

City of Suisun City
**Waterfront District
Specific Plan**



November 2016



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ACRONYMS AND ABBREVIATIONS

AAD	Annual Average Day
ABAG	Association of Bay Area Governments
afy	acre-feet per year
BCDC	Bay Conservation and Development Commission
BMPs	best management practices
C/O/R	Commercial/Office/Residential
Caltrans	California Department of Transportation
CIWMB	California Integrated Waste Management Board
DC	Downtown Commercial
DMU	Downtown Mixed Use
Downtown Waterfront Specific Plan (formerly)	Waterfront District Specific Plan
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRMS	flood Insurance Rate Maps
FSSD	Fairfield-Suisun Sewer District
Highway 12	State Route 12
HLC	Historic Limited Commercial
HR	Historic Residential
MRP	Municipal Review Permit
MSMU	Main Street Mixed Use
MTC	Metropolitan Transportation Commission
NFIP	National Flood Insurance Program
NPDES permit	Municipal Regional Stormwater NPDES permit
PDA	priority development area
PG&E	Pacific Gas and Electric Company
Planning Area	Waterfront District Specific Plan Area
PUD	Planned Unit Development
RHD	Residential High Density
RLD	Residential Low Density
RMD	Residential Medium Density
SBC (formerly)	AT&T
SID	Solano Irrigation District
SR 12	State Highway 12
SSWA	Suisun-Solano Water Authority
SWP	State Water Project
WC	Waterfront Commercial
WDSP	Waterfront District Specific Plan
WWTP	Wastewater Treatment Plant

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CHAPTER 1 | INTRODUCTION

1.1 Background/Content

The first Waterfront District Specific Plan (WDSP) was adopted in 1983 and last comprehensively amended in 1999 (it was previously called the “Downtown Waterfront Specific Plan”). Creation of a specific plan for this WDSP Area (Planning Area) was proposed as an implementation action in the 1979 Suisun City General Plan, which called for special treatment of the historic downtown and waterfront through preparation and adoption of a Specific Plan for Old Town and the waterfront. Since that time, many portions of the Specific Plan have been implemented.

In 2015, the City adopted a comprehensively revised General Plan. The 2035 General Plan provides an updated set of policy guidelines for the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. In 2008, the Association of Bay Area Governments (ABAG) approved the City’s Planning Area as a planned priority development area (PDA) under the PDA grant program administered by the Metropolitan Transportation Commission (MTC), ABAG, and other regional partners (regional agencies). PDAs are opportunity areas in the Bay Area, locally adopted by cities or counties to facilitate growth and infill development near fixed transportation facilities. PDAs are designed to provide housing, community amenities, and services for residents in a pedestrian-friendly environment.

In 2014, through federal funding from the regional agencies, the City received grant funding from the Solano Transportation Authority to prepare this update to the WDSP. This update addresses the Planning Area, which expands on the previous Specific Plan boundaries to include the properties north of Highway 12 – at the northwest corner of Marina Boulevard and Highway 12 and the properties between Main Street and Highway 12, including the “Denver Curve” property in the northwest of the Planning Area (Figure 1-2). The expanded WDSP Planning Area boundary allows the City to better leverage the assets of the Suisun-Fairfield train depot to encourage infill development and establish a gateway entrance into the Planning Area on both sides of Highway 12.

This document constitutes both revisions to the policies and concepts of the earlier 1983 and 1999 specific plans that preceded it. In addition to expanding the boundaries of the Suisun City Downtown Waterfront PDA, it updates the 1999 Amended Downtown Specific Plan to address current market conditions, the current regulatory environment, and recent City policy updates.

1.2 Location

The City of Suisun City is located in central Solano County, midway between the cities of Sacramento and San Francisco (Figure I-1). The City is bounded by the City of Fairfield to the north and west, Travis Air Force Base to the east, and Suisun Marsh to the south. The City is adjacent to and bisected by State Highway 12, a vital trucking route and is approximately two miles east of Interstate 80. Suisun Slough, a major tidal waterway, connects Suisun City to Suisun Bay and provides access to water sports, recreation, boating, fishing, and bird watching. The adjoining Suisun Marsh is the largest brackish estuary west of the Mississippi River and borders the south and east sides of the Planning Area. The Planning Area straddles both sides of Highway 12 and is located southeast of the Union Pacific Railway tracks and west of the Suisun Channel and Marina Boulevard (Figure I-2).

Figure I-1: Vicinity Map

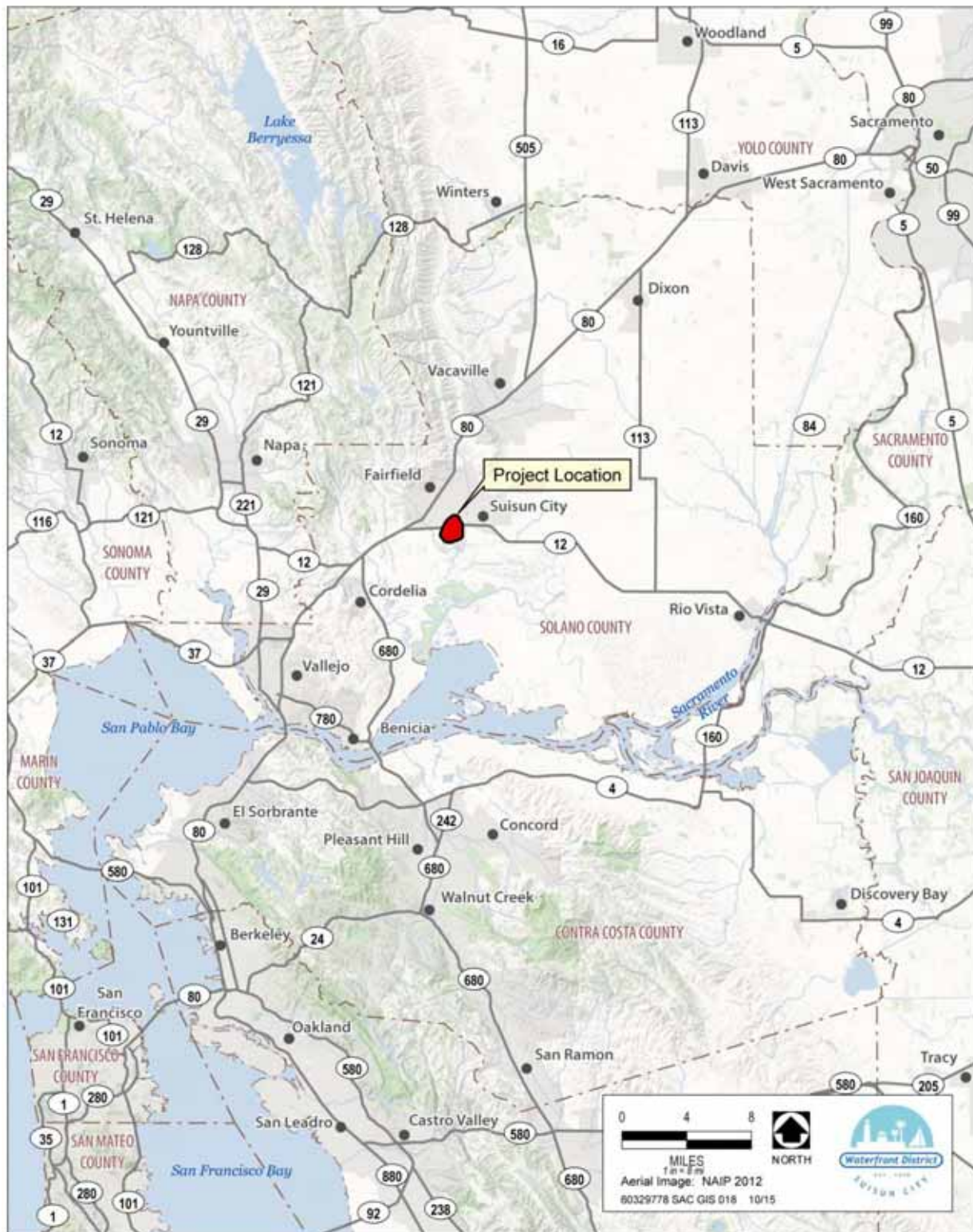
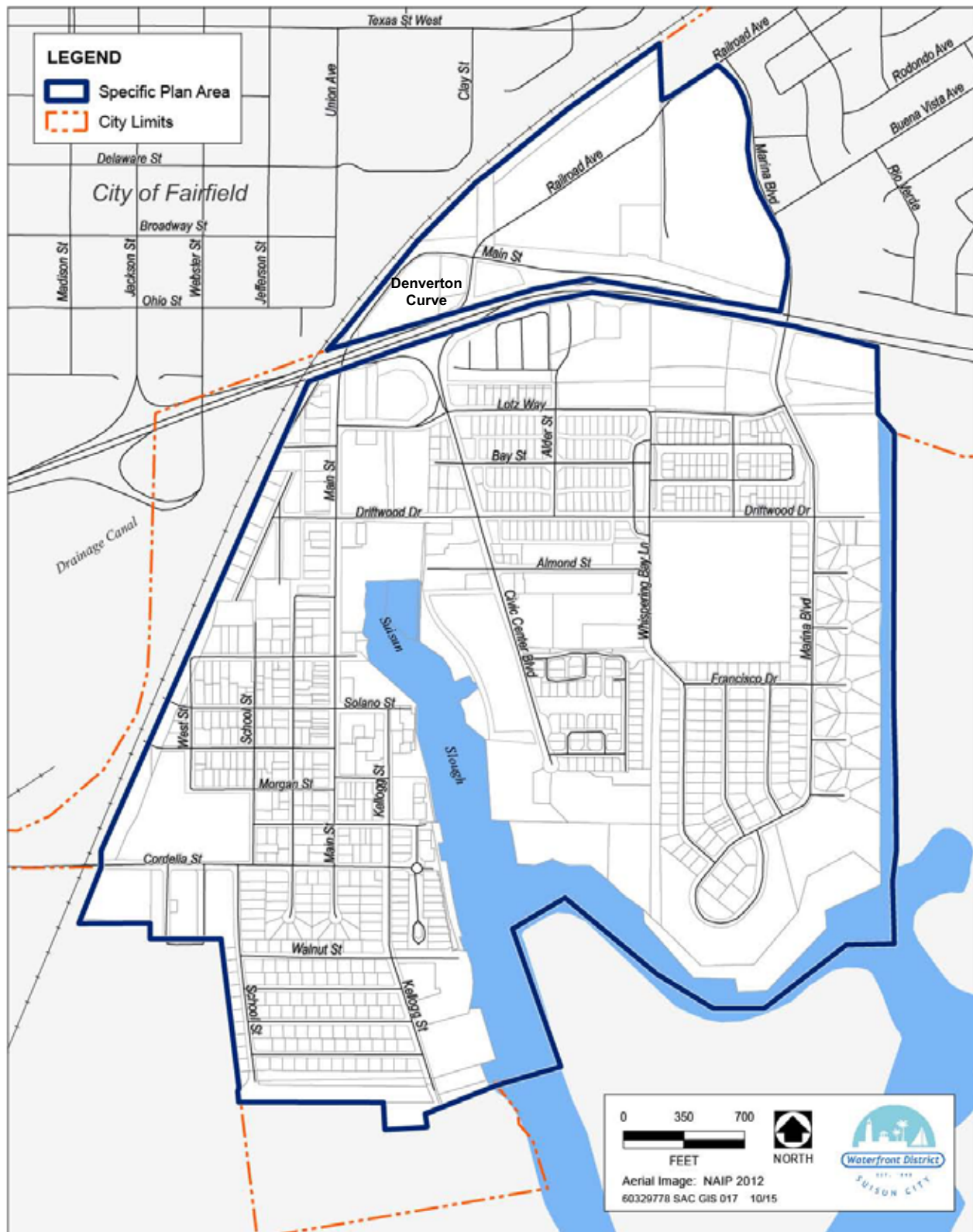


Figure I-2: Specific Plan Area



Source: Metropolitan Transportation Commission, AECOM, October 2015



1.3 Specific Plan Vision

This updated Specific Plan implements the General Plan's direction to:

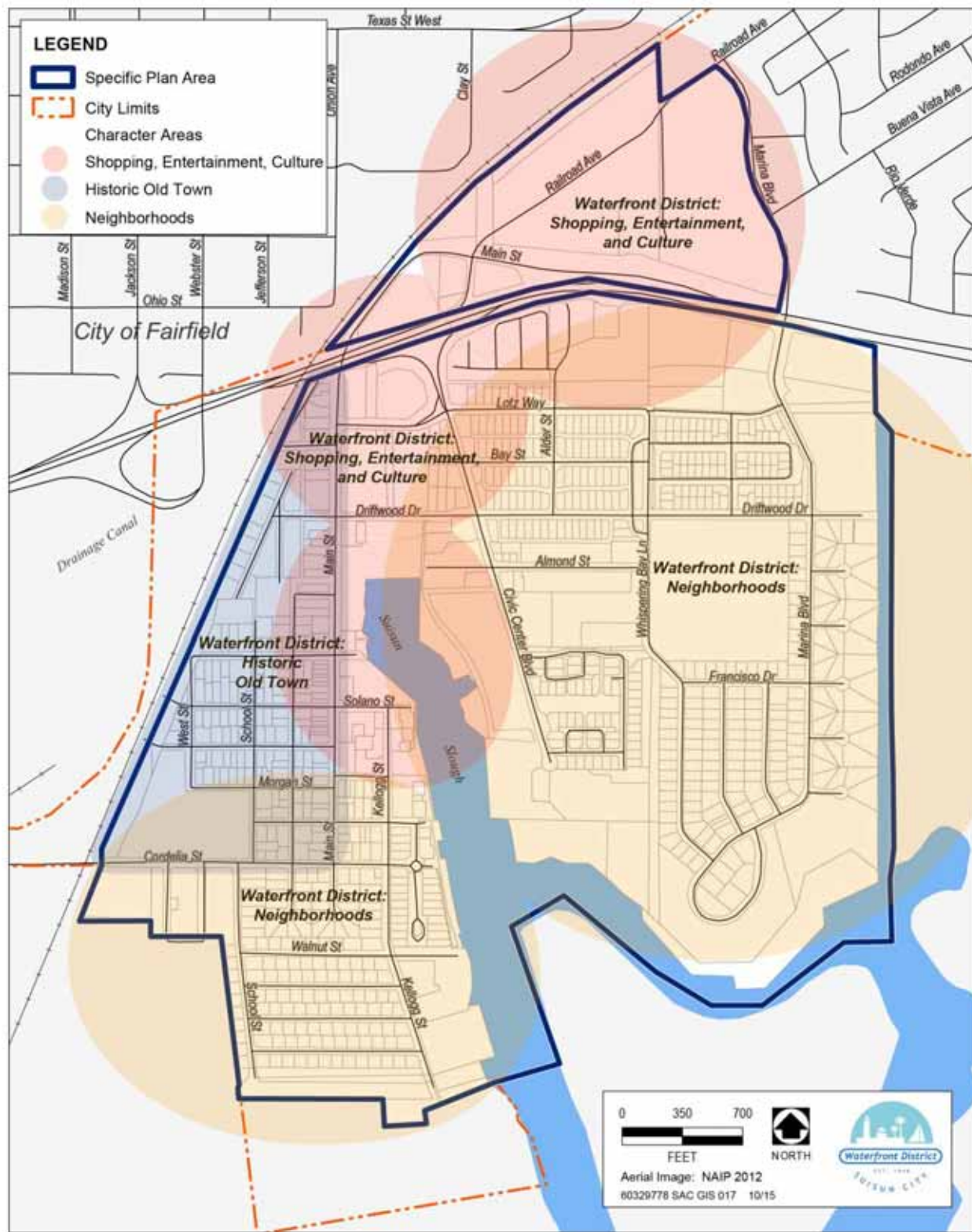
- Strategically develop vacant, underutilized, and infill land throughout the City and especially in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Develop the downtown as the social and cultural heart of the community.
- Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.
- Foster transit-oriented development around the train station, including higher density housing and mixed-use development.
- Provide convenient linkages from the train station and other regional connectors to bring patrons to the downtown.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.
- Ensure safe and efficient walking, biking, driving, and parking in the downtown.

The Waterfront District is comprised of three principal parts or character areas (Figure I-3), intended to function as their names imply, including the:

- "Shopping, Entertainment, and Culture" area, comprising the commercial, mixed-use, and civic portions of the Downtown Waterfront District on both sides of Highway 12 and the Suisun Channel;
- "Historic Old Town" area, adjacent to the railroad tracks and comprising the older historic residential, commercial businesses, and main street retail core of the Downtown Waterfront District; and
- "Neighborhoods," residential neighborhood areas with access and frontage to the waterfront on the eastern and southern portions of the District.

These character areas and the vision statements that follow in this section establish the overarching vision and plan concepts for the Downtown Waterfront District. The planned improvements, development standards, and design guidelines in this Specific Plan are intended to enhance the function of these character areas as the Planning Area develops.

Figure I-3: Waterfront District Character Areas



Source: Suisun City, AECOM, March 2016



The WDSP is to be guided by the vision statements identified below in italicized text and followed by a description of the characteristics and key concepts for implementation of the WDSP. The vision and plan concepts are based in part on earlier iterations of the Specific Plan, but with updates to reflect new input from the community and City leaders, the current regulatory environment, and existing market conditions.

The Historic Downtown Waterfront District is...

1. ***Suisun City's Historic Waterfront District is a unique waterfront community with a marina; an "Old Town," composed of a traditional Downtown commercial main street and historic residential neighborhoods; a marina supporting boating and waterfront recreational activities; a civic center area; and uniquely designed residential neighborhoods, including Whispering Bay and Victorian Harbor east of the marina, and Delta Cove and "Historic Old Town" west of the marina.***

The WDSP Area draws on the area's unique mix of characteristics—a recreational waterfront, a historic main street, well-preserved residential historic architecture, established neighborhoods, direct highway access, regional commuter rail service, a rich natural environment, and a location that is in the path of regional growth.



A unique waterfront community with a marina;

2. ***Suisun City's Historic Waterfront District is a pleasant place to live and, at the same time, a local and regional destination for dining, shopping, entertainment, hospitality, tourism, and recreation. Changes in the region around Suisun City have created the opportunity for Downtown to evolve and develop into a place that attracts new residents, jobs, businesses, diners, shoppers, and visitors.***

Significantly increased residential development and employment growth along the Interstate 80 and State Highway 12 corridors have created a new market for dining, entertainment, specialty retail, and marine-related services. Employment growth in Fairfield, Vacaville, and Vallejo, along with high housing prices in Bay Area employment centers, have increased demand for housing in Solano County. Suisun City, which was once far away from employment opportunities, is now in the acceptable commute distance to the Bay Area and Sacramento. Intercity rail service along the Capitol Corridor enhances that position and will increase demand for housing near the Suisun City-Fairfield train depot. The City's location on the San Francisco Bay Area Water Trail makes it a unique destination for visitors exploring the waterways of the San Francisco Bay by boat or sailcraft.



A local and regional destination for shopping, entertainment, hospitality, tourism, and recreation;

Suisun City's Historic Downtown Waterfront District is...



An amenity offering an urban waterfront on one side and in-town wetland habitat on the other.



On the Suisun Channel, a gateway to the open waterways and wetlands of the California Delta and San Francisco Bay and stop on the Bay Area Water Trail.



A transit gateway on the Amtrak rail corridor, providing intercity rail service to the cities of Fairfield and Suisun City.

3. ***The entire Waterfront District needs to market itself as a destination on the San Francisco Bay Area Water Trail and continue to focus on maximizing waterfront access on the Suisun Channel—its major and central feature and on improving visibility and public access to the train depot, another key asset for bringing guests in town to enjoy the amenities of Suisun City's Waterfront District.***

The waterfront is an extraordinary amenity offering both an urban waterfront and an unusual in-town wetlands habitat. It creates daily activity along its edge; enriches the experience of the area with its seasonal and tidal changes, wildlife, open space, and vistas; and, serves as a theme for community activities and events. There are few towns in California with such an extensive and multifaceted waterfront. The landscape of the Waterfront District needs to celebrate and accentuate its relationship to the water's edge by emphasizing public access and all views along both sides of the Channel and Whispering Bay.

4. ***The waterfront should maintain its extraordinary mix of natural wetlands and urban edge.***

The Suisun Channel is the gateway to the large open waterways and wetlands of the California Delta and San Francisco Bay and a unique stop on the Bay Area Water Trail. The channel is unique in its mix of hard and soft edges, allowing for a unique blend of commercial and marine-related activities along one side of the Channel, and expansive wildlife habitats along the other side. Pedestrians walking along side the channel are able to experience a variety of different environments within close proximity of each other. These relationships need to be emphasized and enhanced. All areas of the waterfront need easy pedestrian access.

5. ***The historic Suisun City train depot on the north end of Main Street should serve as a transit gateway into the Waterfront District.***

The historic train depot serves as a multimodal transportation hub for intercity rail service and local and regional bus service. The station is at the northern terminus of Main Street, within the Waterfront District and is in close proximity to the Central County Bikeway (regional Class I bike trail), connecting the downtowns of Suisun City and Fairfield. While there are directional signs to the train depot, the station facility is otherwise easy to miss and within a modest structure tucked behind on-street parking, a landscaped plaza with tall trees, and Highway 12. Iconic signage, art, and streetscape/landscape enhancements should be added to emphasize the importance of this key destination and historic facility within the community.



- 6. The circulation system should be enhanced to support safer and more convenient access between homes and destinations in Suisun City and between the Waterfront District and Downtown Fairfield—emphasizing pedestrians, cyclists, transit users, and motorists.**

The existing street system has three dead-ends – Main Street, Civic Center Boulevard, and Marina Boulevard. Civic Center Boulevard and Marina Boulevard can be linked at their south ends to create a continuous circulation loop. Lotz Way will serve as a major west-east arterial that links Main Street, Civic Center Boulevard, and Marina Boulevard. Main Street can be linked to Civic Center Boulevard via Driftwood Drive, along a multi-use path connection and plaza.

New and improved roadway, bicycle, and pedestrian connections between Downtown Fairfield and the Downtown Waterfront District will help to expand the market for existing and future Suisun City businesses, supporting further commercial development in the Waterfront District.

- 7. The Waterfront District needs a cohesive open space system that enhances the pedestrian experience and supports community access.**

Extended out from the waterfront should be a system of paths, tree-lined sidewalks, and promenades that clearly and visibly link to the visitor amenities (dining, lodging, and entertainment) in the Waterfront District and to the neighborhood parks and open spaces throughout the Planning Area. Streets should be designed to provide direct vistas and bike and pedestrian access to the Suisun Channel, Whispering Bay, and neighborhood parks, wherever possible.

