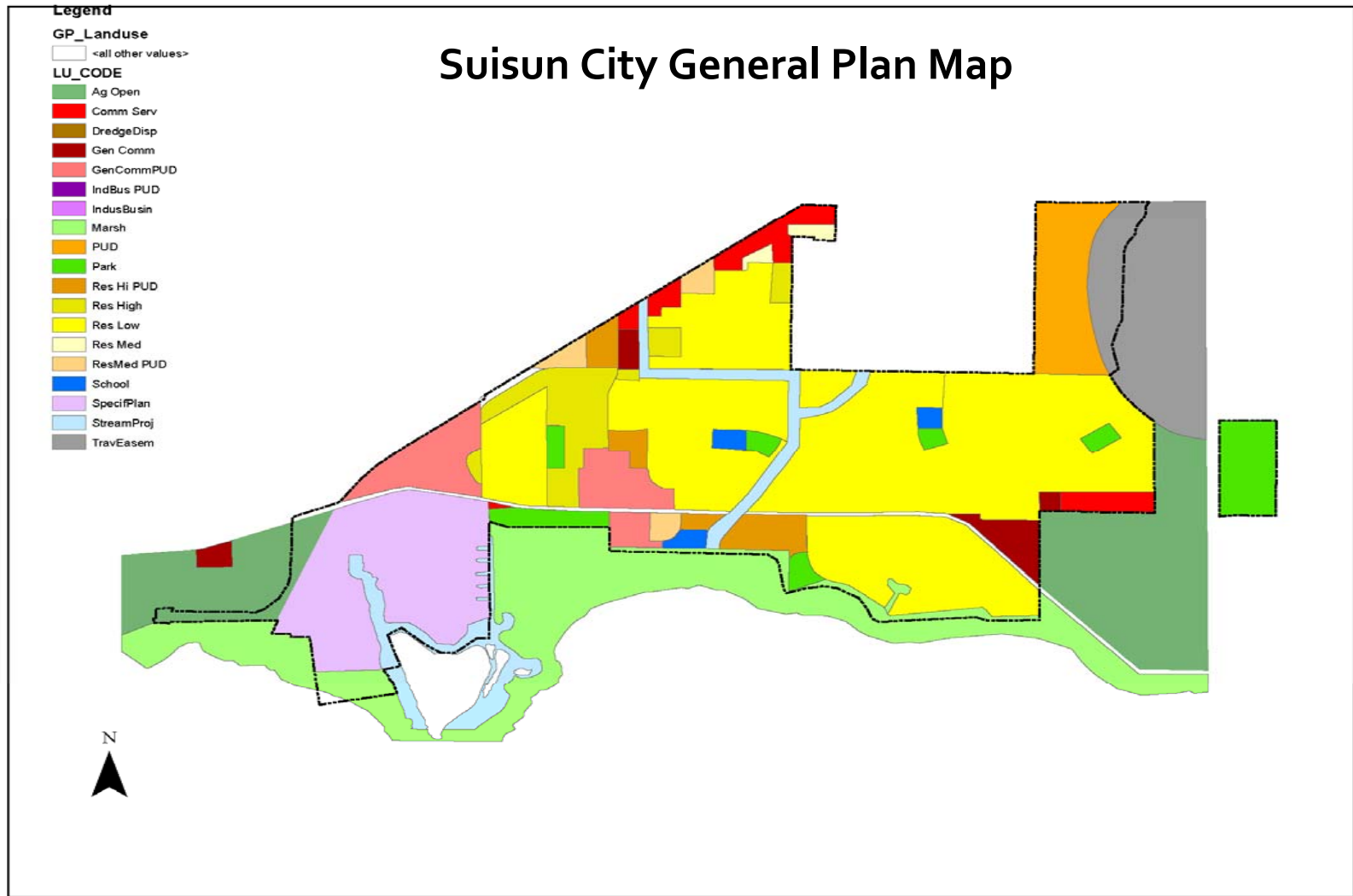
The current City of Suisun City General Plan lists thirteen (13) land use designations, including:

- Ag-Open Space (Reserve);
- Rural Residential;
- Residential Low-Density;
- Residential Medium-Density;
- Residential High-Density;

## CITY OF SUISUN CITY GENERAL PLAN

- General Commercial;
- PUD Commercial;
- Commercial Service;
- Limited Industrial/Business Park;
- Limited Industrial/Commercial Service;
- Park;
- School; and
- Downtown Waterfront.