- 8. Gateways to the Waterfront District, including from Highway 12, from the marina, and the train depot should be enhanced to ensure a positive visual first impression.**

The grade separation of Highway 12 through the Planning Area, existing building development, and underutilized land adjacent to the highway serve as barriers to visual access of the Waterfront District and its beautiful marina, historic Main Street, and train depot. Iconic signage, landscaped gateways, vertical monuments, wall art, and visually compatible infill development along both sides of the highway and rail tracks should mark the entrances to the Waterfront District. Similarly, vertical monuments, public art, and landscaping should be used to activate the entrances along the marina and boat launch areas. The property at the northwest corner of Highway 12 and Marina Boulevard should incorporate the water tank north of the highway, vertical landscape elements, and vertical architectural design details to demark the northern gateway entry to the Planning Area at Marina Boulevard and Main Street, traveling westbound on Highway 12. These features

Suisun City's Historic Downtown Waterfront District has...



Safe and convenient circulation and access by foot, bike, or transit; and connections to Downtown Fairfield.



A cohesive open space system of parks and open space, linked by paths, sidewalks, and promenades that extend out from the waterfront.



A landscaped gateway, vertical monuments, and new development marking the entrance into Downtown Fairfield from Highway 12.

***Suisun City's Historic Downtown
Waterfront District has...***



Older commercial and residential structures along Main Street and adjacent neighborhoods that give the place its historic character.

should be designed to market and draw visitors into the Waterfront District.

9. *Development adjacent to the historic residential area should be compatible in scale and architectural themes.*

The historic commercial and residential structures along Main Street and the Old Town residential area help to establish the unique character of the Waterfront District. To preserve this legacy, architectural compatibility of new development, gateways, and green space are key themes addressed in the Design Guidelines of this Specific Plan.

10. *Where feasible and consistent with building codes, existing buildings should be re-purposed with more economically viable uses that contribute to the vibrancy of the Waterfront District.*

Many older structures in the Waterfront District have architectural elements that contribute to the historic character of the street or neighborhood. Those elements and structures should be preserved, to the extent feasible, and are encouraged to be repurposed or renovated to contribute to the unique identity of the Waterfront District and Old Town.



1.4 Specific Plan Goals

The following goals were initiated in the 1983 Specific Plan, the 1991 and 1999 Plan Amendments, and updated in this Specific Plan.

1. ***Strengthen the economic viability of the historic Old Town, waterfront, adjacent areas, and the city as a whole.***

This is the primary goal of the Specific Plan. A variety of implementation techniques will be required to achieve this goal. Economic viability is achieved through the collective efforts of private sector investment, public planning, management, and ultimately by consumer demand. The waterfront is a unique resource and attraction in central Solano County and, along with the regional commuter service at the train depot, represents one of the best economic development assets in the City. The community must capitalize upon this critical opportunity by ensuring that development in the Waterfront District accommodates the highest possible level of residential, visitor, and commercial activity.

2. ***Preserve and enhance the historic character of the area.***

Preserving and enhancing the historic character of the Waterfront District is one of the central themes of the development policies of this Specific Plan. Achieving this goal requires that the water-related early California heritage of Downtown and the residential areas west of Main Street be used to attract investments and consumers to the area.

Areas of historic significance have a natural attraction to people. Reviving the original design and/or character of older buildings and historic sites is an essential supplement to the waterfront for attracting consumers from the surrounding area. New development or renovations in Old Town should anticipate and support incremental changes in Downtown, while not losing sight of the features that contribute to its historic character and identity, as addressed in more detail in Chapter 6, "Design Guidelines" of this Specific Plan.

3. ***Facilitate appropriate water-oriented and economic uses of the Suisun Channel and adjacent land areas.***

In addition to its historic character, Suisun City's other major natural asset is the Channel and the access it provides to San Francisco Bay and Delta waterways, especially as a designated destination on the San Francisco Bay Area Water Trail. Suisun City was founded because these waterways provided a means of transportation from agricultural production to consumer markets in San Francisco. The waterways continue as a significant recreational and commercial resource. In order to facilitate the use of this resource, marina and shoreline improvements, as well as convenient public access, must be provided

and maintained. Permanent dredge disposal sites must be maintained, and managed to ensure the continued viability of the waterfront.

4. *Protect and enhance natural open space and recreational amenities of the Suisun Channel and adjoining areas.*

The Suisun Channel and adjoining marsh areas are environmentally sensitive. Development adjacent to these areas must recognize this sensitivity and be designed and located in a way that does not degrade this valuable resource. Preserving the environmental integrity of the Channel and marshes will not only enhance wildlife habitat, but will also contribute to the attractiveness of the area for human habitation and economic use.

5. *Foster participation between the public and private sector in carrying out a program of revitalization for the Planning Area.*

Revitalization and economic development will not occur by the efforts of either the public or private sector acting alone. The private sector relies on the coordination and assistance of government to ensure that investment in individual projects makes economic sense in areas where development costs are too great to bear without such assistance. Otherwise, reinvestment will never take place. The public sector relies on private investment to provide the economic activity necessary to carry out its overall plan of improvement. Public and private entities can collaborate on a revitalized, vibrant, healthy environment.



1.5 Specific Plan Organization

This WDSP is organized into seven chapters and two appendices, as summarized below.

- Chapter 1, “Introduction”
- Chapter 2, “Existing Uses + Policies”
- Chapter 3, “Land Use Regulations”
- Chapter 4, “Traffic + Circulation”
- Chapter 5, “Open Space + Public Facilities and Services”
- Chapter 6, “Development Standards + Design Guidelines”
- Chapter 7, “Specific Plan Administration”
- Appendix A, “Architectural Review, Demolition + Renewal Procedures in the Historic Residential and Historic Limited Commercial Zones”
- Appendix B, “Previous Downtown Suisun City Development Plan Figures”
- Appendix C, “Waterfront District Specific Plan Financing Plan”
- Appendix D, “Comments on the Draft Specific Plan”

In addition to the above described materials, the City also had prepared a Priority Development Area (PDA) profile and market analysis, a parking study, and affordable housing evaluation. These documents informed the WDSP and are available for review under separate cover through the Development Services Department.

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CHAPTER 2| EXISTING USES + REGULATING PLANS

2.1 Existing Uses

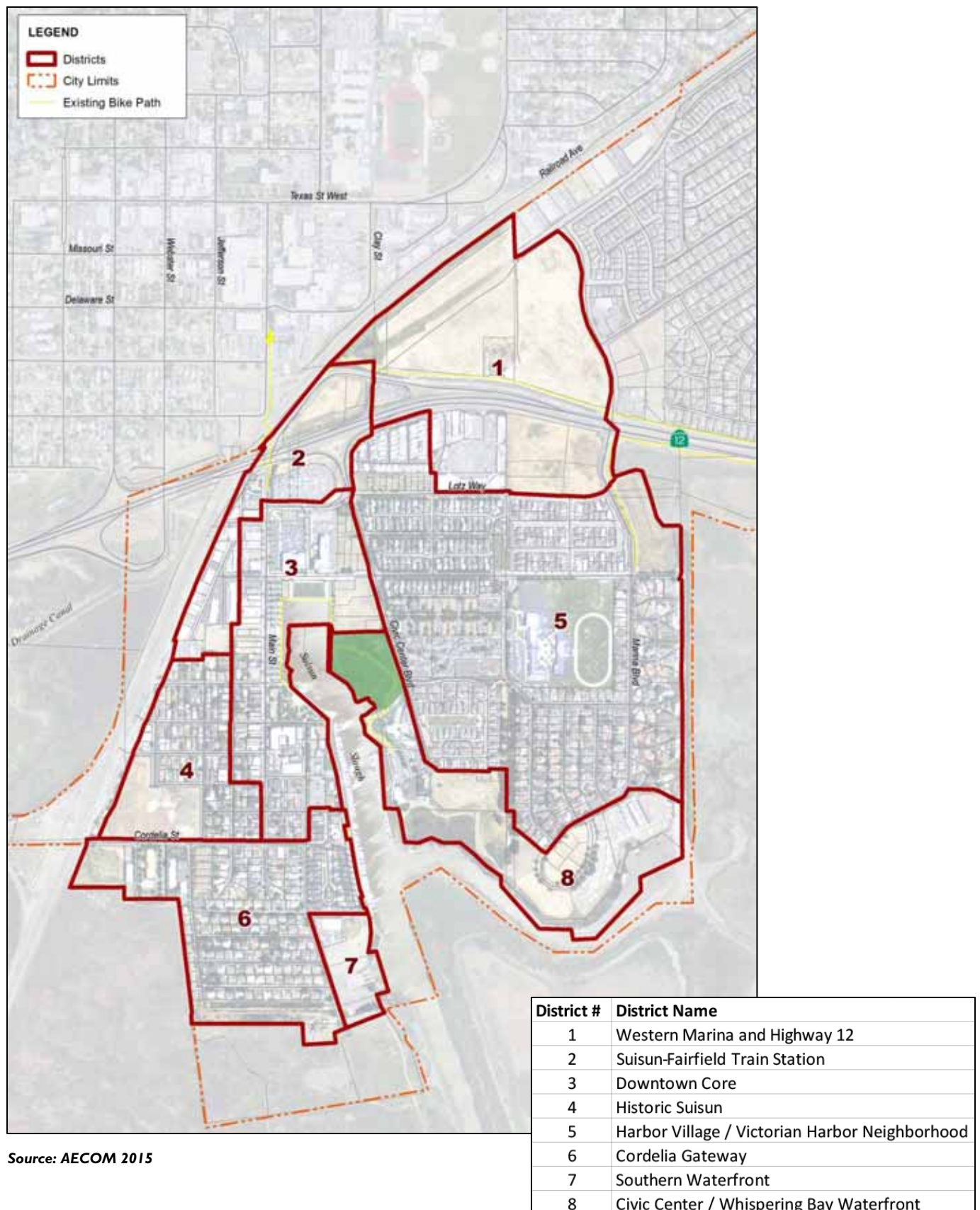
The City of Suisun City is bisected by State Highway 12 (SR 12). It consists primarily of residential areas and neighborhood-oriented services north of the highway, and the more historic “Old Town” and waterfront mixed-use areas and marsh land in the southern and western portions of the City. The Waterfront District Specific Plan (WDSP) Area (Planning Area) is centered on the City’s Historic Downtown Waterfront and Old Town areas, located at the head of the Suisun Channel (Figure 2-1). The Planning Area is a mixed-use community, comprised of a mix of retail and services along Main Street; the City’s civic center; marina and water-oriented recreation along the Suisun Channel; industrial uses and the Suisun-Fairfield Train Depot along the Union Pacific railroad tracks; a historic residential core west of Main Street and newer traditionally designed residential neighborhoods along the waterfront and east of the channel. The Suisun Slough and marsh area borders the Planning Area to the south and provides access to the natural and scenic resources and recreational activities along the waterways of the Delta and San Francisco Bay. The Planning Area also includes a neighborhood shopping center, a mobile home park, and the vacant, commercially zoned properties north of Highway 12.

SR 12 is a highway providing access into the Planning Area from an off-ramp at Civic Center Boulevard from eastbound SR 12; an off-ramp at Main Street from westbound SR 12; and an at-grade intersection at Marina Boulevard. The main access point into the Planning Area from the southwest is from Cordelia Road, which becomes Cordelia Street as it enters the City. The Suisun-Fairfield Train Depot, recreational waterfront, and regional bike trails provide access to the Waterfront District from the City of Fairfield, the eastern and northern parts of Suisun City, and the broader region.

2.1.1 Planning Districts

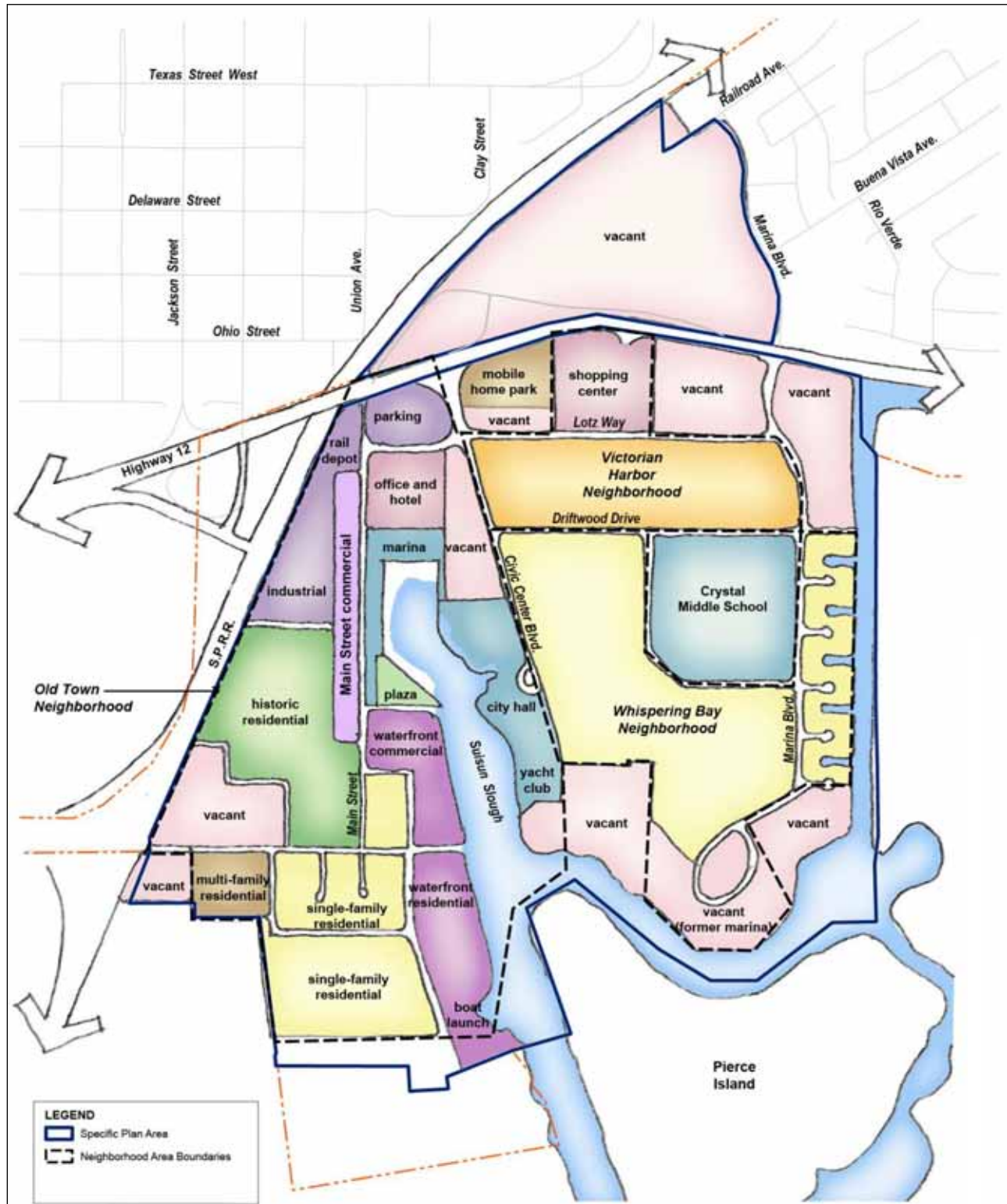
Eight planning districts are identified for the Planning Area (Figure 2-1). Figure 2-2 shows a general depiction of existing uses in the Planning Area.

Figure 2-1: Planning Districts



Source: AECOM 2015

Figure 2-2: Existing Land Uses



Source: AECOM 2015

District 1, Western Marina Boulevard and Highway 12

District 1 encompasses several large vacant or underutilized parcels along both sides of SR 12, zoned for commercial development. North of SR 12 is a vacant 30-acre property, bound by the railroad tracks on the west and Marina Boulevard on the east. Uses south of SR 12, north of Lotz Way include a small shopping center and vacant commercial parcel between the shopping center and Marina Boulevard. Future development of District 1 should anticipate working cooperatively and collaboratively with the County of Solano and the City of Fairfield to explore opportunities to enhance regional flood controls and storm water improvements.

District 2, Suisun-Fairfield Train Depot

District 2, the “Suisun-Fairfield Train Depot” district, is anchored by the historic Southern Pacific Company railway depot, located at the northernmost point of Main Street, where the SR 12 overpass crosses the Southern Pacific Railway. Across the street and east of Main Street is a Caltrans owned park-and-ride facility for the depot on Lotz Way. District 2 also includes an undeveloped parcel north of SR 12, along Main Street (commonly referred to as “Denver Curve”); and the industrial properties along Benton Court, west of Main Street, as shown in Figure 2-2.



Districts 1 and 2, Existing Site Context

District 3, Downtown Commercial Core

District 3, the “Downtown Commercial Core” consists of the properties immediately surrounding the Suisun Channel, including the marina area; Main Street and Harbor Plaza to the west; One Harbor Center to the north; and the Civic Center area to the east. Main Street, from SR 12 south to Morgan Street, serves as the spine and focal point for the Downtown Commercial Core. Paralleling the Suisun Channel, Main Street provides a reflection back to the historic past when Suisun City was a major shipping port. Along this street are one- and two-story commercial buildings, many of which have both historic and architectural value.

At the north end of the Suisun Channel is the site of the former Sheldon Oil facilities, which has been redeveloped with an informal open space green and plaza areas, referred to as Sheldon Plaza. Between Main and Kellogg Streets and the Suisun Channel, is a mix of commercial and light industrial uses, some related to the marina uses along the waterfront.



District 3 Existing Site Context

District 4, Historic Suisun City

District 4, “Historic Suisun City,” west of the Main Street commercial area, consists of the Old Town historic residential neighborhoods and a vacant property previously occupied by the old Crystal Elementary School.



District 4 Existing Site Context

District 5, Harbor Village/Victorian Harbor Neighborhood

District 5, the “Harbor Village/Victorian Harbor Neighborhood” is situated between Lotz Way, the Suisun Slough, Marina Boulevard, and Civic Center Boulevard. This neighborhood consists of single-family residences and multi-family apartment buildings, anchored by the Crystal Middle School. East of Marina Boulevard, north of Driftwood Drive is a vacant property adjoining Suisun Slough.



District 5 Existing Site Context



District 6, Cordelia Gateway Neighborhood

District 6, the “Cordelia Gateway Neighborhood,” south of the Main Street commercial area, consists of multi-family apartment buildings; a vacant parcel along the railroad tracks; and large single-family lots bordering the marsh land south of the district.

District 7, South Waterfront District

District 7, the “South Waterfront District,” at the southern edge of the Suisun Channel, at the corner of Walnut Street and Cordelia Street, is the location of the municipal boat launching facility and parking area.



Districts 6 and 7, Existing Site Context

District 8, Civic Center / Whispering Bay Waterfront

District 8, the “Civic Center / Whispering Bay Waterfront,” includes the civic center area, anchored by City Hall, and the Whispering Bay waterfront, which wraps the southeastern edge of the Planning Area. This district is bordered by Marina Boulevard / Marina Circle and Civic Center Boulevard on the north. West of Civic Center Boulevard are the City’s administrative offices, the Solano Yacht club, and open space and wetland areas.

This district also includes the former Whispering Bay marina, which was developed in the 1960s as a private marina, with docking facilities. Over the years, the docks and slips have deteriorated and have been removed. Siltation and lack of maintenance and dredging has made the facility nonfunctional; thus, making the area along Whispering Bay a key redevelopment and infill opportunity site.

Several undeveloped properties are located on the southern end of the Suisun Channel, near the terminus of Harbor Park Drive and Whispering Bay Lane. Development of these vacant properties and redevelopment of the former marina brings the potential to provide a circulation connection that joins Marina Boulevard to Civic Center Boulevard.

Across Suisun Slough from the Whispering Bay Neighborhood is Pierce Island, an undeveloped area currently designated as a dredge material disposal site and permanent open space. The island was formerly used for a series of oxidation ponds for sewage treatment.



District 8 Existing Site Context



2.2 Regulating Plans

2.2.1 Suisun City General Plan and Zoning Code

Development in Suisun City must comply with the Suisun City General Plan and Zoning Code. The General Plan specifies goals and policies that are designed to guide development and conservation in the City's Planning Area. The Specific Plan is required by State law to be consistent with the General Plan. The land use designation in the General Plan for the DWSP Area is "Downtown Waterfront Specific Plan" (Downtown Waterfront Specific Plan was the former name of the Specific Plan). The WDSP allows development consistent with the land use plan provided in Chapter 3.

The General Plan contains policies and goals relevant to the WDSP Area. Several elements of the General Plan have policies that form a framework for the Planning Area.

General Plan guiding principles that have the greatest general bearing on development in the Planning Area and with which the WDSP must be consistent include the following:

Community Character

1. ***Suisun City will strive to enhance the City's authentic, local identity as a vibrant waterfront community.***
 - Focus higher-density development and mixed-use projects in areas adjacent to the train/intermodal depot.

Destination Tourism and Entertainment

2. ***Suisun City will 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.
 - 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.

Downtown

3. ***Suisun City will 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.
 - Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
 - Provide convenient linkages from the train depot and other regional connectors to bring patrons to the Downtown.
 - Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
 - Foster transit-oriented development around the train/intermodal depot.

Neighborhood Vitality

4. ***Suisun City will ensure that neighborhoods maintain their character and vitality.***
 - Maintain complete, well-designed, and walkable neighborhoods, with places to gather, nearby services, and multimodal access to jobs, recreation, and other community and regional services.
 - Create policies and programs to maintain the character and vitality of neighborhoods.

Quality of Community Life

5. ***Suisun City will foster an inclusive, multigenerational community that is economically and ethnically diverse.***
 - 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.

Sustainability

6. ***Suisun City will practice economically, fiscally, and environmentally responsible municipal decision-making to avoid shifting today's cost to future generations.***
 - Use 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.

Transportation

7. ***Suisun City will provide choices for attractive, convenient transportation.***

- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train depot.

2.2.2 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, to guide development, and enhance public access.

BCDC has adopted the *San Francisco Bay Plan*, which includes land use policies that apply to portions of the Planning Area and areas adjacent to the Planning Area. The Bay Plan, which was initially adopted by the BCDC in 1968, signed into law by the California Legislature in 1969, and last updated in 2012, encompasses the San Francisco, San Pablo, and Suisun Bays and the 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 great natural resource for the benefit of present and 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, ports, water-related industrial uses, airports, freeways, bridges, recreational opportunities, wildlife refuges, and public shoreline access. The Bay Plan also recognizes the value of fish and wildlife resources. 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 landward of, and parallel to the shoreline of the San Francisco Bay.

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CHAPTER 3| LAND USE REGULATIONS

This chapter identifies the planning district land use and site concepts and permitted and conditionally permitted uses within each of the residential, commercial, and public facilities/open space land use zones in the Waterfront District Specific Plan (WDSP) Area (Planning Area). Uses that are not listed, but are consistent with the character and density and intensity of the land use zone, may be permitted through the Administrative Review process. This Chapter should be referenced in conjunction with Chapter 6, which describes the development standards and design guidelines governing development in the Planning Area, and Chapter 7, which describes the methods for the administering the Specific Plan, including the process for administrative review, conditional use, and temporary use permits.

3.1 Proposed Land Use Zones

Figure 3-1, “Land Use Map,” identifies the proposed land use zones governing development within the Planning Area. These land use zones govern the use of property and shall replace and supersede all previous zoning designations for the Planning Area. Refer to Section 3.3 for a description of the proposed changes to existing uses within the Plan Area.

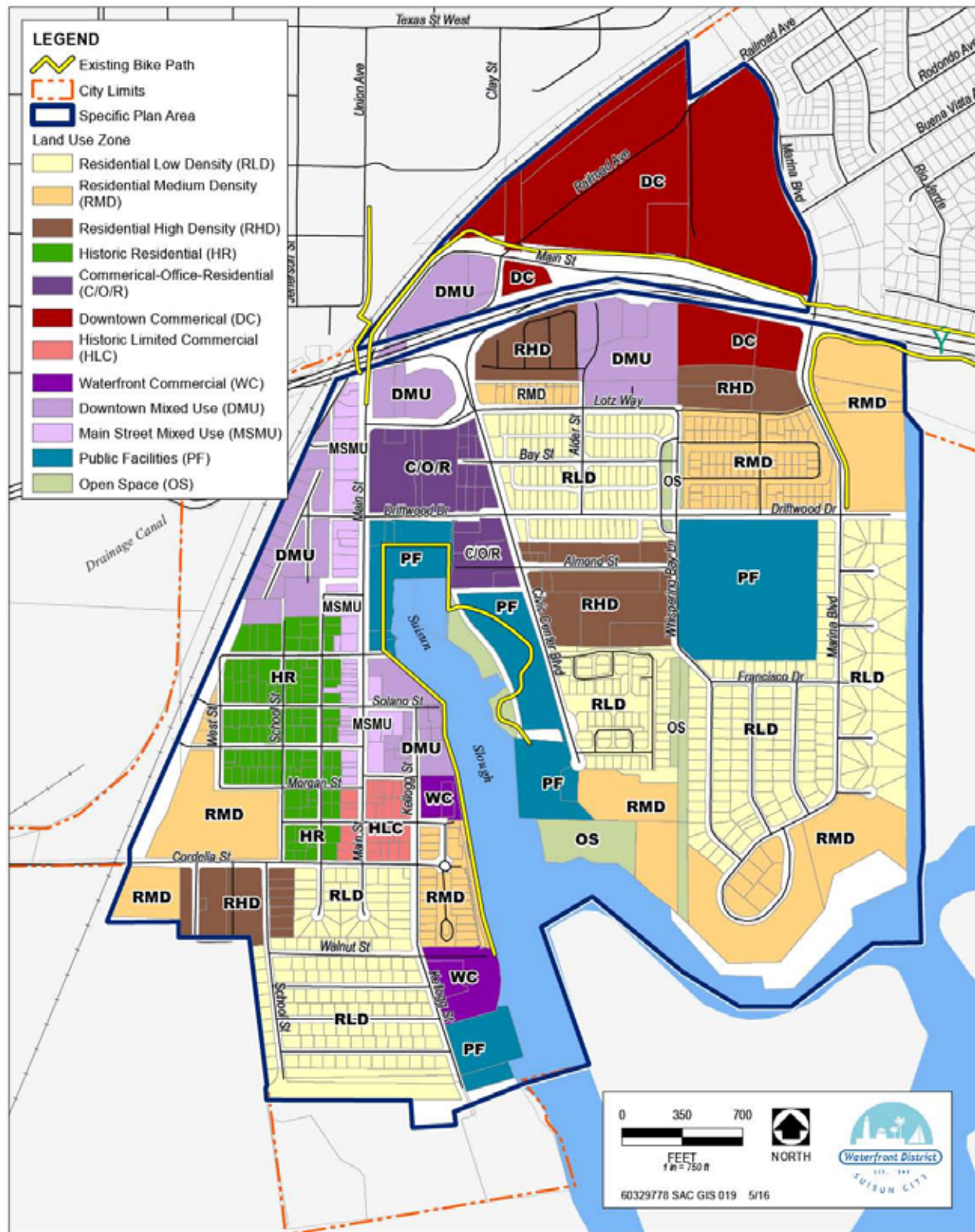
The City’s Development Services Department, Planning Division is responsible for administration and interpretation of all such policies and regulations of the City’s General Plan and other adopted planning documents, including this Specific Plan and the City’s Zoning Code.

3.1.1 Residential Zones

Four residential land use zones are established:

- RLD – Residential Low Density
- RMD – Residential Medium Density
- RHD – Residential High Density
- HR – Historic Residential

Figure 3-1: Land Use Map



Source: AECOM 2015



The Specific Plan's RLD, RMD, and RHD zones implement the General Plan's policies governing low-, medium-, and high-density residential development, with densities that are consistent with existing development and the Downtown Waterfront Specific Plan land use designation (the previous name of the Specific Plan). The HR zone is intended to implement the General Plan's policies for the preservation of the historic character of the Old Town residential neighborhood. Existing development that was legal when established, but may not conform to some of the standards in Tables 3.1-3.4 that follow or other regulations of this Specific Plan shall continue to be permitted to exist in their current state, but shall be subject to the standards for nonconforming uses, addressed in Section 7.5 of this Specific Plan. Refer to Section 7.6.2 for the process for use permits, including conditions of approval and findings required to grant use permits.

A. Residential Low Density (RLD) Zone

This zone provides for single-family and other lower-density residential development types between eight (8) and twelve (12) dwelling units per net acre.

TABLE 3.1: RESIDENTIAL LOW DENSITY ZONE ALLOWED USES	
Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Single-family dwelling ▪ Duplex, triplex ▪ Townhomes ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (care for 6 or fewer persons) ▪ Small residential care homes (care for 6 or fewer persons) ▪ Park, playground 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (care for 7 or more persons) ▪ Large residential care homes (care for 7 or more persons) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Mobile home park
<ul style="list-style-type: none"> ▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	

B. Residential Medium Density (RMD) Zone

This zone provides for a wide variety of residential development of between 12.1-24 dwelling units per net acre, including detached and attached single-family and multi-family dwellings.

This zone is also intended to allow and encourage some commercial uses along the waterfront, particularly on residential lots with waterfront access. Limited commercial uses on these lots allow for design or conversion of ground floor space for this purpose. A Conditional Use Permit, as addressed in Chapter 7, is required to ensure compatibility of commercial development with the surrounding residential neighborhoods.

The allowed uses in the RMD Zone are intended to be consistent with the Promenade at Delta Cove project. In the case of any conflict between allowable uses in the RMD Zone and the Promenade at Delta Cove project, as addressed in Resolution 2003-57, the Promenade at Delta Cove Design Guidelines shall prevail.

TABLE 3.2: RESIDENTIAL MEDIUM DENSITY ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Single-family dwelling ▪ Duplex, triplex ▪ Secondary dwelling units or guest houses ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park ▪ Multi-family dwellings (i.e., apartments, condominiums)
<ul style="list-style-type: none"> ▪ Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	



C. Residential High Density (RHD) Zone

This zone provides for a wide variety of multi-family residential development types between 24.1-54 dwelling units per net acre. This zone is also intended to support high-density infill development in appropriate locations throughout the Planning Area, particularly near the Suisun-Fairfield Train Depot.

This zone also allows and encourages some commercial uses to allow for design or conversion of ground floor space for this purpose. A Conditional Use Permit, as addressed in Chapter 7, is required to ensure compatibility of commercial development with surrounding areas.

TABLE 3.3: RESIDENTIAL HIGH DENSITY ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> Single-family attached dwellings Duplex, triplex Multi-family dwellings (i.e., apartments, condominiums) Live-work units Rooming and boarding houses Secondary dwelling units or guest houses Small family day care homes (caring for 6 or fewer persons) Small state licensed residential care homes (caring for 6 or fewer persons) Park, playground 	<p>Administrative Review:</p> <ul style="list-style-type: none"> Bed and breakfast inn Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) Large family day care homes (caring for 7 or more persons) Large state licensed residential care homes (caring for 7 or more persons) Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor Mobile home park
<ul style="list-style-type: none"> Any other uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	

D. Historic Residential (HR) Zone

This zone, along with Main Street and the waterfront, comprise the first area of settlement, which contributed significantly to the culture and development of the City. The HR zone contains a number of historic structures, which are a highly valued part of the City's heritage. The Solano County Landmarks Commission has, through the publication: "Our Lasting Heritage," documented the historical and architectural value of a number of properties in the HR area. Some of these are good examples of earlier architectural styles and exemplify elements of outstanding attention to design, detail, materials, and/or craftsmanship.

The Cultural Resources chapter within Volume II, Technical Background Reports of the General Plan Update (adopted in May 2015) lists known cultural resources and contributing resources to the Suisun City Historic District, an area bounded by Sacramento Street to the north, West Street to the west, Cordelia Street to the South, and Kellogg and Main Streets to the east. This district is comprised of 95 contributing buildings, including residences, commercial, and social/religious buildings that have historically been associated with the Downtown Core of the City and retain their integrity.

The specific purpose and intent of the HR zone, as summarized by the following objectives, is to ensure that this area continues as a viable residential neighborhood and ensure the City's cultural heritage, as reflected in its historic structures, sites, and features, is not destroyed.

- Preserve and protect historic structures.
- Preserve and maintain the Historic Residential area embodied in the HR zone as a cohesive neighborhood unit.
- Enhance property values.
- Ensure that the community's cultural heritage, as reflected in the built environment, is not lost.
- Encourage redevelopment of vacant and incompatible structures to develop in accordance with the historic character of the zone.
- Provide for rehabilitation, additions, and modifications to existing structures in a manner that is sensitive to the historic qualities of these structures.

The HR zone applies to the existing Old Town residential neighborhood and is intended to accommodate a mix of single-family homes, duplexes, multi-family dwellings, and compatible non-residential uses that maintain the historic character of the area. This zone permits residential development of between six (6) to eighteen (18) dwelling units per net acre.

No mobile home, as defined by the City Zoning Code, or camping unit, designed to be carried or towed by a motor vehicle, tent, mobile living unit, boat, trailer, or freight van shall be stored in any front or side yard



adjacent to a public street within the HR zone longer than seven (7) consecutive days without obtaining a Temporary Use Permit, as addressed in Chapter 7. Storage beyond the time allotted for a temporary use is prohibited. Manufactured homes must comply with the standards for manufactured homes in Chapter 18.50 of the City Zoning Code and with the design guidelines applicable to the HR zone, addressed in Chapter 6 of this Specific Plan.

Refer to Chapter 6 for development standards and Appendix A for special architectural review, demolition, and renewal procedures that apply to the HR zone.

TABLE 3.4: HISTORIC RESIDENTIAL ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Single-family dwellings ▪ Duplex, triplex ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Lodges, fraternal organizations <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Limited commercial uses (e.g., café, coffee shop, restaurant), limited to 40% of the net building area of development on the ground floor ▪ Mobile home park ▪ Multi-family dwellings (i.e., apartments, condominiums)
<ul style="list-style-type: none"> ▪ Any other neighborhood-oriented uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	

3.1.2 Commercial Zones

Six commercial land use zones are established:

- MSMU – Main Street Mixed Use
- C/O/R – Commercial/Office/Residential
- HLC – Historic Limited Commercial
- DMU – Downtown Mixed Use
- DC – Downtown Commercial
- WC – Waterfront Commercial

A. Main Street Mixed Use (MSMU) Zone

This zone is primarily devoted to preserving and enhancing the mix of retail, entertainment, and destination uses in the Downtown Core. This Specific Plan is intended to encourage the historic mix of uses, which typically consisted of a retail or personal service business in the ground floor storefront facing Main Street, with small commercial, professional offices or residential uses on the upper floor(s) and behind the Main Street frontage use. Main Street retailers have traditionally sold a combination of convenience items and services for everyday needs (e.g., butcher, baker, shoe shop) and specialty items, such as clothing, jewelry, gifts and antiques. Restaurants, cafes, and similar eating and entertainment establishments were also commonplace. Large bulk retail businesses, such as furniture sales, automotive, or wholesale uses were generally found only on the fringes of the Downtown, if at all. Permitted and conditionally permitted uses within this zone are identified in Table 3.5.

Businesses and buildings on Main Street are encouraged to face or orient toward Main Street. Buildings on adjacent streets within the Downtown Core should orient to Harbor Plaza and/or the marina.

**TABLE 3.5: MAIN STREET MIXED USE ZONE ALLOWED USES**

Permitted Uses ¹	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Art, modeling, music, and/or dance studio (U) ▪ Artist studios; art supply stores ▪ Bed and breakfast inn ▪ Business services (U) ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Finance, insurance, and real estate offices ▪ General merchandise and hardware store ▪ Movie theater ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices (U) ▪ Specialty retail shops³ 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Food and grocery stores ▪ Medical health care facility ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial amusement or entertainment ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Reupholstery and furniture repair; antique refinishing ▪ Residential dwellings² ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
<p>▪ Any other retail, service, or public/quasi-public uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above.</p>	
<p>Notes:</p> <ol style="list-style-type: none"> 1. Where a “U” is denoted next to a particular use, that use is permitted on the upper floor(s) of a building. 2. Permits the same type of residential dwellings as the RHD zone. 3. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services. 	

B. Commercial/Office/Residential (C/O/R) Zone

The C/O/R zone is envisioned to be developed with a mix of uses, including business/professional offices, retail commercial, dining, and entertainment uses. Offices and a hotel have already been established in this zone. Residential uses are also permitted to be developed as a “stand alone” development or as an integrated part of a commercial/office development (e.g., on upper floors over ground floor commercial uses). Because of the unique character of the site and its strategic location, any proposed uses and development for all or any portion of the site must be approved through the Planned Unit Development process, as described in Chapter 7 of this Specific Plan.

Generally, permitted and conditional uses allowed in this zone are the same as those specified in the MSMU zone, described above, and in

addition, stand-alone residential projects may comply with the allowed uses specified for the RMD zone. Specific uses, location, layout and character of development shall be established by approval of a Planned Unit Development permit by the Planning Commission and City Council. Notwithstanding the flexibility provided by the PUD process, development standards should generally conform to those provided by the MSMU zone.

C. Historic Limited Commercial Zone

This zone applies to the area south of Harbor Plaza facing Main Street and east to Kellogg Street. This area is currently predominantly residential but is expected to gradually convert to commercial and/or office uses, which are compatible with residential uses. Because most of the structures are historic and still occupied by residential uses, any commercial conversions of these structures should preserve the significant historical characteristics of the buildings and avoid adverse impacts to the nearby residences. Therefore, office and commercial uses should be low intensity in nature and occur as conversions, rather than replacement of structures.

Generally, residential and public uses are permitted and commercial/office uses are listed as Conditional Uses. Commercial uses for which a valid City business license has been issued, which are existing at the time of adoption of this document are considered to be conforming uses and do not require a Conditional Use Permit to continue.

**TABLE 3.6: HISTORIC LIMITED COMMERCIAL ZONE ALLOWED USES**

Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Single-family dwellings ▪ Duplex, triplex ▪ Multiple-family dwellings (i.e., apartments, condominiums)¹ ▪ Nursing home, rest home, convalescent home ▪ Secondary dwelling units or guest houses ▪ Small family day care homes (caring for 6 or fewer persons) ▪ Small state licensed residential care homes (caring for 6 or fewer persons) ▪ Park, playground ▪ Specialty retail shops² 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Home occupations/Live-work (subject to standards in Section 3.2.4 of this Specific Plan) ▪ Large family day care homes (caring for 7 or more persons) ▪ Large state licensed residential care homes (caring for 7 or more persons) ▪ Neighborhood service use ▪ Optical shop or optometrist ▪ Personal and business services ▪ Professional or medical offices <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) ▪ Reupholstery, furniture repair; antique refinishing ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
<ul style="list-style-type: none"> ▪ Any other neighborhood-oriented commercial retail, service, or public/quasi-public uses that is similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	
<p>Notes:</p> <ol style="list-style-type: none"> 1. Permits the same type of residential dwellings as the HR zone. 2. Specialty retail shops are defined as small retail stores with distinctive, one-of-a-kind merchandise, often supplied locally, not including sale of age-restricted goods or providing age-restricted services. 	

Refer also to the performance standards in Chapter 7 for use permit approval requirements in the HLC zone.

D. Downtown Mixed Use (DMU) Zone

This DMU zone is proposed as a new commercial mixed-use zone, intended to replace the General Commercial and Commercial Service zone designations that are proposed to be phased out in both the General Plan Update, adopted in 2015 and the Zoning Code Update, planned for adoption in 2016. This zone allows a mix of retail, commercial service, civic, office, and other complementary non-residential uses, as well as higher-density residential development. Allowed uses permitted within the DMU zone are indicated in Table 3.7.

TABLE 3.7: DOWNTOWN MIXED USE ZONE ALLOWED USES

Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Antique shop ▪ Art, modeling, music, and/or dance studio ▪ Artist studios; art supply stores ▪ Bed and breakfast inn ▪ Business services ▪ Clothing and costume stores ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Eating and drinking places ▪ Educational services ▪ Finance, insurance, and real estate offices ▪ Food and grocery stores ▪ General merchandise and hardware store ▪ Medical health care facility ▪ Theater (i.e., motion picture or live) ▪ Optical shop or optometrist ▪ Personal services ▪ Professional or medical offices ▪ Specialty retail shops¹ ▪ Residential dwellings² 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Commercial amusement or entertainment ▪ Commercial retail or services greater than 40,000 square feet ▪ Drive-through facilities (only north of Driftwood Drive) ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Furniture stores ▪ Hospital ▪ Reupholstery and furniture repair; antique refinishing ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
<p>Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above.</p>	
<p>Notes:</p> <ol style="list-style-type: none"> 1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services. 2. Permits the same type of residential dwellings permitted in the RHD zone. 	



E. Downtown Commercial (DC) Zone

This DC zone is proposed as a new commercial zone to replace the General Commercial and Commercial Service zone designations that are proposed to be phased out in the 2035 General Plan and future Zoning Code update. This zone is intended to accommodate primarily retail and commercial services, but also allows complementary office, civic, and recreational uses. Allowed uses permitted within the DC zone are shown in Table 3.8.

TABLE 3.8: DOWNTOWN COMMERCIAL ZONE ALLOWED USES	
Permitted Uses	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Art, modeling, music, and/or dance studio ▪ Auto parts, sales, without repair ▪ Business services ▪ Commercial services ▪ Communication services ▪ Community social services ▪ Drive-through facilities ▪ Dry cleaning, laundry ▪ Eating and drinking places ▪ Educational services ▪ Entertainment (i.e., nightclub and bar/lounge) ▪ Food and grocery stores ▪ Finance, insurance, and real estate offices ▪ General retail and merchandise stores ▪ Medical health care facility ▪ Optical shop or optometrist ▪ Lodge, fraternal organization or club ▪ Parks and open space ▪ Personal services ▪ Professional or medical offices ▪ Theater (i.e., motion picture or live) ▪ Specialty retail shops¹ 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Bed and breakfast inn ▪ Commercial amusement or entertainment ▪ Hospital ▪ Public/quasi-public use (e.g., community center, school, fire station, library, church) <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Automotive service and repair ▪ Manufacturing uses greater than 5,000 square feet ▪ Research and development and laboratory facilities ▪ Wholesale or warehouse facilities, as an incidental use ▪ Corporation yard, as an incidental use ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services.
<ul style="list-style-type: none"> ▪ Any other retail, service, public/quasi-public, or residential uses that are similar in nature, function, and operations to the permitted, administrative review clearance, and conditionally permitted uses listed above. 	
<p>Notes:</p> <p>1. Specialty retail shops are defined as small retail stores with distinctive merchandise, often supplied locally or with a local theme, not including sale of age-restricted goods or providing age-restricted services.</p>	

F. Waterfront Commercial (WC) Zone

This WC zone is located behind or to the east of Harbor Plaza, adjacent to the waterfront and marina. This zone also exists south of the RM zone and north of the City boat launch. Because of its proximity to both the marina and Main Street, this area is expected to accommodate elements of both Main Street retail and related uses, as well as uses which are needed to serve the marina and boat owners or are required by their nature to be located adjacent to the Waterfront.

TABLE 3.9: WATERFRONT COMMERCIAL ZONE ALLOWED USES

Permitted Uses	Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Uses as permitted within the Main Street Mixed Use zone ▪ Boat equipment sales, supplies, and marine products and accessories ▪ Boat and marine sales and services, where service is accessory to the sales operation ▪ Marina, public access, and related public facilities ▪ Sales of products for boating and water recreation activities ▪ Water-oriented commercial, entertainment, and similar uses that are connected to the water or related to water-related activities 	<p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Boat repair and service, not accessory to a sales operation ▪ Boat storage ▪ Manufacture/assembly of boating products ▪ Gas sales for boat use only ▪ Convenience market ▪ Shops selling age-restricted goods or providing age-restricted services
<ul style="list-style-type: none"> ▪ Any other retail, service, public/quasi-public uses similar in nature, function, and operations to the permitted and conditionally permitted uses listed above. 	



3.1.3 Public Facilities/Open Space Zones

Public facilities and open space land use zones to be established include:

- PF – Public Facilities
- OS – Open Space

The allowed uses within each of these zones follow in Tables 3.10-3.11. Chapter 5 provides a more detailed description of the parks and open space concepts and facilities envisioned within the Planning Area.

A. Public Facilities (PF) Zone

The Land Use Map designates locations of existing and planned public facilities. Existing facilities include the public marina, schools, neighborhood parks, common parking areas, and the Civic Center. The PF zone is intended to accommodate a variety of facilities, including but not limited to: parks, schools, civic facilities, parking, and trails provided for the recreation or service of the community.

TABLE 3.10: PUBLIC FACILITIES ZONE ALLOWED USES

Permitted Uses ¹	Administrative Review and Conditionally Permitted Uses
<ul style="list-style-type: none"> ▪ Parks and common greens ▪ Recreational facilities ▪ Public and private marinas, including guest docks, boat launches, and related facilities ▪ Uses occurring on a floating vessel moored in the water within or adjacent to the marina (e.g., conference facilities, restaurant, nightclub or cabaret, and other entertainment uses) ▪ Social or recreational center, club, or lodge ▪ Parking and transportation facilities 	<p>Administrative Review:</p> <ul style="list-style-type: none"> ▪ Any other uses which are similar in nature, function, or operation to permitted uses listed. <p>Conditionally Permitted:</p> <ul style="list-style-type: none"> ▪ Any other uses in which the Planning Division, Planning Commission, or City Council on appeal finds to be consistent with the intent of the zone, subject to certain conditions or restrictions.
<ul style="list-style-type: none"> ▪ Any other public/quasi-public or recreational uses, similar in nature, function, and operations to the permitted uses listed above. 	