Each of the land use designations is designed to guide development and provide policy direction for the zoning ordinance and other implementation tools, such as specific plans. The Ag-Open Space designation, identified above as "Reserve" was intended to identify lands that were outside of the City limits but within the City's Sphere of Influence that would continue as open space use until annexed. The Suisun City General Plan Map is shown in Exhibit LU-6.



**Exhibit LU-6: General Plan Map**

# Suisun City Zoning Ordinance

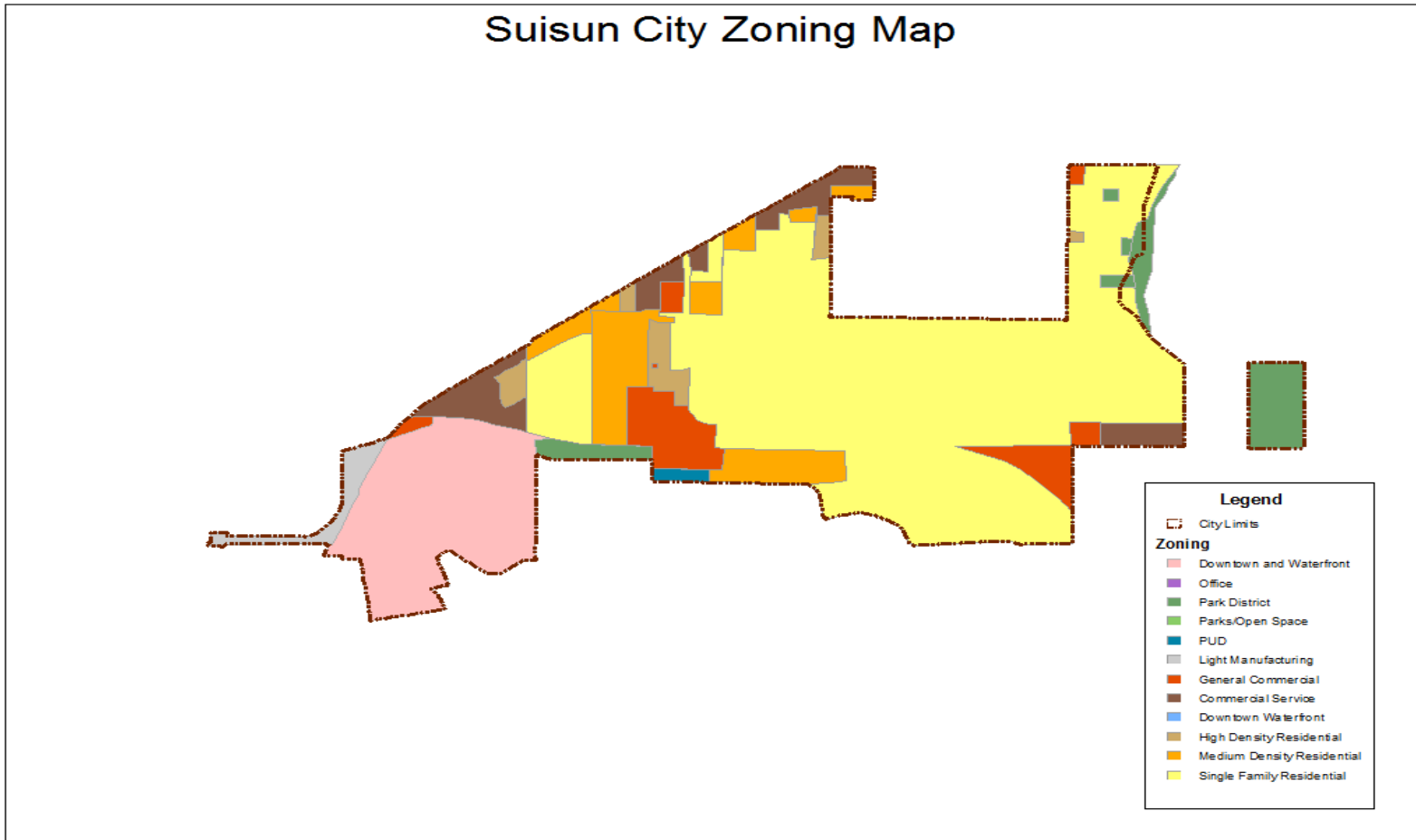
The City's Zoning Ordinance was first adopted in 1974. It has since been updated periodically to comport with State law and changing policy priorities of the City.