B. Open Space (OS) Zone

The Land Use Map also designates the location for open space within the Planning Area. This district is intended to accommodate a variety of passive recreational and open space facilities, including wetland and natural areas to remain open/undeveloped, drainage areas, and waterfront trails/promenades.



Live-work example in the Delta Landing neighborhood

3.1.4 Special Use Regulations

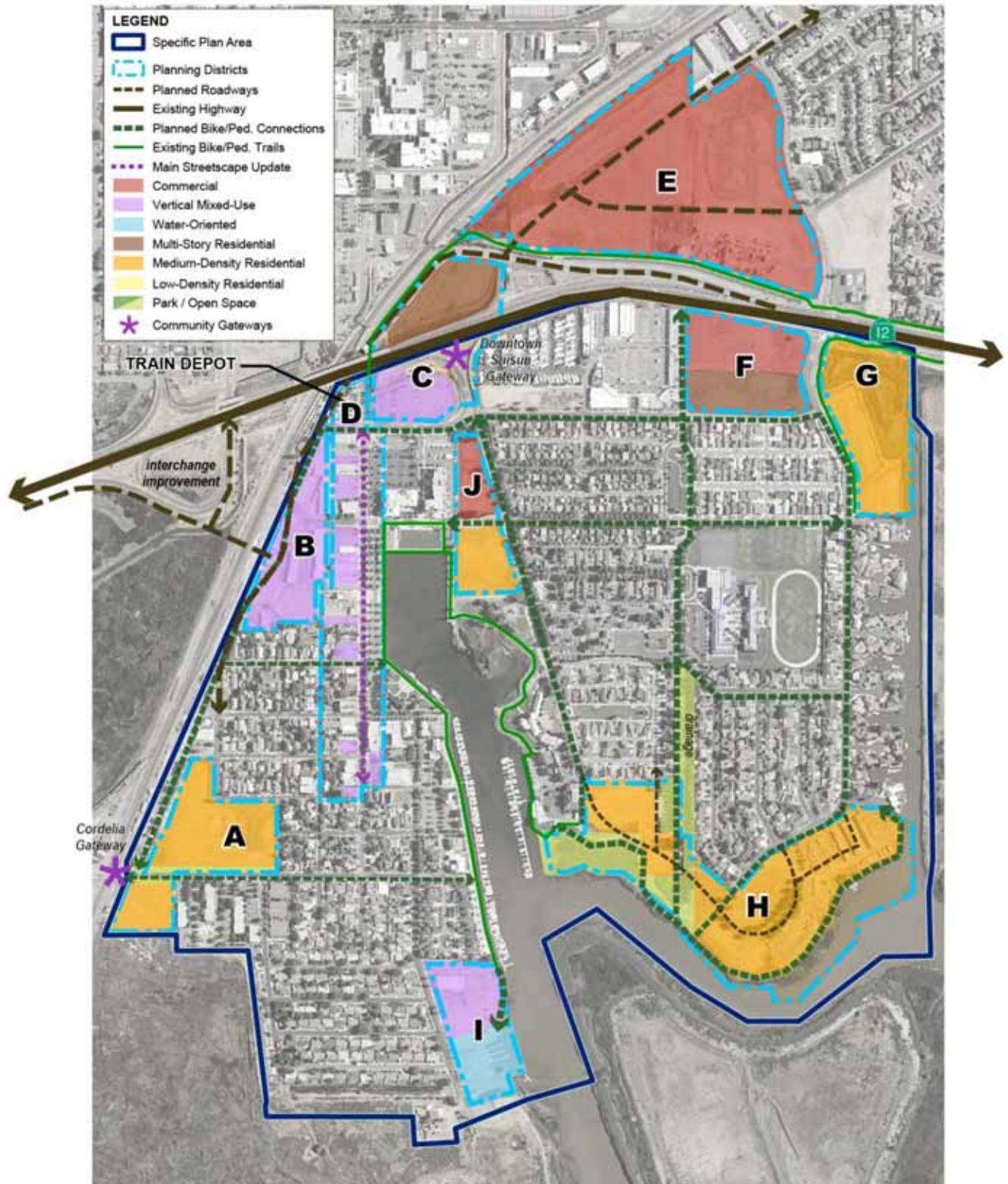
Special use regulations in the City's Zoning Code shall apply to the Planning Area, unless otherwise noted.

- Live-work development shall be permitted in accordance with the regulations in Chapter 18.52 of the City Zoning Code.
- Home occupations shall comply with the standards in Chapter 18.50 of the City Zoning Code, except the following activities may be exempt from these requirements, provided all other criteria for home occupations are met.
 - Newspaper clipping service;
 - In-home sales, provided no stock in trade is kept at the licensed address;
 - Mail order services where no stock in trade is kept on the premises;
 - Music lessons, tutoring, and similar activities, when only one student is present at any one time;
 - The workplace of an artist;
 - Janitorial services; and
 - Laundry and tailoring services.

3.2 District and Opportunity Area Concepts

The Planning Area has been organized into eight distinct planning districts, as identified in Chapter 2, that serve as a framework for the proposed land use updates in this Plan. The land use and site development vision for each of these planning districts and the key opportunity areas within these districts are shown in Figure 3-2 and summarized in Table 3-11 that follows.

Figure 3-2 District and Opportunity Area Land Use Concept



Source: AECOM 2015

TABLE 3.1 I: Specific Plan District Features and Opportunity Areas

Specific Plan District Features	Opportunity Area Land Use Concept
District 1: Western Marina Boulevard and Highway 12	
<ul style="list-style-type: none"> ▪ Consists of: <ul style="list-style-type: none"> – Opportunity Area E, a 30-acre commercial property north of Highway 12 and west of Marina Boulevard; and – Opportunity Area F, currently occupied by an aging shopping center and several vacant parcels. ▪ Proposed extension and realignment of Railroad Avenue to align with the on-ramp to Highway 12 and new roadway network designed to connect with surrounding area roadways, including a potential connection across the railroads tracks to the City of Fairfield. ▪ New bicycle trail network to connect with the Central County Bikeway, traveling along the north side of Highway 12 (see Figure 3-1). ▪ New landscaped entry gateway features along Highway 12, advertising Downtown. 	<ul style="list-style-type: none"> ▪ Opportunity Area E is designated for Downtown Commercial uses and envisioned as a walkable, mixed-use, commercial and entertainment district. ▪ Opportunity Area F is designated for Downtown Commercial and High Density Residential uses, to permit a variety of neighborhood retail and service uses and high density multi-family housing development.
District 2: Suisun-Fairfield Train Station	
<ul style="list-style-type: none"> ▪ Consists of: <ul style="list-style-type: none"> – Opportunity Area B, an industrial area adjacent to the railroad tracks; and – Opportunity Area C, which includes the historic train depot and park-and-ride surface parking lot south of Highway 12 and the Denver Curve property, north of Highway 12. ▪ Building reuse and industrial-themed design opportunities within Opportunity Area B. ▪ Proposed Highway 12 interchange improvements at the Webster and Jackson Street exit that includes a new roadway connection south of Highway 12 crossing the railroad tracks into the plan area and connecting with a new segment of Railroad Avenue that will parallel the railroad tracks. 	<ul style="list-style-type: none"> ▪ Opportunity Area B is designated for Downtown Mixed Use development, allowing for a variety of commercial or service uses on the ground floor and housing or offices above. ▪ Opportunity Area C is designated for Downtown Mixed Use development, intended to support stand-alone, high-density residential uses that provide housing close to the train depot or high-density housing in a mixed-use development. The area is also intended to replace the park and ride lot with a parking structure and mixed-use development that may include a visitor information center, specialty retail shops, neighborhood services, and residential common space on the ground floor; while high-density housing is provided above.

**TABLE 3.1 I: Specific Plan District Features and Opportunity Areas**

Specific Plan District Features	Opportunity Area Land Use Concept
District 3: Downtown Core	
<ul style="list-style-type: none"> Consists of: <ul style="list-style-type: none"> Opportunity Area D, the properties along both sides of Main Street; and Opportunity Area J, which includes the vacant properties to the east of the Suisun Channel and south of One Harbor Drive. Preservation and enhancement of the traditional Downtown and waterfront character Uses oriented to the waterfront, with pathways extending to and connecting to the adjacent waterfront trails/promenade 	<ul style="list-style-type: none"> Opportunity Area D is designated as Main Street Mixed Use, west of Main Street and includes Public Facilities, Downtown Mixed Use, and C/O/R uses east of Main Street. Main Street is envisioned for new infill development, façade improvements, and rehabilitation of historic structures, consistent with the traditional forms and character already present in the district; as well as, streetscape enhancements, including new planting areas, sidewalks, and pedestrian amenities along the west side of Main Street. Opportunity Area J is designated for C/O/R uses, such as a small hotel and additional new residential development, compatible in scale to residential uses east of Civic Center Boulevard and designed to orient to and take advantage of waterfront views.
District 4: Historic Suisun City	
<ul style="list-style-type: none"> Consists of the largely developed historic residential portion of Suisun City and the site of the former Crystal Middle School. New development to preserve the historic resources, mix of architectural styles, residential scale, and distinct character of the Old Town neighborhood. 	<ul style="list-style-type: none"> Opportunity Area A is designated for medium density housing that would be compatible with the scale and character of the surrounding historic residential neighborhood area.
District 5: Harbor Village / Victorian Harbor Neighborhood	
<ul style="list-style-type: none"> Consists of the more recently established residential area, east of Civic Center Boulevard and a vacant opportunity site (Opportunity Area G) on the southeast corner of Lotz Way and Marina Boulevard. New development to be compatible with the traditional neighborhood forms and residential character established in the area and to connect with adjacent recreational trails. 	<ul style="list-style-type: none"> Opportunity Area G is designated for medium density housing, with opportunities for units to face onto Marina Boulevard and the waterfront, open space, and recreational trail connections available along the Suisun Slough.

TABLE 3.1 I: Specific Plan District Features and Opportunity Areas

Specific Plan District Features	Opportunity Area Land Use Concept
District 6: Cordelia Gateway	
<ul style="list-style-type: none"> Consists of the residential neighborhood area south of Cordelia Street and Opportunity Area A. Cordelia Street is a secondary gateway into Downtown Suisun City. 	<ul style="list-style-type: none"> Opportunity Area A is designated for medium density housing that would be compatible with the scale and character of the surrounding neighborhood area.
District 7: Southern Waterfront	
<ul style="list-style-type: none"> Consists of the waterfront area, located at the existing City boat launch facility. Development concepts for this area were explored in the <i>Southern Waterfront Design Report</i>. 	<ul style="list-style-type: none"> Envisioned to continue to serve as a boat launch facility, enhanced with the addition of marine-related uses, boating activities, and recreational and entertainment uses that take advantage of the area's access to the water.
District 8: Civic Center / Whispering Bay Waterfront	
<ul style="list-style-type: none"> Consists of the waterfront parcels on the southeast end of the Suisun Slough, which includes the Suisun City Civic Center, yacht club, preserved wetland and open space areas, and vacant parcels within Opportunity Area H. New linear open space and trails proposed along the Whispering Bay waterfront and along the western edge of the drainage channel, south of Whispering Bay Lane (to connect with and extend from the promenade/waterfront trails that currently terminate at the Civic Center and to other City designated bikeways). 	<ul style="list-style-type: none"> Opportunity Area H is designated for medium density residential development and open space that provides the opportunity for a waterfront residential community, with unique views and recreational access to the waterfront.



3.3 Proposed Land Use Changes

This Plan is intended to guide land use change; revisions to circulation, parks, open space, and public facilities; and include additional property compared to the 1999 Specific Plan. Previous plans for the Planning Area are provided in Appendix B, “Early Specific Plan Figures.”

For most of the Planning Area, the City does not anticipate substantial land use change. During the process of providing this update, the City facilitated a focused discussion on land use and design within key “opportunity areas” that have the potential to accommodate new development (see Figure 3-3). Proposed land use and site development changes for each of the opportunity areas are summarized below.

1. **Reconfiguration of the Marina Areas.** The original 1983 Specific Plan called for approximately 400 boat slips in four marina areas: including on the west side of the channel, the northeastern corner at the head of the channel, the northeast side of Pierce Island, and at the eastern portion of the Whispering Bay area. The 1999 Specific Plan envisioned reconfiguration of the marina areas, with boat slips proposed adjacent to the Whispering Bay site (Site A on Figure B-2) and along the west and north sides of the main channel, where the land would be excavated and the channel dredged). The proposed marina on Pierce Island was never constructed and the marina along Whispering Bay has been removed. Currently, boat slips exist along the southwestern portion of the Suisun Channel.
2. **Additional Sites Incorporated Into the Specific Plan Area.** Two opportunity areas to be added to the Specific Plan are shown within Areas C and Areas E on Figure 3-2. Both properties – the “Denverton Curve” property and “30-acre” property – are located north of Highway 12 and are currently zoned General Commercial. The Denverton Curve property in Area C can accommodate housing opportunities, supporting ridership along the Capitol Corridor. Area E is envisioned to develop as a mixed-use area with easy access to and from Downtown Suisun City, as well as the city of Fairfield.
3. **Whispering Bay.** The 1983 Specific Plan designated Area H for medium-density housing and marina and marina services (Site A, Figure B-2). The 1999 Specific Plan Amendment proposed low-density residential uses, envisioned to be programmed with 48 single-family units to be placed on 6,400 square foot lots, with a waterfront street, marina slips, and parking. This Specific Plan Update envisions Area H for medium-density residential development, with homes fronting Whispering Bay, a new street connecting Marina Bay and Civic Center Boulevards and extension of the marina promenade/trail along the Whispering Bay waterfront.

Figure 3-3: Illustrative Site Concept Plan





4. **Expansion of the Boat Launch Facilities and Marine Related Services.** Area I (Site H on Figure B-2) was designated in the 1983 Specific Plan for marina industry, marina slips, and a park. The 1999 Specific Plan designates this area for 70 condominiums and public access to the waterfront, along with marina slips. The 1999 Specific Plan calls for this site to be used to expand the City's existing boat ramp.

Existing land uses consist of both marine and non-marine related service and industrial operations with outdoor storage. The southern portions of the site include the marine sales/services building and two concrete boat launch ramps. This Specific Plan Update designates the northern portions of this site for Waterfront Commercial – allowing a wide range of water-related and water-oriented uses. The southern portion of the site, containing the boat ramps, is proposed to be designated Public Facilities – anticipating continued public water access and boating-related facilities.

5. **Additional Housing.** A variety of additional housing densities and types is supported throughout the Planning Area, including low-density, single-family residential homes in Area G; medium-density residential opportunities in Areas A and H and portions of Area J; and higher-density residential in Areas C and F. Additionally, upper story residential development is encouraged within the mixed-use, multi-story buildings along Main Street (Area D) and in Areas B and C, adjacent to the Downtown Commercial Core.
6. **Refinements to the Placement of Proposed Land Uses at the Sheldon Oil Site.** Area J (referenced as Site F in the 1999 Specific Plan) was the location of an oil distribution and storage business known as the Sheldon Oil Company. The 1983 Specific Plan designated this area as Medium Density Residential, marina, water related commercial, specialty retail/office, and public access to the water. The 1999 Plan proposes approximately the same type of retail, commercial and residential uses, with additional marina slips (both public and private).

Since the development of earlier plans, there has been substantial excavation and removal of the existing oil storage tanks, the previously existing one-story office building, and truck service facilities. The site is currently occupied by the 4-story hotel and a three-story Class A office building north of Driftwood Drive. A waterfront promenade and common green space is located between Driftwood Drive and the northern end of the Suisun Channel. The eastern portions of the site remain undeveloped and are proposed to be designated C/O/R, with the potential to be developed with commercial, office, retail, a hotel, and housing uses.

7. **Intermodal Transportation Center.** The area just south of where the railroad passes under Highway 12 (Site E in Appendix B-2) is the site of the historic train depot and several commercial buildings that date from the 1960s. The historic depot has been renovated as an intercity rail station for the Capitol Corridor intercity rail line. The site has been renovated to include an intermodal transportation center and related ticketing and waiting area, in both new and existing buildings. Transportation modes served by the station include intercity bus, local transit, and van/car pools. Existing land use designations and the proposed land use designation of the site as mixed-use accommodates both the public intermodal facility and related commercial uses.
8. **Pierce Island.** The northern portion of Pierce Island (Area J in Appendix B-2) was designated by the 1983 Specific Plan for the disposal of dredge material with eventual development as resort hotels, recreational facilities, marina and related commercial uses. A road to link the island with the mainland was proposed. The 1999 Specific Plan designates the island as a dredge material disposal site and open space. An area of 35 acres has been permitted by both federal and State authorities to serve as a disposal site for dredge material. 35 acres of the island has been turned into tidal wetlands and will remain as permanent Open Space. The remaining four acres consist of levees and an equipment staging area on the north end of the island. No additional changes from the 1999 Specific Plan are proposed for this site.
9. **Expansion of the Old Town--Historic Residential and Commercial Area.** As shown on Figure B-2, the 1983 Specific Plan Land Use Designations concentrated on the areas fronting on Main and Kellogg Streets. In Appendix B-2, commercial/retail spaces in these areas were proposed to be rehabilitated in keeping with the historic character of the area; however, the entire area of the existing Old Town residential and commercial district (Area K) was added to the Planning Area. A new bypass road from north of Driftwood Drive to Cordelia Street, parallel to the railroad tracks was proposed to improve circulation within the area. This Specific Plan Update proposes to focus on several major opportunity areas for change within the Old Town area, including Area A, the former Crystal Elementary School site; Area B mixed-use redevelopment of the industrial properties around Benton Court; and Area D, infill and redevelopment opportunities along Main Street. Other parts of the Old Town area have been developed or are more established and provide less opportunity for change.



CHAPTER 4 | TRAFFIC + CIRCULATION

4.1 Vehicular Access

4.1.1 Regional Vehicular Access

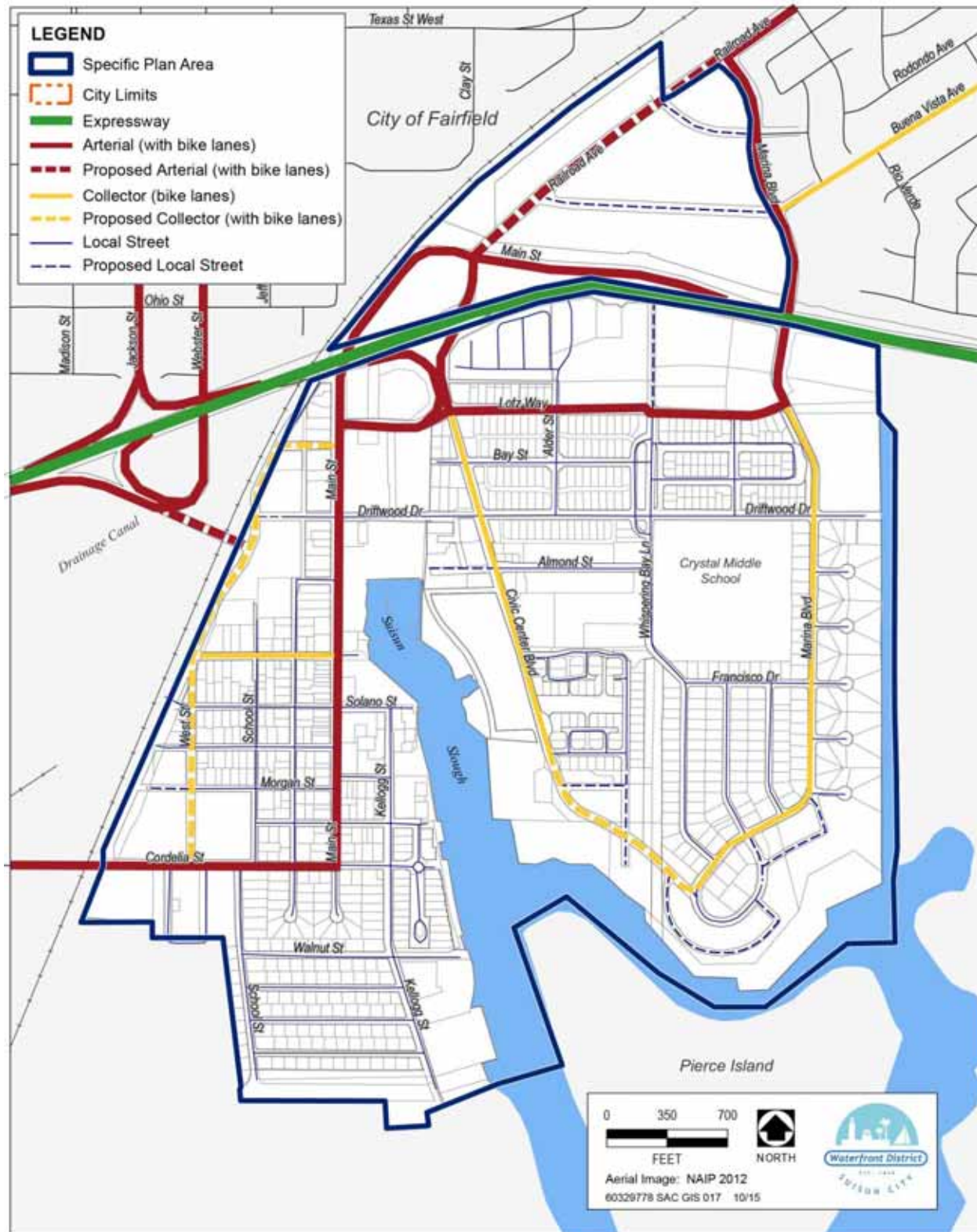
Regional access to the Waterfront District Specific Plan (WDSP) Area (Planning Area) is shown in Figure 4.1. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. In order to access the Planning Area, most drivers must get on State Route 12 (Highway 12) and use the Civic Center Boulevard exit if they are traveling eastbound or the Main Street exit if they are traveling westbound. As an alternative route, drivers can use the at-grade intersections at Pennsylvania Avenue to the west, entering Suisun City via Cordelia Street or at Marina Boulevard to the east.

- **State Route 12** is a four-lane highway east of Marina Boulevard. It runs east-west in the vicinity of Suisun City and connects to Interstate 80 about two miles to the west. Near Suisun City, it has two at-grade intersections, with Marina Boulevard and with Pennsylvania Avenue.
- **Cordelia Street** is two-lane rural arterial roadway that runs east-west from Interstate 80 to the west and to Main Street to the east. It is generally narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with parking lanes and sidewalks. Cordelia Street is designated by the Circulation Element of the General Plan as a four-lane arterial between Pennsylvania Avenue and Main Street.