The Zoning Ordinance is identified as Title 18 of the Municipal Code. The ordinance has seventeen (17) zoning districts of which nine (9) are actively used (shown bold in Table LU-3). The remainder of the districts include properties that have been rezoned, but the text has been retained in the ordinance.

The intent of the Zoning Ordinance is to implement the policies of the General Plan by providing more specific information regarding site planning and design, building form, building massing, and use. This document also provides information regarding processing of development applications, as well as authority of reviewing such applications.

<b>Table LU-3 Zoning Districts</b>	
<b>R-S</b>	<b>One-Family Residential District</b>
<b>R-M</b>	<b>Medium-Density Residential District</b>
<b>R-H</b>	<b>High-Density Residential District</b>
<b>H-R</b>	<b>Historic Residential District</b>
<b>HRC</b>	<b>Historic Residential/Commercial District</b>
R-E	Residential Estate District
C-N	Neighborhood Commercial
<b>D-W</b>	<b>Historic Downtown and Waterfront District</b>
H-C	Highway Commercial District
<b>C-S</b>	<b>Commercial Service District</b>
<b>M-L</b>	<b>Light Manufacturing District</b>
M-H	Heavy Manufacturing District
A	Agricultural District
O	Business and Professional Office District
<b>P</b>	<b>Park District</b>
T	Transportation and Utility District

Source: Suisun City Zoning Ordinance



**Exhibit LU-7: Suisun City Zoning map**

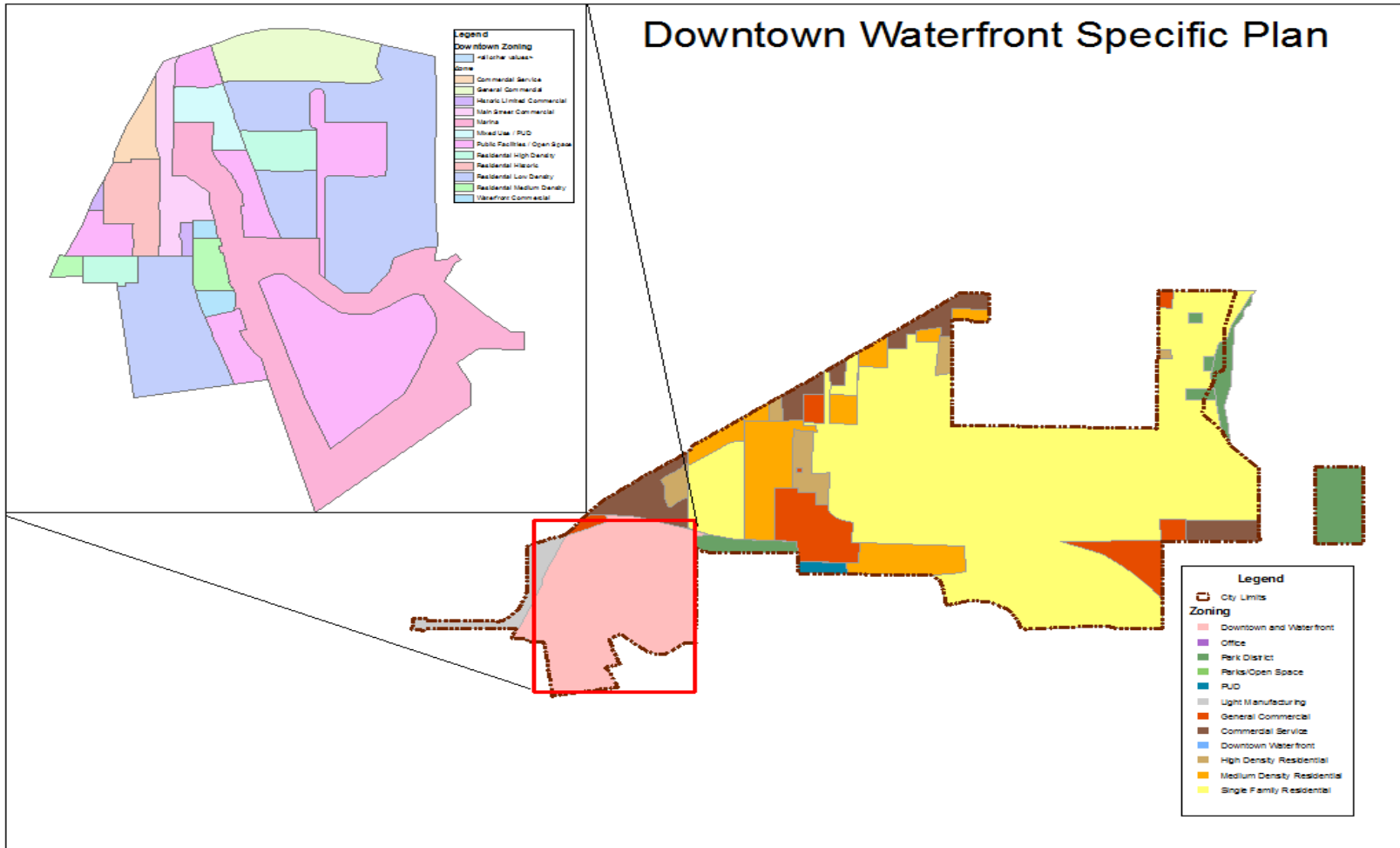


## **Downtown Waterfront Specific Plan**

The City of Suisun City last updated the Downtown Waterfront Specific Plan in 1999. The Downtown Waterfront Specific Plan covers approximately 376 acres and includes the Suisun City Marina.

The Specific Plan includes standards and guidelines that govern development of areas within the City's downtown waterfront. 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.

The Specific Plan describes zoning districts for residential and commercial development within the downtown. Residential zoning districts include low-, medium-, and high-density residential designations, as well as a historic residential designation. The Specific Plan has a variety of commercial designations to guide commercial development in the Downtown Waterfront. The Specific Plan also designates the permitted uses in the Marina, and identifies recreational opportunities throughout the downtown (Exhibit LU-8).