4.1.2 Local Vehicular Access

Within and adjacent to the Planning Area, existing and planned new vehicular access roadways are shown in Figure 4.1, by their proposed classification as either an expressway, arterial, collector, or local street. Primary roadway segments in the Planning Area are briefly summarized in the bullets that follow.

Figure 4-1: Vehicular Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2015



- **Main Street** is a two-lane arterial that runs north-south through the historic commercial area. Commercial land uses and on-street parking line each side of the street. The northern terminus of Main Street links with the SR 12 westbound on- and off-ramps. To the south, it connects with Cordelia Street.
- **Civic Center Boulevard** is a two-lane divided collector street with a landscaped median that generally runs north-south from its interchange with SR 12 to a cul-de-sac just south of City Hall. Civic Center Boulevard is envisioned to be extended to the southeast within the context of new development and connected with Marina Boulevard.
- **Driftwood Drive** is a two-lane local collector roadway that currently serves as a main east-west street. It extends between Marina Boulevard and Civic Center Boulevard and between Main Street and Benton Court.
- **Lotz Way** is a two-lane, east-west arterial roadway that extends from Main Street to Marina Boulevard. West of Civic Center Boulevard, Lotz Way serves as an arterial link between Main Street and the SR 12 eastbound on and off-ramps. East of Civic Center Boulevard, Lotz Way operates as an arterial street to its present terminus at Marina Boulevard.
- **Marina Boulevard** is an arterial/collector roadway that runs from Railroad Avenue north of SR 12 to the marina neighborhoods adjacent to Suisun Slough. Marina Boulevard has an at-grade, signalized intersection with SR 12. It is four lanes wide north of SR 12 and two lanes wide, with bike lanes, south of SR 12. On its southern end, Marina Boulevard is envisioned to connect with Civic Center Boulevard in the context of new development.
- **Railroad Avenue** is an arterial roadway that runs from Sunset Avenue and terminates just west of Marina Boulevard. It is a four-lane roadway with a median and bike lanes, east of Birchwood Court. West of this, Railroad Avenue is a wide, two-lane roadway, with bike lanes and on-street parking. West of the current terminus of Railroad Avenue, the roadway is planned to continue to the west as a future four-lane arterial roadway to connect with the extension of Main Street/Denverton Road.

4.1.3 Planned Vehicular Circulation Improvements

A new freeway off-ramp connection and new roadways are proposed to complete and enhance the vehicular circulation network in the WDSP Planning Area, as identified below. The timing and construction of these projects will be dependent on available grant funding, Capital Improvement Program budgeting, and/or private development applications. Proposed circulation system improvements are indicated by

dashed lines in Figure 4-1. Street sections for typical roadways in the Planning Area are provided in Figures 4-2 through 4-9.

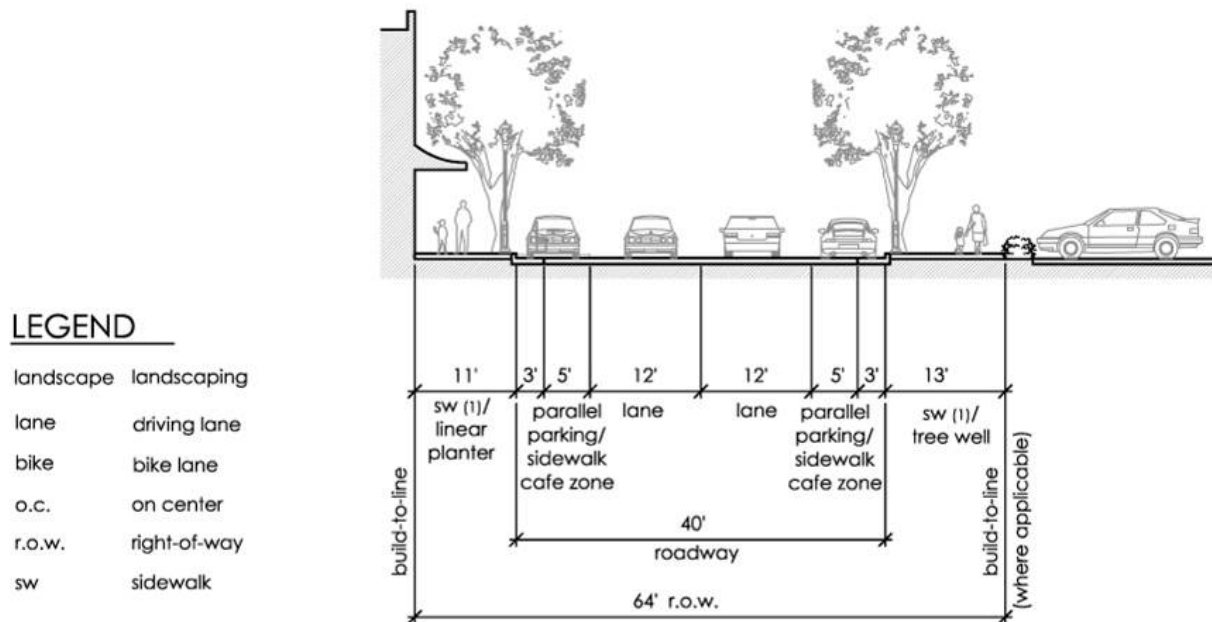
- The California Department of Transportation (Caltrans) plans a new freeway off-ramp connection into the Old Town area from SR-12, at the Webster Street exit. The freeway off-ramp, south of Highway 12, would be extended into the Planning Area to connect with a new collector roadway.
- A new collector is proposed to run parallel and to the east of the railroad line, between Spring Street and Cordelia Street (called “Old Town Bypass” in the 1999 Specific Plan).
- Streetscape improvements along Main Street, particularly to update the west side of Main Street (Figure 4-2).
- New roadways to serve the 30-acre commercial property, north of SR-12 to include:
 - Extension of Railroad Avenue, west of Marina Boulevard to the extension of Main Street/Denverton Road as a four-lane divided roadway with bike lanes (Figure 4-3).
 - Extension of Buena Vista Avenue as an east-west commercial main street, with an at-grade crossing of the railroad tracks, to connect with Clay Street in Fairfield (Figure 4-4).
- Improvements or enhancements to existing Downtown arterial and collector streets to support safe multimodal travel and access (Figures 4-5 and 4-6).
- A collector roadway to join and connect the southern termini of Civic Center and Marina Boulevards (Figure 4-7).
- New local neighborhood roadways and alleys to connect and serve new residential and mixed-uses development within opportunity sites in the Planning Area (Figure 4-8 and 4-9).

4.1.4 Roadway Design Standards

The City's Standard Specifications document provides construction specifications for public streets. Planned arterial, collector, and local streets, including Main Street, shall be governed by the Specific Plan standards and typical sections that follow in this chapter. Where a conflict arises, the Specific Plan standards will control. Exceptions to these standards may be granted by the Development Services Director, where a different solution may be needed due to property constraints or to enhance pedestrian, bicycle, or transit safety and connections.

Entry treatments walls, landscaping, and related streetscape or frontage improvements are further addressed in the development standards and design guidelines in Chapter 6.

Figure 4-2: Typical Main Street Section and Plan Detail

**Notes:**

(1) Sidewalks fronting commercial developments shall maintain a min. 6-foot wide clearance for pedestrian traffic.

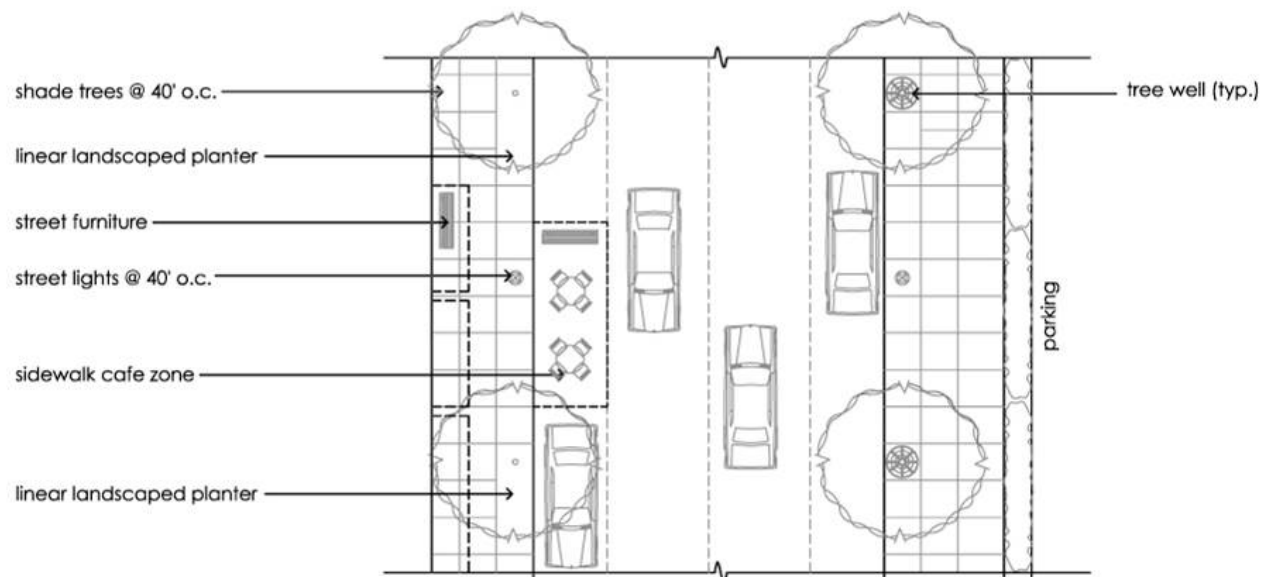
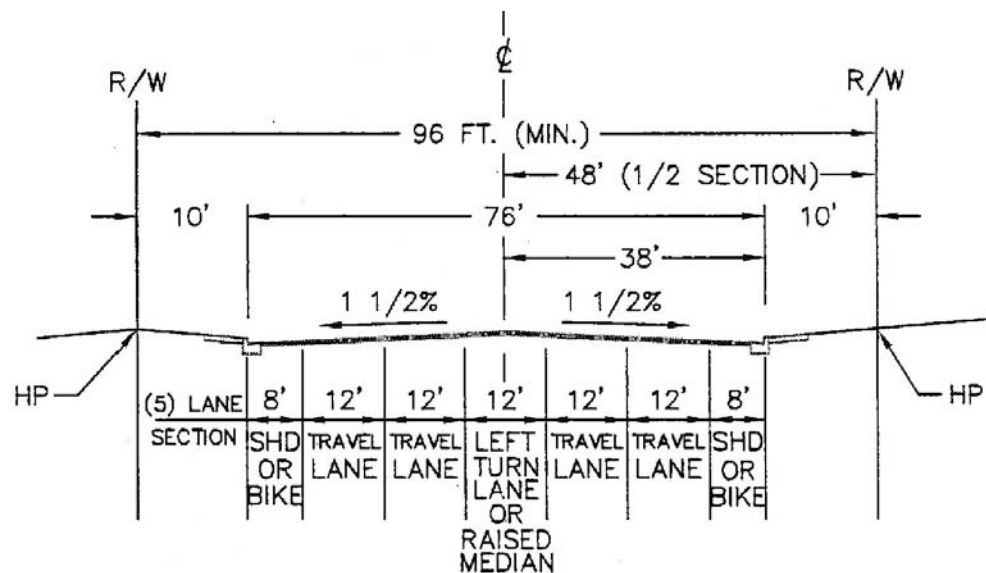


Figure 4-3: Arterial Street on 30-acre Property (Railroad Avenue)



Railroad Avenue at full buildout will include four lanes (two in each direction), two bicycle lanes of at least five feet in width in each direction and may include other streetscape elements, as well. Please see designs on file with the City Public Works Department. The proposed right-of-way is 96 feet.

Figure 4-4: Collector Street on 30-acre Property (Buena Vista Avenue)

LEGEND

landscape	landscaping
lane	driving lane
bike	bike lane
r.o.w.	right-of-way
sw	sidewalk

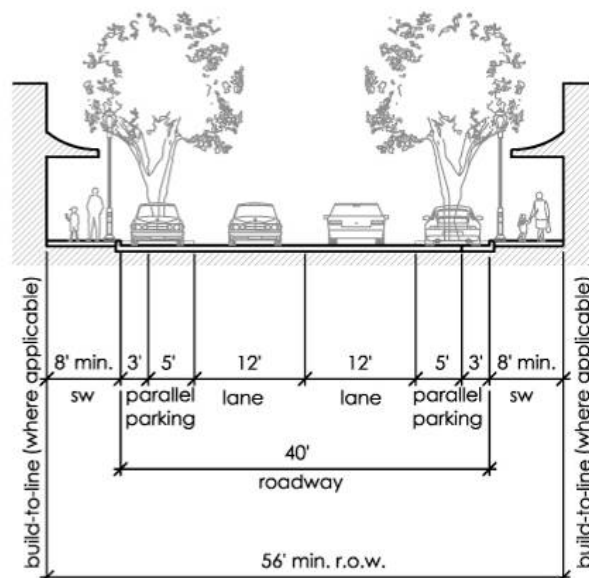


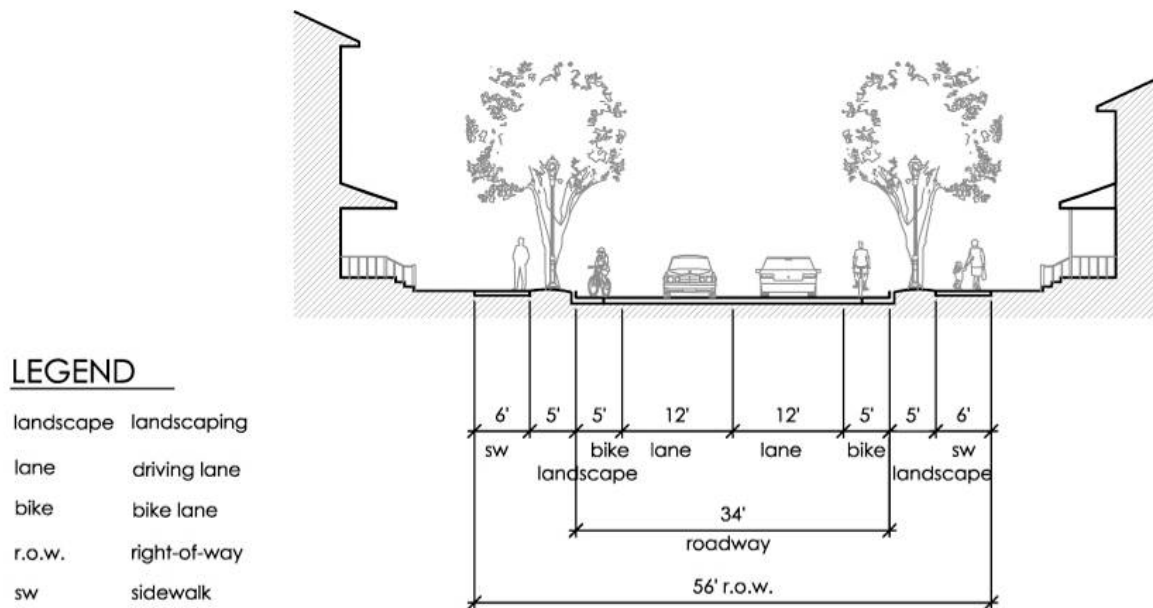
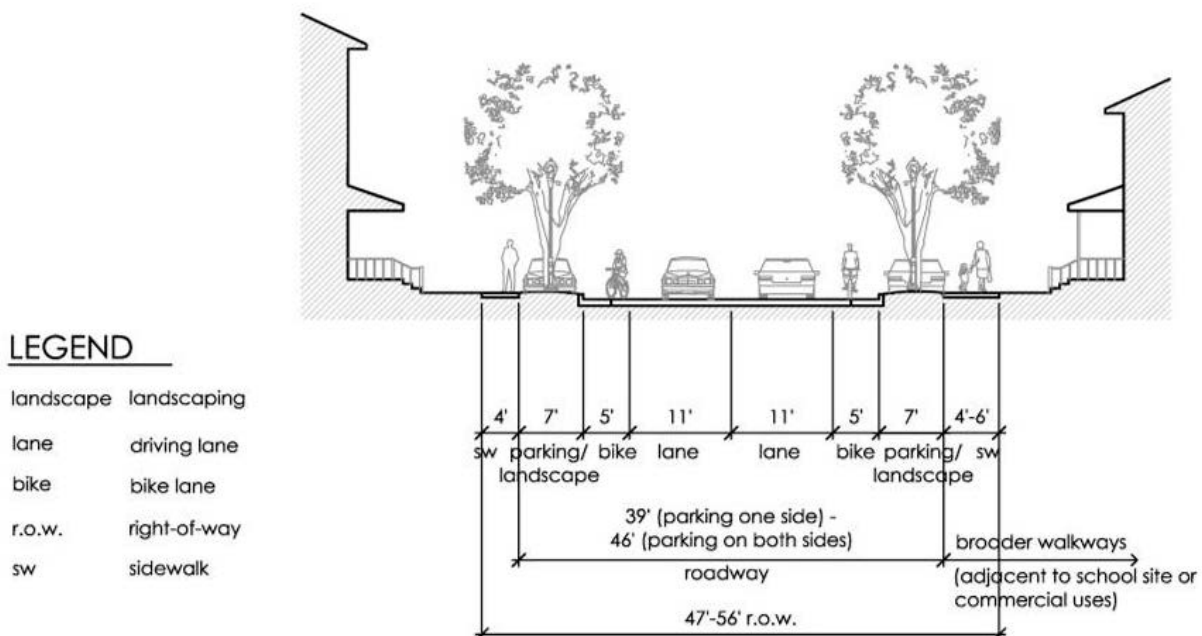
Figure 4-5: Typical Downtown Neighborhood Arterial Street**Figure 4-6: Typical Downtown Neighborhood Collector Street (Parking on One or Both Sides)**

Figure 4-7: Civic Center / Marina Boulevard along Whispering Bay

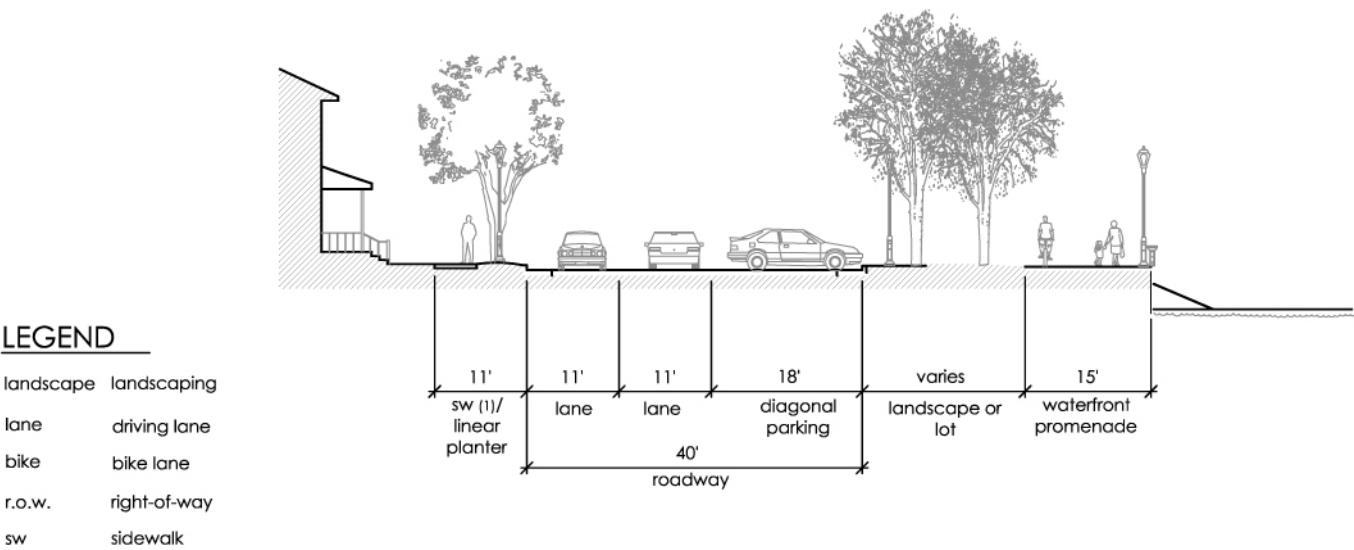
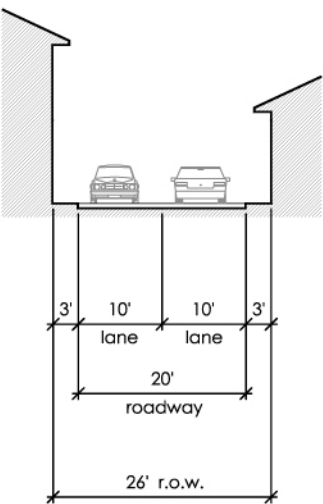
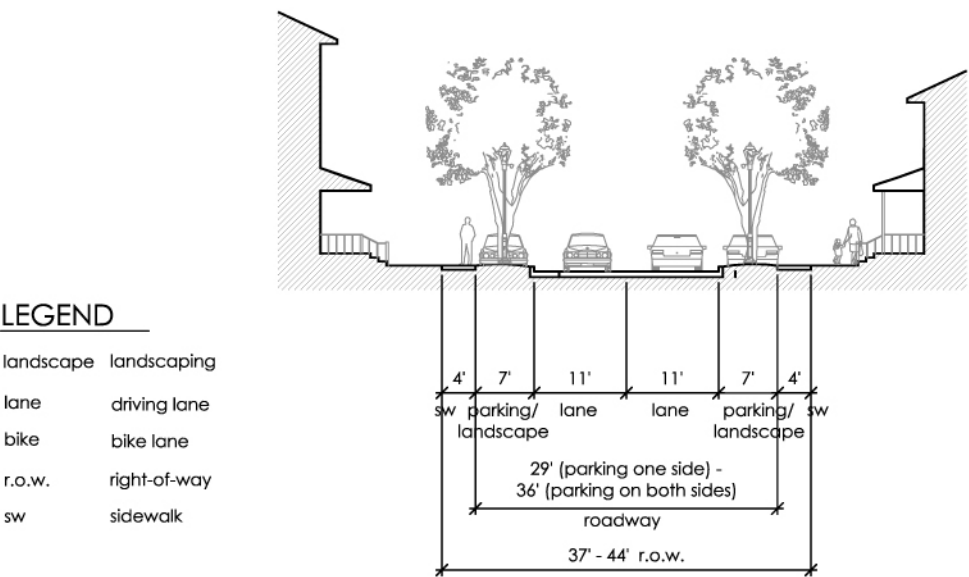


Figure 4-8: Typical Local Street (Parking on One or Both Sides)

Figure 4-9: Typical Alley



Source: AECOM 2015



A. General Circulation Standards

1. All public streets shall connect into the larger circulation pattern. Block lengths of 300 feet or less are encouraged. The use of cul-de-sacs shall be minimized.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices should be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands are encouraged for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

B. Commercial Streets and Main Street

1. Sidewalks along commercial streets to support outdoor activities, such as seating and dining.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza should be a minimum of ten (10) feet wide in order to allow adequate space for trees, light fixtures, pedestrian movements, window shopping and cafe seating.
3. Sidewalks that are not along Main Street or around the Harbor Plaza shall be a minimum width of five (5) feet and a minimum width of eight (8) feet when landscape planters or tree wells are incorporated and attached to the sidewalk. Sidewalk widths of 10 feet or greater is recommended to allow adequate room for trees, lights, and two people to walk side-by-side.
4. Consistent street trees and light fixtures should be utilized on Main Street, Lotz Way, and all side streets intersecting Main Street and around Harbor Plaza and the Suisun-Fairfield train depot. Trees should be planted at intervals of forty (40) feet or less, and selected for characteristics that include proven durability in street environments; branching at heights greater than fifteen (15) feet; light, feathery leafing; and ease of maintenance. Visibility to storefronts from the street is imperative. Light fixtures should include attachments for banners and planters. Fixtures should be high-pressure sodium vapor for the best rendition of natural colors.
5. Sidewalk cafes, where applied along Main Street, shall be permitted to extend into the parking zone with a conditional use permit.
6. Driftwood Drive between Main Street and Civic Center Boulevard should be redesigned as a limited access street, allowing for closure with bollards at times of peak pedestrian utilization. Textured paving materials (such as brick or pavers) which slow vehicular traffic are required.

C. Residential Streets

1. All WDSP arterial and collector rights-of-way shall be a maximum of sixty-five (65) feet. Right-of-way widths of 50 feet or less are allowed if off-street parking lots or alleys provide alternative parking options and vehicular access to lots.
2. Streets with rear-loaded lots should have a roadway width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For development within the opportunity areas, identified in Figure 3-2, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of 7 feet, and minimum sidewalk width of five (5) feet. There should be continuity of landscaping within planting areas, with trees regularly spaced. Street lighting should not exceed twenty (20) feet in height to maintain a pedestrian scale.
4. Streets should be oriented towards the waterfront whenever possible, in order to provide both public access and views from the street to the water.

D. Motor Courts/Alleys

1. Motor courts or alleys, which provide rear-loaded access to lots, are encouraged in order to reduce the amount of curb cuts devoted to driveways and garage frontage along a neighborhood street.
2. Motor court or alley rights-of-way shall be a minimum width of 20 feet, in order to accommodate vehicles. Landscape areas along each side of the right-of-way must be a minimum of three (3) feet.

4.1.5 Parking

An existing 265-space Caltrans park-and-ride lot is located adjacent to the train depot, with access from Lotz Way. Several public parking lots exist, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano Street. This lot was primarily designed to serve the marina; however, the spaces can also serve smaller, infill retail uses on the west side of Main Street. A common parking area currently exists adjacent to Harbor Plaza. Smaller parking areas also exist adjacent to the waterfront, south of Harbor Plaza.

New development in the Planning Area shall be required to provide parking in accordance with the parking standards provided in Section 6.5.4. Parking concepts for the Planning Area propose new parking areas, associated with the development of the opportunity areas, as suggested in the Opportunity Area Plan concepts shown in Figure 3-3. On-street parking is also encouraged, where feasible. Commercial and mixed-use development in the Planning Area, south of Highway 12, would provide



parking on-site through a combination of surface parking lots and parking garages and garages below podium level decks. Parking for new residential development is proposed to be accommodated through a combination of surface, garage, and tuck under parking configuration. Parking to serve commercial development on the 30-acre property, north of Highway 12, is proposed to consist of a combination of shared surface parking lots and parking garages.

4.2 Public Transportation

4.2.1 Rail Transportation

The main line of the Union Pacific Railroad runs along the western border of Suisun City, carrying both commuter rail and freight rail traffic. There are approximately 40 to 50 trains per day on this rail line through the City.¹ Trains stop at the depot between Main Street and the tracks. Rehabilitated in 1992, to also include a new landscape courtyard in front of the station, the depot structure is currently used as the Capitol Corridor waiting area. Ticketing and baggage services are not provided at the station. East of Main Street and north of Lotz Way is a 265-space "Park-n-Ride" lot owned by CALTRANS. This lot is used by both rail passengers and visitors to Downtown Waterfront District.

The existing train depot is a multimodal facility, with parking and drop-off areas to accommodate vanpools, taxi services, fixed-route bus service (both as a stop and a transfer point between bus routes), intercity and commuter bus service, and intercity rail service.

4.2.2 Water Transportation

Suisun Channel provides water access to the Old Town area and surrounding neighborhoods. There are approximately 155 existing boat slips adjacent to the Channel. There are approximately 100 parking spaces for vehicles with trailers at the boat ramp in the South Waterfront district, with an additional adjacent lot, which primarily serves the Peytonia Ecological Reserve.

Existing boat use in the Channel is described as moderate, with peak periods occurring during the summer months and on weekends. Various existing marinas on the east side of Main Street, one public boat launch facility and public guest docks provide access to the Channel. Channel navigation is regulated by the City's Police Department, which maintains a part-time harbor patrol, consisting of one officer on an as-needed basis.

¹ According to the City of Fairfield's Fairfield Train Station Specific Plan Environmental Impact Report and Suisun City's General Plan Noise and Vibration Background Report. Train traffic varies according to demand for shipping.

4.3 Bike and Pedestrian Circulation

4.3.1 Bike and Pedestrian Facilities

Existing bike routes within the Planning Area consist of:

- Class I bike trails, including the bike/pedestrian promenade circling the Suisun Channel; the Central County Bikeway Trail along the drainage canal north of Highway 12; and a bike/pedestrian trail along the east side of Marina Boulevard, north of Driftwood Drive and south of Highway 12 on the Grizzly Island Trail that connects from the Planning Area to Grizzly Island Road.
- Class II on-street bike lanes on Driftwood Drive, between Whispering Bay Lane and Marina Boulevard.

In addition to these existing, designated facilities, local streets in the Planning Area are also generally safe areas for biking.

Most streets in the Planning Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard, along the channel. A linear pedestrian walkway/bicycle path circles around the Channel, between City Hall and the cul-de-sac at the end of Walnut Street, north of the City boat launch facility.

4.3.2 Planned Bike and Pedestrian Circulation Improvements

Pedestrian/bicycle circulation is to be provided by a combination of a waterfront/public access path system; neighborhood streets/sidewalks; and striped bicycle paths on arterials and collectors. The General Plan Circulation Element designates bike routes in the Planning Area as collector and arterial streets. Arterials and collectors should be striped and signed for Class II bike paths or Class I bike routes, consistent with the Circulation Element of the General Plan, Figure 4-10, and the standards in this Specific Plan. The bike/pedestrian circulation system, shown in Figure 4-10, indicates the general location of these facilities.

New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed, including:

- Bike lanes on Lotz Way, Driftwood Drive, Marina Boulevard, Civic Center Boulevard, Sacramento Street, Cordelia Street, and Railroad Avenue.
- Supporting future development of the large commercially zoned property at the northwest corner of Highway 12 and Marina Boulevard with on-street and off-street bicycle facilities that ensure internal safe and convenient bicycle movements and connect externally to surrounding regional trails, to Main Street



in the Downtown Waterfront District, and to Downtown Fairfield.

- Providing continuous north-south on-street bike lanes along Railroad Avenue, parallel to the train tracks, Whispering Bay Lane, and Civic Center Boulevard/Marina Boulevard.
- Providing or improving on-street bike facilities along the key connecting east-west roadways to waterfront and regional trails, and neighborhoods in the Planning Area, including Lotz Way, Driftwood Drive, Sacramento Street, Francisco Drive, and Cordelia Street.
- Expanding on the Class I bicycle/pedestrian path/promenade system following the Suisun Channel and linked to key street access points. The first leg of this system from Walnut Street, around to the Civic Center to the current terminus of Civic Center Boulevard, is now in place. Additional proposed improvements include:
 - Extension of this Class I bicycle trail at its current eastern terminus through the waterfront open space along Whispering Bay (Figure 4-7) and following the drainage canal, south of Whispering Bay Lane.
 - Extension of the pedestrian promenade that currently terminates on the west side of the channel south to the boat launch facility in the Southern Waterfront area, to connect with State Park trails south of the Planning Area.
- Identifying opportunities to provide shaded areas with drinking fountains, benches, and other amenities to further encourage use of the City's off-street bicycle and pedestrian facilities.
- Collaborate with the City of Fairfield and other agencies to improve the pedestrian environment on the existing pedestrian overcrossing through enhancements to lighting and other improvements.

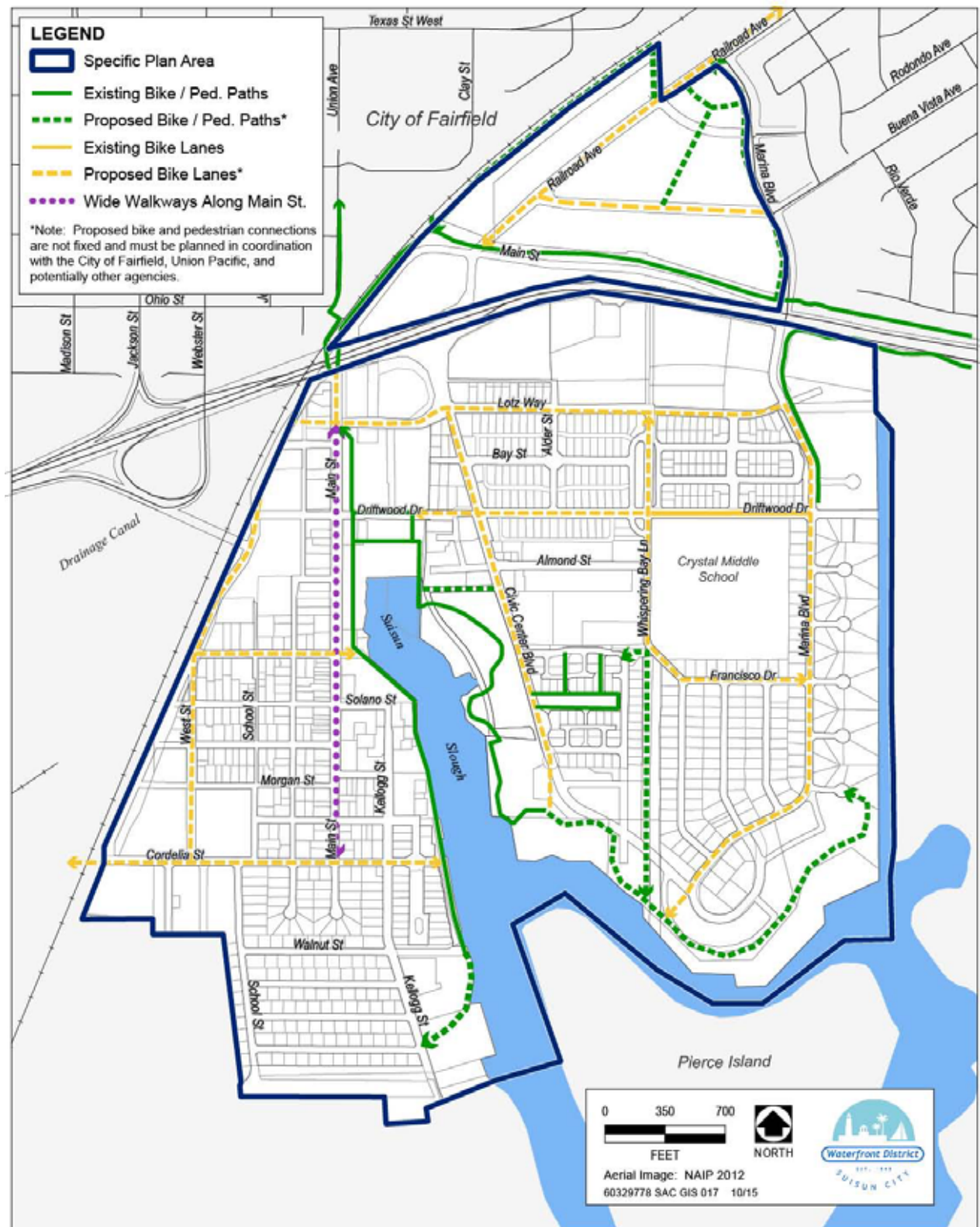
When complete, the path system will follow the entire frontage of the waterfront from the boat launch ramp on Kellogg Street to the Marina neighborhood, adjacent to Whispering Bay. These improvements, along with connections they provide to other pedestrian/bicycle facilities will facilitate Suisun City General Plan Guiding Principles, including:

- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Encourage a healthy living environment.

In addition, with future development of opportunity areas, all new local streets will enhance the local pedestrian system, improve Downtown

connectivity, and foster an environment that encompasses safe bicycle and pedestrian travel. Crossing improvements or enhancements to support safe bike and pedestrian crossings are also encouraged at key intersections within planned new development areas.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2015

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CHAPTER 5| OPEN SPACE + PUBLIC FACILITIES AND SERVICES

5.1 Open Space and Public Facilities

The provision and preservation of open space, waterfront access, and other public facilities is critical to create the character of development envisioned by this Specific Plan. The features within the Waterfront District Specific Plan Area (Planning Area), both existing and planned features, are depicted by Figure 5-1, "Recreation and Open Space Diagram."

Park, open space, and public facilities in the Planning Area include:

- **Suisun Channel.** The entire length of the Suisun Channel, north of Suisun Bay, provides access for recreational boats between the Waterfront District and other locations, including the Sacramento-San Joaquin Delta and San Francisco Bay. A public promenade and multi-use path system circles the channel. The channel requires periodic dredging. Currently, the Corps of Engineers dredges this federal channel. The City or private entities are responsible for dredging the remainder of the navigational channel.
- **Natural Open Space Areas.** Natural open space includes wetland areas adjacent to City Hall and Whispering Bay; the Pierce Island wetland mitigation site; and the existing open space along the drainage channel south of Whispering Bay Lane. The channel/slough winds through the Suisun Marsh. The channel and marsh offer fishing and birdwatching opportunities and recreational boating, cruising, water skiing, jet skiing, kayaking, and other water-related activities. Approximately 50 percent of Pierce Island is to be retained as permanent tidal wetland. The remainder of the island is managed as a permanent dredge material disposal site. Levee and dike improvements are planned in to stabilize the island.
- **Public and Private Marinas.** The Suisun City Marina provides 155 rental berths, a 300-foot long visitor dock, and a boat launch ramp that capitalizes and builds upon the key natural feature/amenity in the Planning Area, the waterfront.

Figure 5-1: Recreation and Open Space Diagram



Source: AECOM 2015



- **Southern Waterfront Area Boat Launch Expansion/Events.** The existing boat launch facility is proposed to be expanded and enhanced. Plans prepared for the Southern Waterfront Area in 2007 envision enhancing the marina facilities, improving landscaping, retaining the parking capacity, creating clear pedestrian and vehicular circulation, extending the waterfront promenade, and accommodating new mixed-use development. The waterfront promenade trail is proposed to be extended from the Delta Cove neighborhood to the state-owned nature trail to the south. This site could accommodate new marina slips and a new two-story, retail/office mixed-use building on the waterfront, as well as smaller buildings for water recreation and storage. This site could also accommodate a public viewing area/pier, plaza areas and greens for waterfront events, a reconstructed dock for crew and kayak use, and a relocated fuel dock.
- **Transportation Center.** The historic train depot functions as an intermodal transportation facility, housing a waiting area and ticketing for the Capitol Corridor line; intercity and local bus service; and bicycle parking facilities. Parking for commuters is accommodated in the Caltrans park-and-ride lot across Main Street from the train depot.
- **Main Street.** The City proposes to improve Main Street with new landscaping, paving treatments in strategic locations, and appropriate street fixtures (lighting, benches, trash receptacles, etc.), in coordination with more recent streetscape improvements on the east side of the street. Harbor Plaza, Main Street, and the Transportation Center will have elements of a consistent design theme (e.g., street lights and street furniture). The design and construction of frontage improvements or installation of streetscape furniture on private properties will be coordinated to enhance the design theme.
- **Civic Center.** The Civic Center area on the east side of the channel includes City Hall, the Suisun City Housing Authority, the Police Department, the Solano Yacht Club, and marina slips. Waterfront open space and trail facilities in this area are proposed to be extended south along the Whispering Bay waterfront.
- **Waterfront Parks/Plazas.** In addition to the waterfront recreational facilities planned in the Southern Waterfront area, several small existing waterfront parks are located along the Waterfront promenade.
 - Harbor Plaza, on Main and Solano Streets, adjacent to the waterfront promenade, is an existing one-acre park with a raised outdoor stage, gazebo, and sectioned turf areas. Special events are focused on Harbor Plaza.

- Sheldon Plaza, at the northern head of the Suisun Channel and adjacent to the waterfront promenade and hotel and office uses, is an existing one-acre park with open turf area and waterfront views.
- North of City Hall is Mike Day Park, an existing three-acre park, comprised of a playground, picnic areas, and open turf play areas. South of the park and behind City Hall are open turf areas, referred to as “City Hall Point.”
- **Neighborhood Parks.** Several neighborhood parks exist within the Planning Area.
 - Todd Park, located across the street and to the east of City Hall, serves as a shared greenspace for the surrounding “Harbor Park” residential development.
 - An oval, two-acre park, surrounded by local streets, is integrated into the “Victorian Harbor” residential development just northwest of Crystal Middle School.
- **Parks/Plazas for New Development.** New small play areas, parks, and plazas should be provided to support future residential growth in the Planning Area, as suggested by the park and open space concept in Figure 5-1. These facilities should be designed to support new infill residential and mixed-use developments and contribute and add to the network of open space and recreational facilities in the community. To comply with General Plan policy, parks and plazas shall be provided at a ratio of at least 3 acres per 1,000 residents. New development shall be required to dedicate and/or contribute on a fair-share basis to improving publicly accessible parkland according to City park standards.
- **Parking Facilities.** Public parking facilities are located in the Caltrans park-and-ride lot north of Lotz Way, on the east side of Main Street, adjacent to the expanded marina basin, in and around the Harbor Plaza, on Main Street, on streets in the Downtown Core district and adjacent to the portion of the marina slips south of Harbor Plaza, as described in Chapter 4. Refer to Chapter 4 for additional information on existing and proposed new parking facilities and Chapter 6 for parking standards.



5.2 UTILITY SERVICES

5.2.1 Water

The City provides domestic water for all properties located within its boundaries. Domestic water is provided through the Suisun-Solano Water Authority (SSWA). Suisun City and Solano Irrigation District (SID) formed a Joint Exercise of Powers Agreement in 1976 to provide a long term water supply for the City. In 1990, the partnership became a full Joint Powers Authority named the SSWA, resulting in reconstruction and modernization of the old Suisun Water System.

The City handles the local billing and requests for water and sewer service; the SID delivers the water to the meter of each property. The SSWA Board, which consists of the City Council and the SID Board, provides policy direction for SSWA (Suisun City).

Water Sources

Implementation of the 2035 General Plan designates land uses that, if developed to full build-out, would increase water demand. Based on the projected population at build-out of the 2035 General Plan (32,400) and demand factors presented in the Urban Water Management Plan (UWMP), the total projected water demand at build-out of the 2035 General Plan would be approximately 4,251 acre-feet per year (afy).

This analysis examines the estimated increase in water demand in relation to the existing conditions to estimate the availability and adequacy of water supply. Water supplies for the City are provided by the SSWA. The SSWA receives water supplies from the U.S. Bureau of Reclamation's Solano Project and the California Department of Water Resource's State Water Project (SWP), both of which are wholesaled by the Solano County Water Agency and Solano Irrigation District.

Existing and projected water demands in the SSWA service area will be met by the water supplies described above and contract entitlements for each agency are summarized in Table 5-1. In 2010, the SSWA service area had a total of 4,144 afy of potable water supplies. This total is anticipated to increase to 6,000 afy by 2035.

SSWA currently does not use any groundwater in its system. SSWA delivered groundwater produced by a well owned by City of Suisun City until 2001. The need for the well was eliminated by the installation of the Benton Court and Suisun Valley Pumping Plants in 2000–2001. There are no plans to resume service from this well or the Suisun Valley in general due to high mineral content in the groundwater, sufficient alternative surface water supplies, and the need to replace miles of pipeline at considerable cost in order to convey water from the Suisun Valley back to the main SSWA service area.

The Fairfield-Suisun Sewer District (FSSD) oversees wastewater collection and treatment and water recycling services in the City of

Fairfield, Suisun City, and Travis Air Force Base. Currently there is no reclaimed water use nor are there plans to provide reclaimed water within the SSWA service area because there is no conveyance infrastructure in place to deliver recycled water from the FSSD Fairfield-Suisun Subregional Wastewater Treatment Plant (WWTP) to the SSWA service area. SSWA's capital improvement plans will in the future review the potential for future recycling and options for financing. Cooperation with the City of Fairfield and the FSSD would be required to implement any future actions, and neither of these agencies has planned water recycling projects.

Table 5.1: SSWA Existing and Projected Water Supplies (afy)

Water Supply Source	2010	2015	2020	2025	2030	2035
Solano Project	1,600	1,600	1,600	1,600	1,600	1,600
State Water Project	-	1,300	1,300	1,300	1,300	1,300
Contract for State Water Project supplies	2,514	1,577	1,939	2,735	2,737	3,100
Total Supply	6,124	6,492	6,859	7,660	7,667	8,035

Source: 2035 General Plan Environmental Impact Report (2015)

Facilities

Currently there are four (4) storage tanks in the water system which are the following: Cement Hill Tank (2 million gallons), Gregory Hill Tank (2 million gallons), Sports Complex Tank (1.5 million gallons), and Suisun City Corporation Yard Tank (1 million gallons). The Cement Hill Tank is supplied by the Cement Hill Water Treatment Plants No. 1 and 2, which delivers water to Suisun City, the unincorporated area of Tolenas and the Suisun Valley. The Gregory Hill Tank receives its water from the Suisun City Distribution system which is pumped from the Benton Court Pumping Plant located in Old Town Suisun City with a pumping capacity of 1,000 gpm. The Gregory Hill Tank supplies water to the Suisun Valley through the Suisun Valley Pumping Plant at a rate of 400 gpm and/or gravity feeds back into the Suisun City distribution system. The Sports Complex Tank is a supplemental ground level storage tank with a pump to boost into the distribution system at 2,000 gpm. The Suisun City Corporation Yard tank is also a supplemental ground level storage tank with a pump to boost into the distribution system at 1,200 gpm. These facilities would provide a peaking storage of 20% and an emergency storage of approximately one full anticipated maximum day demand, and will also provide fire storage of 420,000 gallons. The table below lists the facilities in the SSWA water system.