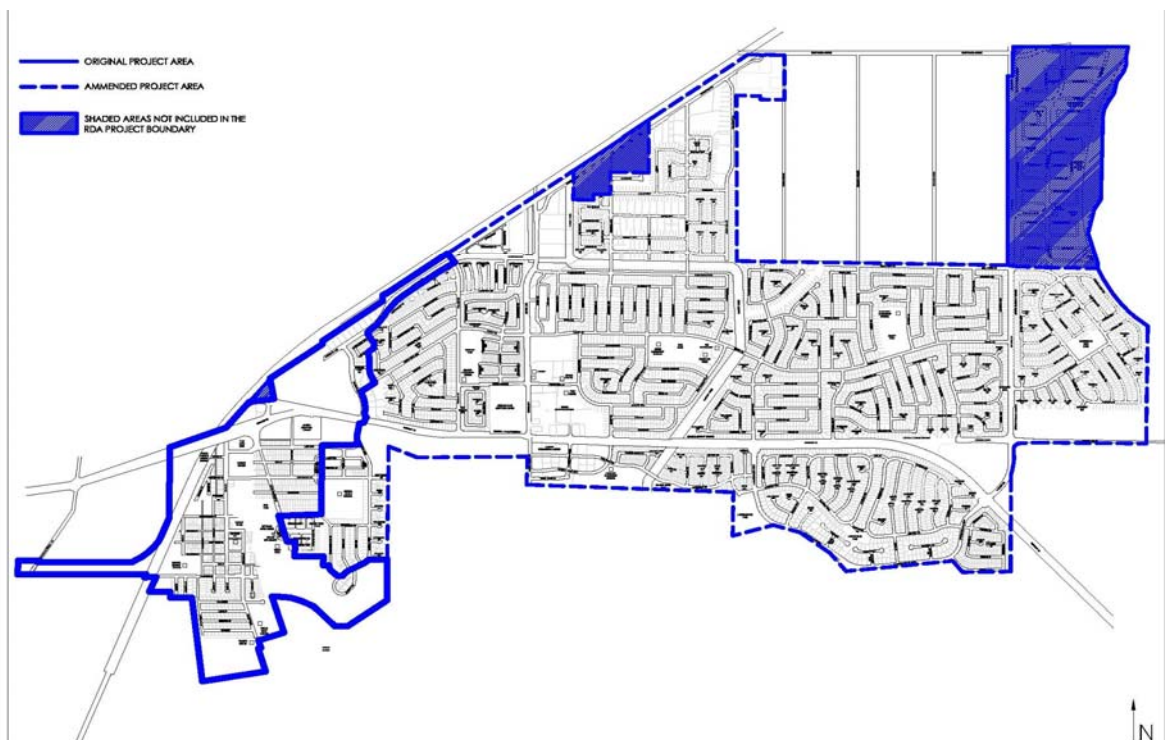


**Exhibit LU-8: Downtown Waterfront Specific Plan**

## Redevelopment Plan

Redevelopment is a statutory process to assist local governments in eliminating blight and revitalizing designated "project areas." Redevelopment provides communities with the ability to obtain funding to make infrastructure improvements, acquire property, and otherwise bring about desired development, reconstruction, and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the community.

The Suisun City Redevelopment Agency was established in 1981. The Redevelopment Project Area encompasses approximately 2,231 acres, and covers almost the entire city. The exceptions are annexations that were completed in the last fifteen years. The redevelopment project area is shown in Exhibit Lu-9 (below).



**Exhibit LU-9: Redevelopment Project Area Map, 2008**

## Regional/State

Certain state legislation, and state and regional plans and programs, affect local land use planning actions. Key regulatory and conservation planning issues applicable to the General Plan update are discussed below.

### San Francisco Bay Plan

The San Francisco Bay Conservation and Development Commission (BCDC) is a state agency created to protect the Bay as a natural resource 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.

The objectives of the San Francisco Bay Plan are to protect the Bay as a natural resource for the benefit of future generations and to develop the Bay and its shoreline to their highest potential with the minimum of Bay filling. According to the Bay Plan, filling may only be permitted for water-related purposes that provide substantial public benefits, which include ports, airports, industries that require access to shipping channels, freeway pilings, recreational activities, wildlife refuges, and public shoreline access. Policies have been established to protect and maintain remaining marshes and mudflats, the remaining water volume and surface area of the Bay Region, and adequate fresh water inflow into the Bay. The BCDC has regulatory authority over all uses and development within 100 feet of the Bay shoreline. Any person or agency intending to develop any land within the shoreline area over which BCDC has regulatory authority must first obtain a permit from the Commission.

## **Travis Airport Land Use Compatibility Plan**

State law requires the preparation of Airport Land Use Compatibility Plans (ALUCP's) that address potential airport and land use conflicts for each public-use and military airport. The Airport Land Use Compatibility Plan 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. They are not plans for airport development and they do not require any changes to existing land uses. Rather, 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. An ALUC ensures the orderly development of airports and the adoption of land use measures to minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses.

The Solano County Airport Land Use Commission (ALUC) has adopted plans, the policies of which apply to all existing airports in the county as well as to any new airport or heliport (except private-use facilities) that may be proposed in the future. Plans address current airport facilities located throughout the County, including: Nut Tree Airport, Rio Vista Municipal Airport, and Travis Air Force Base.

State law requires that local agencies modify their general plans and any affected specific plans to be consistent with ALUCP's. A general plan must address compatibility planning issues and avoid direct conflicts with compatibility planning criteria including permitted uses and height of structures.

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.

Protecting the viability of Travis AFB is a national security priority. As a part of that effort, it is important to prevent introduction of incompatible land uses in the vicinity (Solano Airport Land Use Commission 2002). An increase in public support of this protection has arisen largely from two factors. One is a heightened awareness of the economic importance of Travis AFB. Secondly, the large number of military base closures in California in recent years, together with the on-going program of closure of unneeded military bases around the country, has raised community concerns about the future of the Travis AFB. In light of these factors, the need to ensure long-term land use compatibility between the base and its environs has become a high community priority (Solano Airport Land Use Commission 2002)

Airport land use compatibility plans include noise contours, obstruction clearance standards, and a discussion of safety issues related to encroachment of incompatible land uses, with stricter standards often being applied to residential development and schools.