**Table 5.2: Water Supply Facilities**

Cement Hill Water Treatment Plant	
Plant No. 1 (constructed in 1978-79)	Conventional plant, 4.6 MGD design capacity
Plant No. 2 (constructed in 1992-93)	Conventional plant, 5.4 MGD design capacity
Gregory Hill Water Treatment Plant (constructed in 1962-63)	Diatomaceous earth plant, 0.56 MGD design capacity removed from service
Cement Hill Tank	2,000,000 gallons, welded steel
Gregory Hill Tank	2,000,000 gallons, welded steel
Sports Complex Tank	1,500,000 gallons, welded steel
Suisun City Corp Yard Tank	1,000,000 gallons, welded steel
Benton Court Pumping Plant	1,000 gpm
Sports Complex Pumping Plant	2,000 gpm
Suisun City Corp Yard Pumping Plant	1,200 gpm
Suisun Valley Pumping Plant	400 gpm
Pipelines	96 miles
Mainline Valves	1,700
Metered Services	8,100

As a result of a condition assessment conducted by the SSWA in 2012, it has been determined that an additional Cement Hill Tank, Cement Hill Tank 2 is needed to meet demands.

Service Demand

In December 2012 the SSWA completed its Water System Review, a report which projected updated information on the anticipated growth and development within its service area, as well as a revised estimate for water demand. Based on a review of historic water use records over the last 15 years, the Annual Average Day (AAD) demand of each year was used to calculate respective factors for the Maximum Month and Maximum Day demands for each year. Table 5-3 identifies the estimated peak build-out demand, which was calculated using the highest demand factors occurring over the last 15 years (SSWA 2012: 4).

Table 5.3: Water Usage Demand Factors

Annual Average Day (AAD) (gpm)	
Maximum Month (gpm)	1.58 x AAD
Maximum Day (gpm)	1.92 x AAD
Maximum Hour (gpm)	3.4 x AAD (Estimated ratio)

Source: SSWA Water System Review (December 12, 2012).

The ultimate maximum day demand is estimated at 6,470 gpm (9.3 MGD) for the service area. This represents a significant decrease from the previous figure of 11.08 MGD that was estimated in the 2007 Water Supply Options report (SSWA 2012: 6).

The SSWA water demand is anticipated to be less than available water supplies through 2035 in normal water years. As shown in Table 5-1, water supply is projected to be sufficient in normal water years over the UWMP's 20-year planning period (i.e., 2015 to 2035). Although Table 5-4 shows that water supply in single and multiple-dry water years is insufficient to meet demand within the SSWA service area over the 20-year planning period, a joint powers agreement between SID and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands (SSWA 2011:66). A footnote in the UWMP indicates that:

“The apparent negative supply totals are a result of the methodology used for calculating supply reliability. In fact, per the joint powers agreement between SID and City of Suisun City the commitment has been made that water will be provided for the service area from the SID supply and therefore there will not in fact be a water shortage” (SSWA 2011:67).

Section 3.0 of the 1990 SSWA Implementation and Lease Agreement states that the “City and District may agree to add additional lands to the Joint Service Area covered by this Agreement. Such action shall be accomplished only by amendment to this Agreement or by a separate written agreement...” According to SID, this process would require future negotiations to an amendment of the JPA.

Water demand is anticipated to be less than available water supplies through 2035 in normal water years. A joint powers agreement between SID and Suisun City ensures that water will be provided from the SID water supplies and therefore there will be sufficient water supplies to meet demands.

**Table 5.4: SSWA Comparison of Water Supply and Demand, 2015–2035**

Total Water Supplies and Demand	Projected Demands (afy)				
	2015	2020	2025	2030	2035
	Normal Year				
Total Supply	4,477	4,839	5,275	5,637	6,000
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	15	641	1,040	1,405	1,749
Single-Dry Year					
Total Supply	4,432	4,791	5,222	5,581	5,940
Total Demand	4,462	4,462	4,462	4,462	4,462
Differences (Supply minus Demand)	(30)	593	987	1,349	1,689
Multiple-Dry Year					
Total Supply	4,253	4,597	5,011	5,355	5,700
Total Demand	4,462	4,462	4,462	4,462	4,462
Differences (Supply minus Demand)	(209)	399	776	1,123	1,499
Multiple-Dry Year 2					
Total Supply	4,164	4,500	4,906	5,242	5,580
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	(298)	302	671	1,010	1,329
Multiple-Dry Year 3					
Total Supply	3,492	3,774	4,115	4,397	4,680
Total Demand	4,462	4,198	4,235	4,232	4,251
Differences (Supply minus Demand)	(970)	(424)	(120)	165	429

Source: 2035 General Plan Environmental Impact Report 2015.

Conservation & Legislation

The 2035 General Plan includes measures to ensure that sufficient water sources are made available to serve new development. The City will condition approval of new developments on the availability of sufficient water supply, storage, and fire flow (water pressure), per City standards and require demonstration of adequate long-term water supply for large development projects as defined in Water Code 10912(a). The City will also require the use of water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in new construction, in accordance with code requirements; encourage use of recycled water for outdoor irrigation, fire hydrants, and commercial and industrial processes; and require new development to incorporate climate-appropriate landscaping to reduce water demand. In addition, the City will comprehensively assess water supply and demand and identify a range of local conservation measures to be implemented through the UWMP.

In addition, the 2035 General Plan includes policies committing the City to ongoing water supply planning with Solano County Water Agency, Solano Irrigation District, and other local jurisdictions and initiating a study with the SSWA and the Solano County Water Agency to determine the feasibility of extending a connection from the SSWA water treatment facility to Suisun City so that the City may directly utilize its Solano Project water entitlement. The City will also support FSSD efforts to explore the feasibility of using treated wastewater for irrigation in parks, landscaped areas, and other appropriate locations.

5.2.2 Wastewater

The City of Suisun City and the Fairfield-Suisun Sewer District (FSSD) jointly operate and maintain the wastewater collection system that serves the City. FSSD owns and operates the trunk sewer system, which includes all 12-inch and larger sewers and the major pump stations and force mains that convey wastewater to the District's wastewater treatment plant. FSSD also owns, operates and maintains all of the pump stations in the City's wastewater collection system. The City, along with the City of Fairfield and Travis Air Force Base, is a "satellite collection system" to FSSD and owns and operates only those 10-inch and smaller gravity sewers within its service area. The City's portion of the system consists of approximately 74 miles of gravity sewer. The City does not own or operate any sanitary sewer pump stations or force mains.

Wastewater flows travel by gravity and are pumped by smaller stations to four major pump stations which pump wastewater to the treatment plant. The wastewater treatment process includes screening, primary treatment, intermediate treatment by oxidation towers and intermediate clarifiers, secondary treatment with aeration basins, and secondary clarifiers and tertiary treatment via filtration and disinfection. Waste solids are thickened and treated in anaerobic digesters. Then, solids are further concentrated before being disposed at the Potrero Hills Landfill. Flow is



continuously measured at the pump stations. On occasion, flow monitoring may be deployed into the district's gravity lines to evaluate system capacity and surcharging during storms. Suisun City is served by the Suisun Pump station and three smaller stations: Lawler I Pump Station, Lawler II Pump Station, and Crystal Street Pump Station.

Table 5.5: Wastewater Pump Station Flows

Pump Station	Flows			
	Pump Station Rated Capacity (MGD/gpm)	Maximum Rated Flow (gpm)	Typical Dry (gpm)	Typical Wet (gpm)
Crystal Street	0.5/347	350	6	1015
Lawler Ranch 2	1.1/764	800	113	213
Lawler Ranch I	0.35/250	250	26	40
Suisun	38.3 MGD		8.1 MGD	27 MGD

Source: Provided by Kevin Cullen, Fairfield- Suisun Sewer District (October 2015).

Within the last decade, numerous improvements have been made to the treatment facilities to increase peak capacity and improve upon the treatment process. A treatment plant project to replace chlorine disinfection with ultra-violet disinfection was completed in 2011. The Central-Suisun Forcemain Equalization Project, completed in 2013, increased the reliable peak capacity of the Suisun Pump Station from 31.7 to 38.3 mgd, allowing for more water to be processed. The Suisun Forcemain improvement project has enabled the pump station to meet current and near-term capacity needs until growth and revenue projections become more certain. New projects identified in the master plan will still be needed to meet long-term capacity requirements.

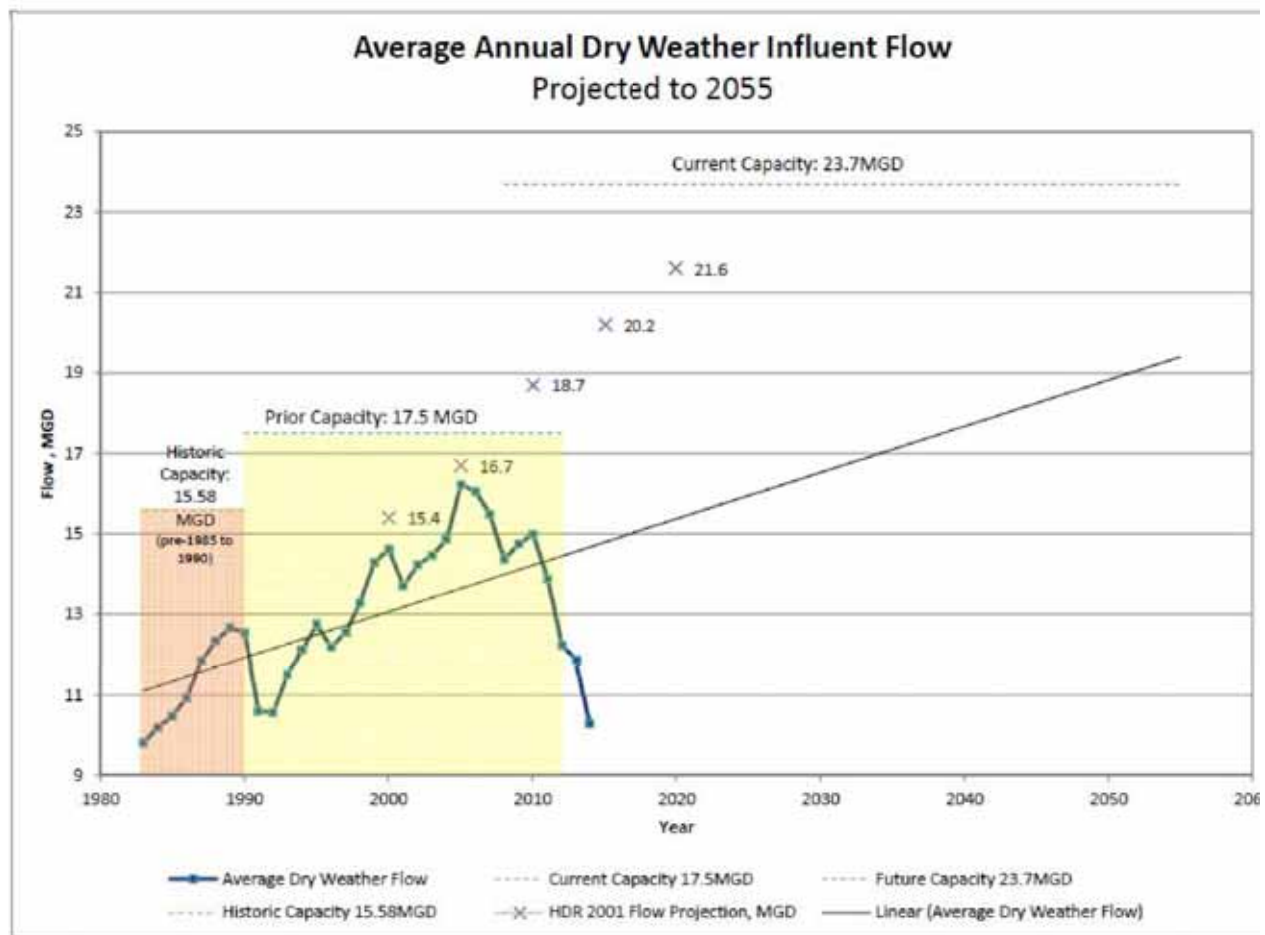
To date, system evaluation and capacity assurance of the City's collection system has consisted of observation of sewer system performance during dry and wet weather and enforcement of the City's design standards for new sewers. Capacity assessment has been handled historically by the Fairfield Suisun Sewer District for the geographic area including Fairfield, Suisun City, and portions of Solano County served by the District. In 2013, the District completed a Sewer System Master Plan (an update of its previous Master Plan completed in 2007). The Master Plan identified all parcels within the service area of Suisun City, land use type for each parcel, and the status of developed versus undeveloped. Wastewater flows generated by each parcel were calculated and imported into a hydraulic model of the sewer system.

The Master Plan utilized a hydraulic model to assess the current and future flows and capacity needs of all gravity sewers, 12-inches in diameter and larger; these larger trunk sewers have a greater potential for capacity deficiency due to extended tributary areas. The future evaluation and capacity assurance of City sewers will include continued

observation of system performance during wet weather; expansion of the hydraulic model as needed, and enforcement of design standards to ensure that new sewers are sized with adequate capacity to serve new development. In the future, the City plans to prepare a Master Plan for its sanitary sewer system, which will be coordinated with the District's Master Plan and hydraulic model, in order to develop a capital improvement program to address any identified capacity issues.

The FSSD recently completed a treatment plant expansion that increased the average dry weather capacity from 17.5 mgd to 23.7 mgd and reliable peak-flow capacity from 34.8 mgd to 52.3 mgd. Currently there are no scheduled projects in Suisun City for collection system improvements.

Figure 5-2: Average Annual Dry Weather Influent Flow Projection



Source: Suisun City 2016



5.2.3 Stormwater

The City of Suisun City Public Works and Building Department maintains an inventory of facilities and coordinates necessary improvements to ensure capacity required to serve new development. The City's Stormwater Management and Discharge Control ordinance was enacted, with the intent to regulate non-stormwater discharges to the public storm drain system, protect the public storm drain system from spills dumping or disposal of materials other than stormwater, and reduce pollutants in stormwater discharges, to the maximum extent possible.

The City's storm drainage system, which includes creek flows along McCoy Creek, Laurel Creek, and Union Avenue Creek, would likely be contained within the existing creek bank during a 100-year storm, except for localized flooding and standing water that may occur during brief, intense storms when runoff exceeds storm drain system capacity.

As a participant in the National Flood Insurance Program (NFIP), Suisun City is required to adhere to floodplain management policies that include sound land use practices. The Federal Emergency Management Agency (FEMA) administers the NFIP through the Federal Insurance Administration. FEMA produces flood Insurance Rate Maps (FIRMS) which identify flood hazard areas and restrict development in these areas for the communities participating in the NFIP.

FSSD and City Activities

The City's Municipal Review Permit (MRP) was adopted by the Water Board on November 18, 2015. The MRP delineates requirements to ensure that storm water quality is protected. The breakdown of shared activities between the City and District are delineated through a Drainage Maintenance Agreement and are specified as follows.

- **District Activities.** District activities include maintenance of storm water pump stations, industrial and commercial site controls, public information and participation, water quality monitoring, mercury controls, PCBs control, copper controls, PBDE, and legacy pesticides control. The Sewer District has assumed responsibility for operation and maintenance of pump stations located in Suisun City as defined under the "Regional Facilities" in the Drainage Maintenance Agreement.
- **City Activities.** Municipal maintenance, new development compliance, illicit discharge detection and elimination, construction site controls, pesticide toxicity control, trash control, exempt and conditionally exempt discharges. As detailed in the Drainage Maintenance Agreement, the City is also responsible for the maintenance of "Local Facilities," which includes storm drain pipelines, box culverts, concrete lined channels, improved earth channels, natural creeks, detention basins, street sweeping, data management, and fencing. The City also maintains a number of open channel storm drains of varying

sizes. The larger channels are blanketed with natural vegetation and require periodic cleaning. There are approximately 14,500 feet of large open channels and 20,000 feet of smaller ditches.

Upgrades to storm drainage pipes over the past 10- years include improvements required and funded by new developments. All new commercial and residential subdivisions are required to conform to the City storm drainage standards, protect water quality, and meet Regional Water Quality Control Board requirements. Among these requirements, in 2009, the San Francisco Bay Region Water Quality Control Board adopted the Municipal Regional Stormwater NPDES permit (NPDES permit)¹ for the San Francisco Bay Region. The intent of the permit is mitigate the potentially detrimental effects of urban runoff through site design and source controls early in the development review process and provide guidance in the selection of appropriate best management practices (BMPs).

Suisun City is the lead agency responsible for review of projects for stormwater conformance with applicable, laws, policies, and guidelines, including implementing the C.3 provision of the NPDES permit, which requires the City implement measures to reduce stormwater pollution and increased stormwater runoff, volume, and duration from new development or redevelopment projects. Under the C.3 provision, new development or redevelopment in the City that creates and/or replaces 10,000 square feet or more of impervious surface (collectively over the entire project site), including commercial, industrial, residential housing subdivisions, mixed-use and public projects; and redevelopment projects resulting in the alteration of more than 50 percent of the impervious surface of a previously existing development, shall be required to implement LID source control, site design, and stormwater treatment measures, designed to treat 100% of run-off for a project's drainage area on-site or at a joint stormwater treatment facility.

The C.3 provision of the NPDES permit also allows projects alternatives to complying with the above standards under provision C.3.e through: 1) on-site treatment or treatment of a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and treatment of the remaining run-off with LID treatment measures at an off-site project in the same watershed or 2) treatment on-site or treating a portion of the run-off for the project's drainage areas with LID treatment measures at a joint stormwater treatment facility and paying an equivalent in-lieu fee to treat the remaining runoff through LID treatment measures at a regional project or a regional or municipal stormwater treatment facility that discharges into the same watershed as the project. The regional project must achieve a

¹ The California Regional Water Quality Control Board San Francisco Regional Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008), Final Order Number R2-2009-0074 is available online at: http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/mrp.shtml.



net environment benefit and must be constructed by the end of construction of a regulated project. If more time is needed, regional projects must be completed within three years after the end of construction of the regulated project and may be extended to a maximum of five years with prior Executive Officer approval.

The C.3 provision of the NPDES Permit also identifies incentive LID treatment reduction credits that apply to certain types of smart growth, high-density, and transit-oriented development projects or “special projects” (as defined in Section C.3.eii of the NPDES permit) that, at the scale of the watershed, can reduce existing impervious surfaces or create less accessory impervious areas and auto-related pollutant impacts. Projects within the WDSP area could potentially fall into one or more of these three categories of special projects that may qualify for LID treatment reduction credits:

- Category A special projects creating or replacing less than ½ acre impervious surface area and located in a downtown core area or downtown core zoning district, pedestrian-oriented commercial district, or historic preservation site and/or district;
- Category B special projects that create or replace between ½ and 2 acres of impervious surface area and achieve minimum project densities of 50 dwell units per acre or minimum commercial or mixed-use intensities of 2:1; and/or
- Category C special projects that are transit-oriented development projects, located within a one-quarter to one-half mile of an existing or planned transit hub, such as the Amtrak train depot or located within a designated Priority Development Area and providing minimum residential densities of 25 dwelling units per acre or at least an Floor Area Ratio (FAR) of 2:1. Projects within the WDSP area are within a city designated Priority Development Area and automatically qualify for a 25% location credit. Up to a 50% location credit is applicable to projects located within one-quarter mile of the Amtrak train depot.

Special projects may qualify for up to 100% LID treatment reduction credit, based on the requirements and criteria for special projects specified in Section C.3.e.ii of the NPDES permit.

In addition to the C3 permit provision, all construction projects in Suisun City are regulated by the NPDES General Permit for Stormwater Discharges Associated with Construction Activity, which requires the preparation of a Storm Water Pollution Prevention Plan and filing of a Notice of Intent with the State Water Resources Control Board for all project that disturb an area of one acre or greater.

Storm Drainage Pumps

The City has four stations that drain the areas within and discharge at locations described below:

- 1) **Downtown/Main Street.** This station is located underneath the area where Sacramento Street enters the public parking lot, adjacent to the marina. This drains the area from Solano Street, north to Hwy 12. School Street, west from Sacramento to the south, drains to another watershed. The Main Street pump station protects the northern section of the old downtown area and was just replaced this year as part of the downtown plaza. It now has a capacity of 8,500 GPM using two parallel submersible pumps. The station is controlled by a PLC using a bubbler system for level control. The calculated runoff is 4,100 GPM.
- 2) **The Wildlife/Kellogg Street Pump Station.** This station is located at the south end of Kellogg Street. It drains from Solano Street south, including the area above that drains down School Street. It pumps the water collected from the southern part of the old downtown area into the Suisun Slough. There is one main outlet into the Wildlife Channel, which is the School Street storm drain. The pump station and discharge line were replaced in 1997 with a submersible pump station, built next to the old station, and a new larger discharge line. The old pump, check valve, and MCC were removed and the old wet well and discharge line were left intact for possible future adaptation with a portable diesel pump for emergency use. The station includes a medium size detention basin allowing for some storage during short, high rainfall events. The new station has a capacity of 4,600 GPM with one pump, 8,000 GPM with two pumps, and 9,900 GPM with three pumps. Currently two pumps are installed with all piping and the MCC ready to accept a third pump. The calculated runoff is 7,800 GPM.
- 3) **The Whispering Bay/Mulberry Street Pump Station.** This is located at the south end of the Whispering Bay Drainage Channel. It drains the area from Lotz Way and Main Street to Marina Boulevard, including all the residential streets within the area. There are multiple discharge outlets into the Whispering Bay Channel. The pump station has two independent propeller pumps with ultrasonic level controls. New discharge pipes and bar screens were installed in 1988. The estimated runoff is 15,700 GPM for a 6-hour event. The station was rebuilt in 2000 with capacity to exceed these flows. The station has a large detention basin allowing the required capacity to be lowered, if desired.
- 4) **Heritage Park Subdivision/Chipman Lane Pump Station.** There is a pump station along Highway 12, about midway on Chipman Lane. This drains a large portion of the Heritage Park Subdivision. The Chipman Lane pump station collects storm water in the north-south area between Chipman Lane and the railroad tracks



and pumps it under Highway 12 into a channel. The station has three independent propeller pumps controlled by float switches, with a total capacity of 30,300 GPM. The estimated runoff is 8,300 GPM.

5.2.4 Solid Waste

The City of Suisun City contracts with Republic Services Solano Garbage to provide weekly collection of solid waste, yard waste, and recyclable material to the residents and businesses of Suisun City. As part of the statewide waste management and reduction policy, the California Integrated Waste Management Board (CIWMB) allocated the City of Suisun City with a disposal target of 4.9 pounds per person per day. In 2014, the City of Suisun City's disposal rate was 2.6 pounds per person per day, considerably below the CIWMB target.