In June 2002, the ALUC adopted an updated ALUP, now called the Travis AFB Land Use Compatibility Plan (LUCP).

The 2002 Travis Air Force Base Land Use Compatibility Plan addresses restrictions on residential development using compatibility zones, as discussed below. Nonresidential development is also addressed by the ALUCP according to the number of people per acre and established noise sensitivity of different land uses and activities.

**Compatibility Zone A** consists of the Travis Air Force Base runways and immediately adjoining areas within the runway primary surface and clear zones. New dwelling units are not permitted. There are no dwelling units not associated with the airport within this zone or any land use policies or zoning districts that would allow for residential development.

**Compatibility Zone B<sub>1</sub>** (Accident Potential Zone I) is an area of substantial risk situated within 7,500 feet of the runway ends and characterized by noise levels in excess of 80 dB CNEL. New dwelling units are not permitted. Areas around the Air Force Base in the unincorporated County are designated and zoned for agriculture.

**Compatibility Zone B<sub>2</sub>** (Accident Potential Zone II) encompasses approach and departure flight tracks that are not aligned with the runway. High risk and potential noise levels in the 70- to 80-dB CNEL range are the major compatibility factors. New dwelling units are strongly discouraged. Division of existing parcels is not permitted if the change would allow additional dwelling units.

**Compatibility Zone C** encompasses locations exposed to potential noise in excess of approximately 60 dB CNEL, together with additional areas occasionally affected by concentrated numbers of low-altitude (below 3,000 feet MSL) aircraft overflights. Developed residential areas within existing city limits are excluded. No amendment of a general plan land use policy or land use map designation and no change of zoning is permitted if such amendment or change would allow more dwelling units in the affected area than are allowed under current zoning. Division of existing parcels is permitted only to the extent allowed under current zoning. Construction of replacement dwelling unit is allowed.

**Compatibility Zone D** includes all other locations beneath any of the Travis Air Force Base airspace protection surfaces delineated in accordance with Federal Aviation Regulations Part 77. Limitations on the height of structures is the only compatibility factor within this zone.





# 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, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure, and prepare a sphere of influence for each city and special district within its county. The Commission's efforts are directed toward seeing that services are provided efficiently and economically while agricultural and open-space lands are protected. Each LAFCO must conduct municipal service reviews to evaluate the provision of municipal services within its county (Solano County LAFCO 2010).

Members are appointed at large for a four-year term. The voting members are composed of two members of the Board of Supervisors, two City Mayors and one Public Member. Three alternates, one for the Board of Supervisors, one for city mayors, and one for the Public also sit on LAFCO as alternates, in case of the absence of a voting member.

A city's planning area is "any land outside its boundaries, which in the planning agency's judgment, bears relation to it is planning" (Source: Governor's Office of Planning and Research, *General Plan Guidelines [2003]*). This includes all of the lands within city limits, and SOI. A planning area may extend beyond the SOI.

A Sphere of Influence (SOI) is established by LAFCo through negotiations between a city and the County. The SOI is "the probable physical boundaries and service area" of a city (Source: Governor's Office of Planning and Research, *General Plan Guidelines [2003]*). 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. These geographic areas are also fundamental to Municipal Service Reviews (MSR) prepared by LAFCo. The MSR evaluates a city's infrastructure needs or deficiencies, based on growth and population projections for the community. The MSR takes into account financing constraints and opportunities, administrative structure, and is a comprehensive evaluation of opportunities to provide services in an efficient and publicly accountable manner.

Within the SOI, the Suisun City Council established an Agriculture/Open Space Reserve designation. This designation is applied to lands that are planned to be annexed to a city, not for urban development, but as permanent open space. Under the Urban Open Space designation, a city must demonstrate to LAFCo how the lands will be permanently protected, prior to annexation. LAFCo has also established a Permanent Open Space designation for lands outside the SOI that have been identified for permanent protection in agricultural and open space use. Urban limit/growth lines are established by policy contained in the cities' and the County's general plans.

The City of Suisun City has parcels to both the east and west of the city that are within the City of Suisun City's SOI but remain outside of the City limits. Additionally, the City of Suisun City surrounds an unincorporated area known as Tolenas on three sides. Tolenas is comprised of mostly large-lot residential uses with some agriculture. This area is approximately 470 acres in size, but is not within the Sphere of Influence of either Suisun City or Fairfield.

## **Planned and Permitted Land Uses**

The current Suisun City General Plan Land Use Diagram is mainly comprised of residential land with some commercial designations along Highway 12, Railroad Avenue, and in the downtown area. The largest land use percentage is single-family residential (1,140 acres) at 60 percent. The next three most prevalent uses of land are civic, vacant commercial, and existing commercial lands. According to the current General Plan, permitted densities that fit within the Assessor/Recorder definition of "single-family residential" include Low-Density of up to 8 units an acre.

## **Potential General Plan/Zoning/Specific Plan Inconsistencies**

The following analysis discusses inconsistencies between General Plan designations and zoning/Downtown Waterfront Specific Plan districts. Additionally, inconsistencies are analyzed among existing, on-the-ground uses of land and the City's Zoning/Specific Plan districts.

## **General Plan Land Use Designations and Zoning/Specific Plan Districts**

Overall, few areas exist within the City where the General Plan Land Use Designation is inconsistent with current zoning. Cases of apparent conflict are often due to the imprecise nature of the existing General Plan Land Use Designations, which currently do not follow parcel lines, unlike zoning district designations, which are parcel specific. Other than the mapping issue, most of the apparent inconsistencies occur where properties are zoned for residential use but have a General Plan Land Use Designation that indicates a park land use. However, under the City's current General Plan, park space is considered an appropriate land use within residential areas.

## **Existing Land Use Designation and Zoning/Specific Plan District Conflicts**

Several examples of non-conforming uses (i.e., conflicts between the on-the-ground existing use of land and the Zoning/Specific Plan district for the land) may be found throughout the City. As is the case with the characterization of existing land uses earlier in this report, this analysis is based in part on the County Assessor/Recorder's view of the existing land use, which is catalogued for the purposes of taxation, and is not necessarily related to the actual use of land.

A few areas exist within the County where existing land use/zoning conflicts are concentrated. One area is northern Suisun City, where residences are located in areas designated for Service Commercial. The subject properties were annexed from the County within the past five years and thus are legal non-conforming uses. These parcels are larger in size than the typical lot developed within the City and in some cases have multiple structures on-site.

Another area of conflict exists within the Downtown Waterfront land use (this area is regulated primarily by the Downtown Waterfront Specific Plan). In this area, a number of industrial and commercial service uses exist in the area west of Main Street.



# General Plan Issues and Opportunities

Following is a discussion of issues and opportunities related to land use both within the existing city boundaries and in areas currently outside the city boundaries.

- **Revenue impacts of the existing land use balance:** For every acre of commercial land use in the City, there are 15 acres of residential land use. Commercial development is a revenue generator while residential uses are revenue dependent. This has resulted in a very limited tax-base for the City. Adequate sales tax revenue and other commercial tax revenue, such as transit occupancy tax (paid by hotel guests), is necessary in order for local government to provide services. When residential development outpaces commercial development as dramatically as it has in Suisun City, achieving a better balance between revenue generating and revenue dependent uses becomes a critical requirement. The City already adopted a revenue-based land use policy. How can General Plan policies also address the need for revenue-generating land uses? What type of commercial development should be encouraged on the 104 acres of vacant land designated for commercial use? Should the City develop an economic development strategy to encourage the establishment of particular commercial uses?
- **Annexation/Sphere of Influence:** There are areas both east and west of the City that are within the City's SOI but outside the current City limits. Historically, there have been development proposals that would include annexation of these areas into the City. Due to economic concerns and state and federal regulatory requirements, development has not proceeded. With the City having just seven percent of its land designated as vacant should the City explore an expansion of its Sphere of Influence? Would expanding the Sphere of Influence address the lack of available land within the existing city boundaries suitable for regional commercial development?
- **Recreation and Entertainment Uses:** Since the City of Suisun City is located adjacent to the Suisun Marsh and Suisun Channel, development is either closely regulated or prohibited near these resources. However, these are valuable resources that could generate interest in destination tourism development. Also, there are properties adjacent to the Suisun Marsh owned by state and federal agencies. These areas may provide an opportunity for recreational or educational uses, related to state and federal programs, near these areas. In addition, these areas may generate destination tourism development. What General Plan policies could encourage destination tourism? Should the City look to partner with state and federal agencies to develop recreational or education uses near the marsh? The City has also seen the recent development of entertainment uses, such as nightclubs, in the downtown. Should the City encourage the development of an "entertainment district" in the downtown? What General Plan policies could enhance the development of such a district? How would the development of an entertainment district affect existing and future residential development in the downtown?
- **Transit Oriented Development (TOD):** The City of Suisun City has placed itself advantageously by acquiring, through ABAG, a Planned Priority Development Area (PDA) designation for the downtown waterfront area surrounding the train station. The City of Suisun City currently has the only train station in Solano County with a scheduled stop on Amtrak's Capital Corridor. Key components of TOD include mixed-use development, high quality pedestrian access, proximity to public transportation, relatively high density development, and specific features designed to encourage public transportation use. Should the City make TOD a priority within the downtown waterfront area? How does traditional commercial development fit within TOD? What commercial uses are critical to

the functioning of a “transit neighborhood”? How does employment generation fit within the TOD? Is the development of a “transit village” in the downtown possible and desirable? Are there properties that should be “redeveloped” to a higher use based on key locations, such as the park-and-ride lot at the corner of Lotz Way and Main Street, or the parking lots along the east side of Main Street?

- **TOD Density and Parking:** As a key component of TOD, mixed-use development provides higher-density housing and needed commercial and professional services within walking/biking distance of transit, diminishing the need for personal vehicles. The City has an opportunity to utilize the area within the PDA designation for residential uses designed at higher densities than typical in the City. This can be accomplished in mixed-use developments as well as through solely residential uses. What is the appropriate balance between residential and non-residential development within the PDA? What is the appropriate residential density in different areas within the PDA? Should parking standards be reduced based on anticipated transit use?
- **Continued Redevelopment:** Over the past 25 years, the Redevelopment Agency has engaged in extensive redevelopment in the downtown area as blighted uses were replaced with uses more consistent with the redevelopment implementation plan. Following an inventory of the City, there appear to be further opportunities within the City for redevelopment of areas such as the Benton Court area, with vacant or underutilized structures which would be prime candidates for redevelopment. Should property be identified within the PDA for relocation and expansion of uses from the Benton Court area? Should the Redevelopment Implementation Plan be updated ahead of schedule to build on the General Plan Update?



# References

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# Appendix A

This report relies on information from the Solano County Assessor/Recorder. Therefore, much of the parcel information in this report represents assessor parcel numbers (APN) and not necessarily legal parcels. In some instances, because different land uses occur on the same legal parcel, the Assessor/Recorder’s Office assigns more than one APN to only one legal parcel. In other instances, adjacent legal parcels under the same ownership with the same land use may have only one APN assigned. Assessor/Recorder information is generated solely for the purposes of taxation and does not represent City land use policy. The Assessor/Recorder’s land use designation scheme has been converted to an existing land use designation scheme for the General Plan update using the following approach (Appendix A: Table LU-1):

<b>Appendix A: Table LU-1 Assessor/Recorder Land Use Designation Scheme versus Existing Land Use Categories Used in this Report</b>	
<b>Assessor/Recorder Land Use Category</b>	<b>Land Use Background Report Existing Land Use Category</b>
Agricultural Property	Agriculture
Church Properties	Civic
Clubs and Lodges	Commercial Recreation
Commercial Sales & Services	Commercial
Governmental & Miscellaneous	Civic
Hotels & Motels	Commercial
Improved Multiple Residential	Multi-Family Residential
Improved SFR Properties	Single-Family Residential
Manufacturing and Warehousing	Industrial
Mobile Home Park	Mobile Home
Range and Watershed	Natural Resources
Schools	Civic
Service Stations	Commercial
Taxable Below Minimum Value	Miscellaneous
Vacant Commercial Land	Vacant Commercial
Vacant Industrial Land	Vacant Industrial
Vacant SFR Land	Vacant Single-Family Residential
Source: Solano County Assessor/Recorder, 2010	