Suisun City has one recycling drop-off center located within the city boundaries. Recyclable material that is collected by Republic Services is sent to The Recyclery at Newby Island facility, located in Milpitas.

Solid waste collected from Suisun City is deposited at the Potrero Hills Landfill. In 2014, the landfill received 588,917 tons of solid waste, of which 2.3 percent was from Suisun City residents and businesses. The total capacity of the landfill is 55.865 million cubic yards. The landfill currently has a remaining capacity of approximately 33.815 million cubic yards. It is projected that the landfill will reach capacity in December 2045.

5.2.5 Gas and Electric

The Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the City. Public electrical energy for Solano County is generated outside the County and supplied via transmission lines. Major transmission line corridors traverse Solano County, serving the greater Bay Area. PG&E provides natural gas service to the area through both underground and aboveground transmission and distribution facilities. New distribution facilities are typically constructed within easements on private property. However, in some instances, new facilities are constructed within existing streets to increase capacity. Locations of distribution facilities generally depend on how and when an area develops. Specific Plan Area projects applicants and the City are required to involve PG&E in the development process to ensure that electricity and natural gas provision needs are incorporated into the development process.

5.2.6 Telecommunications

AT&T (formerly SBC), provides local telephone communication service for all of Solano County, including Suisun City and the Specific Plan Area. Major telephone transmission lines traverse the region. These lines normally follow rights-of-way that parallel roadways and rail lines. AT&T also provides internet service in the area. Cable television service is provided through Comcast, Inc.

5.3 COMMUNITY SERVICES

5.3.1 Public Safety

Police protection is provided by the City of Suisun City Police Department, which is located in the Planning Area adjacent to City Hall. The Suisun City police department currently has no plans to upgrade or reconstruct the police station or the Burdick Center substation outside the Planning Area. However, there may be opportunities during implementation of the Specific Plan to use technology within the WDSP Area to enhance security through, for example, Bluetooth access for security communication or through installation of emergency call boxes.

Fire protection is provided by the City of Suisun City Fire Department, which provides fire protection services in the incorporated area of the City. The department has one fire station at 621 Pintail Drive. The Suisun City Fire Department has considered alternative location/s to better serve residents and address citywide goals to respond to 90 percent of all calls within five minutes.

The Fire Department also has a memorandum of understanding as a member of the County Hazardous Materials Response team and participates with the State Office of Emergency Services for mutual aid response agreements.

5.3.2 Educational Facilities

The Fairfield-Suisun Unified School District (school district) provides service to elementary, middle school, and high school students. The DWSP Area is served by Crescent Elementary School, a K–5 school east of the DWSP Area and south of Highway 12. Crystal Middle School serves students from grades 6-8 and is located within the Planning Area, at the southeast corner of Driftwood Drive and Whispering Bay Lane. The Planning Area is within the school boundaries of Armijo High School. The school district is not experiencing capacity issues, with the potential exception of Armijo High School, which is at capacity.

Solano County College is a community college in Fairfield that offers a variety of degree programs and serves the Suisun City area.

5.3.3 Library Facilities

There is one library serving Suisun City, the Suisun City Library, a branch of the Solano County Library system. This facility, which opened in 2008, is 10,000 square feet and is built adjacent to the Suisun Elementary school and doubles as a public and school library. The library includes a study room, community meeting room, and computer center. It hosts library programs during the day and community meetings at night.



CHAPTER 6| DEVELOPMENT STANDARDS + DESIGN GUIDELINES

6.1 Introduction

This chapter establishes the development standards and design guidelines governing proposed development within the Waterfront District Specific Plan (WDSP) Area (Planning Area). When reviewing project plans, the reviewing body (Planning Commission or City Council, as the case may be) shall refer to the WDSP development standards and design guidelines. Where the WDSP is silent on an issue, the City will consult the General Plan and Zoning Code. If there is a conflict between the General Plan and the Zoning Code, the General Plan prevails.

A. Standards

Standards are identified by terms such as “shall,” “must,” “required,” or “prohibited.” Standards are specific and measurable regulations that are applied in the review of projects. Compliance with standards is required through the entitlement review process.

B. Guidelines

Guidelines are design principles which are generally expected to be followed unless the applicant can demonstrate that a deviation would still accomplish the intent of the guidelines to the same degree or better.

Refer to Chapter 7 of the Specific Plan for the administration of the Specific Plan, including the process for Site Plan and Architectural Review, Major and Minor Specific Plan Amendments, Variances, and Exceptions and the regulation of nonconforming uses and structures.

6.1.1 Community Design Approach

The development standards and design guidelines in this chapter ensure compatibility of new construction, alterations, and other exterior improvements with the desired character of the WDSP Area.

Development standards provide clear direction on the scale and location of new buildings constructed within the Specific Plan Area. Design guidelines emphasize creation of a sense of identity and orientation for pedestrians, residents, and visitors. This is accomplished by a variety of means, including through the scale, orientation, and design of the built environment; orientation and design of public spaces and landscaping; a grid street pattern; a visible hierarchy of streets; development of a comprehensive open space system; and other techniques.

Design guidelines for residential development apply to each of the residential Land Use Zones: Residential Low Density (RLD); Residential Medium Density (RMD); Residential High Density (RHD); and Historic Residential (HR). Please refer to Chapter 3 for a more detailed discussion of the Land Use Zones.

Design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project and also the Planning District within which the subject project site is located. Please see Chapter 2 for a discussion of the Planning Districts (and Figure 2-1).

Most of the Plan Area is built-out. However, there are key opportunity sites, the development of which will be important to achieving the Specific Plan's intent with respect to design. Figure 6-1, "Illustrative Site Concept Plan" shows how opportunity sites within the Specific Plan could be developed, consistent with the intent of this Plan. Figure 6-1 provides illustrative concepts, but neither represents specific requirements or a formal endorsement by the City of the illustrative concepts.

Figure 6-1: Illustrative Site Concept Plan



6.2 Residential Development Standards + Design Guidelines

6.2.1 Intent



Old Town Suisun City has a traditional Downtown character, with small blocks and lots and a gridded street pattern.

Residential development standards and design guidelines focus on developing a traditional downtown setting that fosters community activities, social interaction, and a strong cohesive image for the Downtown Waterfront District. Design guidelines are intended to support a pedestrian-oriented design environment, where the fundamental intent is to reduce the impact of the automobile by encouraging narrower streets, smaller lots accessed by alleys and with opportunities for on-street parking and less off-street parking than allowed under conventional zoning standards. Old Town Suisun City is an inspiration for new residential development in the WDSP, with its smaller blocks and lots, grid pattern of streets, diverse architectural styles, and variety of housing types and sizes.

6.2.2 Residential Development Standards



Building heights above the first two stories are encouraged to be stepped back to respect the heights of existing adjacent development.

Development standards for residential uses within the Planning Area are summarized in Table 6.1. Existing uses and structures in established residential neighborhoods that are not in compliance with some of the development standards and design guidelines in this chapter shall be allowed to continue, but subject to the standards for nonconforming uses and structures described in Chapter 7.5.

- New residential lots shall be the minimum lot sizes and setbacks indicated in Table 6.1, except porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

ENCROACHMENTS INTO SETBACKS (i.e., porches, stoops, bay windows, balconies, and overhangs)	
1. Front Setback	6' max, where applicable
2. Side Setback	3' max
3. Rear Setback	3' max, where applicable



Secondary dwelling unit attached to the garage of a single-family home.

- Building heights above the first two stories are encouraged to step back to respect the heights of existing adjacent development, particularly along Lotz Way.
- The height of a new development shall be limited to building heights, as measured from grade to the peak of the roof.
- Guesthouses and secondary dwelling units shall be subject to the land use and development standards in Table 6-1 and regulations in Chapter 18.44.150 of the City's Zoning Code.

**Table 6.1: Residential Development Standards**

Land Use District	Residential Low Density (RLD)	Residential Medium Density (RMD)	Residential High Density (RHD)	Historic Residential (HR)
A. LOT / SITE DESIGN				
1. Lot Coverage ¹	70% max	80% max	80% max	70% max
2. Density ²	4-10 du/gross ac (5-12 du/net ac)	10.1-20 du/gross ac (12.1-24 du/net ac)	20.1-45 du/gross ac (24.1-54 du/net ac)	5-15 du/gross ac (6-18 du/net ac)
3. Floor Area Ratio	N/A	N/A	N/A	N/A
4. Lot Area	3,000 sf min	1,500 sf min	N/A	2,500 sf min
5. Lot Width	40' min	25' min	none	40' min
6. Lot Depth	65' min	55' min	none	60' min
B. BUILDING PLACEMENT AND HEIGHT				
Primary Building Setback³				
1. Front Setback	7.5' min-20' max ⁴	5' min-15' max ⁴	0' min-15' max ⁴	10' min-15' max ⁴
2. Side Setback (street)	7.5' min-20' max	5' min-15' max	70% min ⁵	5' min-15' max
3. Side Setback (interior)	5' min (1-2 stories) 15' min (3 stories)	5' min (1-2 stories) for 1 side, 3.5' min for other side in addition to any encroachment; 15' min (3 stories)	0' min-15' max	5' min (1-2 stories) 15' min (3 stories)
4. Rear Setback ⁵	5' min	5' min	5' min (1-2 stories) 15' min (3+ stories)	5' min
5. Height Limit	35' max	35' max	55' max	35' max
Secondary Dwelling Setback				
1. Front Setback	15' min or equal to primary building setback			
2. Side Setback (street)	10' min	10' min	10' min	10' min
3. Side Setback (interior)	0' min	0' min	0' min	0' min
4. Rear Setback	5' min	5' min	5' min	5' min
5. Height Limit ⁶	20' max	20' max	20' max	20' max

Notes:

du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = gross square feet

¹ Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

² Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

³ Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and in the State Model Water Efficient Landscape Ordinance (MWELO), as applicable.

⁴ Front setbacks shall be consistent with the setbacks of adjacent buildings on the street. Garage shall be no closer than 18 feet from the back of the sidewalk.

⁵ Rear garage setback shall be a minimum of 3 feet from the rear property line.

⁶ A secondary dwelling shall not exceed 20 feet in height, except when attached to the primary unit, the maximum height shall be that established for the primary dwelling.



New residential areas or development should reflect elements of historic residential styles in a modern context.



Parks or play areas should be dispersed within the planning area.



Impervious paving surfaces in landscaping should be minimized to the extent feasible.



Deciduous plantings are encouraged to provide maximum winter sun and summer shade.

6.2.3 Residential Site Standards and Design Guidelines

A. Neighborhoods

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

B. Parks and Open Space

1. A variety of parks and open space are encouraged within the Planning Area, designed and located to help promote public health. Refer to Chapter 5 for park, open space, and public facility concepts.
2. Parks or play areas should be dispersed and located to be easily accessible to each neighborhood area. New multi-family residential development shall be designed with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.
3. Pocket parks (of one-half acre or less) are encouraged as landscape amenities and as a means to give a distinct identity to residential areas.

C. Landscaping

1. Deciduous plant materials are encouraged to allow maximum winter sun and summer shade.
2. Climate-appropriate landscaping is encouraged.
3. The use of impervious paving surfaces (concrete, asphalt) should be minimized, to the extent feasible. Use of permeable surfaces and paving materials is encouraged.
4. Outdoor lighting on private lots should be designed so that it does not intrude on neighboring uses or shine directly into the street.
5. Shade trees and landscape trees should be of appropriate species, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature.



6. Landscape design must consider water conservation strategies, consistent with the State of California MWELO.

6.2.4 Residential Building Design Guidelines

A. Architectural Details

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

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

B. Residential Garages

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

C. Fences

1. Backyard fences are encouraged along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences should be terminated three feet behind the front façade. Side yard fence setbacks on corner lots shall be a minimum of five (5) feet from the back of the sidewalk.
2. The setback area in front of fences shall be landscaped.
3. Fence setbacks along major streets (Lotz Way, Civic Center Boulevard, and Marina Boulevard) shall be at least fifteen (15) feet from the back of the sidewalk.



Architectural elements, façade details, and exterior colors should be varied between units and house to house.



Basic building colors should use neutral colors, compatible with the waterfront.



Garages are encouraged at the rear of the lot and accessed by an alley or motorcourt.



Front yard fences are encouraged to be set back, landscaped, and designed to be visually open above the first 3 feet.

4. Front yard fences, where provided, are encouraged to be a maximum height of three (3) feet and may consist of wood or steel posts with wood pickets, rails, or decorative wrought iron that allows for eyes on the street. Front yard fences shall not exceed six (6) feet in height and where provided, above three (3) feet, fences shall be designed to be visually open and placed at the back of the sidewalk or set back and landscaped.

6.3 Commercial Development Standards + Design Guidelines

The following development standards and guidelines apply to the commercial and mixed use zones within the Planning Area. The guidelines and standards set forth basic design principles, including building height, form and composition, storefront design, landscaping, and signage.



Downtown Suisun City has a historic character and small town charm that should be preserved and enhanced.

As noted previously, design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the *Land Use Zone* of the proposed project and also the *Planning District* within which the subject project site is located.

6.3.1 Intent

The City's intent is to preserve the historic character and small-town flavor of the Specific Plan Area, while encouraging new development and greater vibrancy, consistent with the goals, objectives, and standards of this Plan.



6.3.2 Commercial and Mixed Use Development Standards

Development standards for commercial and mixed use zones are summarized in Table 6.2.

Table 6.2: Commercial and Mixed Use Development Standards¹

Land Use District	Downtown Commercial (DC)	Downtown Mixed Use (DMU)	Main Street Mixed Use (MSMU)	Historic Limited Commercial (HLC)	Waterfront Commercial (WC)
C. LOT / SITE DESIGN					
1. Lot Coverage ²	80% max	80% max	100% max	70% max	50% max
2. Density ³	N/A	N/A	N/A	N/A	N/A
3. Floor Area Ratio	0.25-2.0	0.30-3.0	0.30-2.0	0.25-1.0	0.25-1.0
4. Lot Area	4,000 sf min	3,000 sf min	2,500 sf min	2,500 sf min	2,500 sf min
5. Lot Width	50' min	50' min	40' min	40' min	40' min
6. Lot Depth	70' min	60' min	60' min	60' min	60' min
D. BUILDING PLACEMENT AND HEIGHT					
Primary Building Setback⁴					
1. Front Setback	0' min-20' max	0' min-15' max	0' min-15' max ⁴	5' min-15' max ⁵	5' min-15' max
2. Side Setback (street)	0' min-15' max	0' min-15' max	0' min-15' max	5' min-15' max	10' min-20' max
3. Side Setback (interior)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	5' min (1-2 stories); 15' min (3+ stories)	0' min (nonresid.) 15' min (resid.)
4. Rear Setback ⁶	15' min	15' min	0' min (nonresid.) 15' min (resid.)	5' min	0' min (nonresid.) 15' min (resid.)
5. Height Limit	60' max	60' max ⁷	16' min; 50' max ⁷	35' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet; nonresid. = nonresidential; resid. = residential

¹ Residential development within a commercial or mixed use zone shall be subject to the development standards for the Residential High Density Zone (RHD), identified in Table 6.1, except for residential development within the C/O/R Zone, which may use development standards for the RMD or RHD Zones.

² Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

³ Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

⁴ Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and the State Model Water Efficient Landscape Ordinance.

⁵ Front setbacks shall be consistent with the setbacks of adjacent buildings on the street.

⁶ Rear garage setback for a detached garage shall be a minimum of 3 feet from the rear property line. Rear setbacks for an attached garage shall be the same as that required for the primary structure.

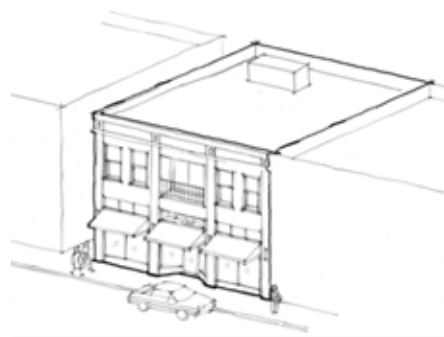
⁷ Building heights in the Downtown Core planning district shall not exceed a maximum height of 50 feet. Building heights shall be stepped to respect the heights of existing adjacent development.



Downtown commercial structures are typically rectilinear and built to the edge of the sidewalk.



Where building heights differ between adjacent properties, the height of adjacent major façade elements shall be related.



The scale of new infill construction shall be harmonious with that of adjacent buildings of historic interest.

6.3.3 Main Street Mixed Use and Downtown Mixed Use Zones in the Downtown Core

The following design guidelines apply to the Main Street Mixed Use and Downtown Mixed Use Zones, particularly within the Downtown Core Planning District. This District consists primarily of commercial buildings typically built up to the sidewalk edge, rectilinear in form, with large storefronts on the ground floor facade. Where residential structures exist on the west side of Main Street, the residential standards and guidelines in Section 6.1 shall govern. Refer to Chapter 4 for street and streetscape design guidelines for Main Street and other Downtown commercial and residential areas.

A. Building Height, Placement, and Setbacks

1. The height of new street-facing facades should be greater than sixteen (16) feet but no more than fifty (50) feet, as measured from the sidewalk to the top of the cornice.
2. Along Main Street, building facades shall be a minimum of 16 feet in height and appear as a two (2) story building, if not two (2) stories or greater in height.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines and strong horizontal features, such as belt courses and cornices shall be related.
4. Buildings and facades shall be constructed to the back of the sidewalk of the adjacent street(s). Only entries and flanking display windows may be recessed from the property line. Doorways should be designed to focus on the street to create more activity along the sidewalk.

B. Building Form and Style

1. Like the historic buildings on Main Street, building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings. Oblique, polygonal, and circular-shaped buildings are prohibited.
2. Unique architectural features of buildings shall be maintained and respected in any renovation or remodeling work.
3. The scale of new construction should be harmonious with that of adjacent buildings. The scale of various design and construction elements should be consistent with adjacent buildings of historic interest.
4. When a new building is proposed to replace a historic structure, key architectural elements of the original building should be used in the construction of the new building.
5. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of

historic Suisun City by containing design elements that produce a similar visual image. Highly contemporary and articulated building forms are not permitted. “Wild West” themes typified by false front architecture, embellished with gingerbread-style detail, board- and- batten siding, and bright colors are not an appropriate or acceptable building motif.

C. Exterior Walls

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted).
2. Except in limited amounts and in locations other than along Main Street, exterior wall materials not normally permitted include concrete, concrete block, stone veneer, stucco, granite, modern metal applications, large expanses of glass, tile, or plastic.
3. New storefronts along Main Street should approximate the rectangular shape, proportions, and character of adjacent buildings of historic character. Storefronts with recessed entries are encouraged and should be divided into three bands with a base, middle, and top, including a transom band, a band of display windows, and a small spandrel or paneled band under the display windows. One-story buildings should have a solid wall space above the storefront and a cornice, with or without a parapet. Two story buildings should usually have a horizontal band and a second floor with windows and cornice. All of the above bands should align with those of adjacent buildings to the extent possible.



Exterior walls should be designed with brick, wood, and painted or anodized finish metal.



New storefronts along Main Street should approximate the rectangular form, proportions, and character of adjacent buildings of historic interest.



Storefronts along Main Street should be designed as three bands that include a base, middle, and top.



Canvas awnings attached above street level storefronts and windows are encouraged.



Traditional design features, such as wooden balconies, canopies, and porches are encouraged.

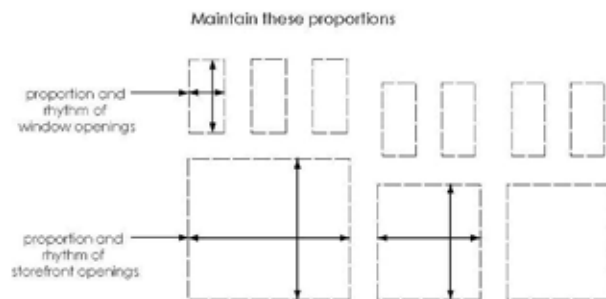


Buildings at key intersections, such as Main Street and Driftwood Drive should be designed to mark the corner.

4. If provided, awnings should be regularly cleaned and maintained. Metal and glass awnings are discouraged. Mansard, free form, and geometric form awnings or other sidewalk covers are discouraged. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of adjacent structures. Awnings or canopies that obscure transom windows or that are used primarily for signage rather than cover are not permitted.
5. Wooden balconies, canopies, and porches are traditional to some types of buildings and are encouraged, where appropriate. The creation of such elements should be carefully considered to ensure compatibility with the style of historic structures along Main Street. Other important architectural features should not be obscured or destroyed in the building of these features.
6. Retail continuity along Main Street's west side is essential. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.
7. Buildings at key intersections (such as Main Street and Driftwood Drive) should be designed to "mark the corner" with such architectural features as a tower or a cupola. Such features may be erected to a greater height than fifty (50) feet, provided the design is in keeping with the overall character of the structure and surroundings.
8. The backs and sides of buildings that are visible from public streets should incorporate window and door openings, where possible. For new construction, backs and sides should be as carefully designed as front facades. On existing buildings, original openings should be restored or compatible new ones provided where feasible. Interesting details, awnings, painting, and landscaping should also be used to add visual interest to these areas.



Windows should be organized vertically, in multiple bays, although several vertical elements may be combined to form a horizontal opening.





D. Windows and Doors

1. Except on narrow building fronts, windows should be organized in multiple bays, in coordination with ground-level storefronts. The directional expression of windows and doors should be vertical, although several vertical elements may be combined to form a horizontal opening.
2. Fenestration should be heavy wood rectilinear assemblies. Metal window assemblies or metal window frames are discouraged. Fenestration should be well proportioned and compatible with the dimensions of a given wall.
3. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.
4. Upper floor facades should be composed as solid surfaces with punched openings for individual windows or discrete sets of windows. The openings may be highlighted with special treatment at the head, sill, and/or sides, such as special brick coursing, arched heads, or other accents.
5. Large areas of blank wall with few openings or enriching details should be avoided on street facades. New and substantially rehabilitated buildings should have wall to window area ratios and proportions that are similar to the traditional Downtown buildings. For minor rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
6. Original or existing storefront areas and window openings should not be filled in or covered up from either the interior or exterior of the building. Where buildings with retail storefront display areas have been converted to non-retail uses, such as offices, the storefront glazing should not be covered over or permanently obscured. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.



Upper floor facades should be composed of solid surfaces with punched openings for individual or sets of windows.



False fronts or parapet walls should conceal pitched or flat roofs.

E. Roofs

1. Building roofs should reflect the historic styles in the Downtown Core and should be either gable, gambrel, hip, or shed. False fronts or parapet walls should conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings should be unobtrusive.
2. Pitched roofs should usually be dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.



Exterior colors should complement the color of neighboring buildings or storefronts and the overall Downtown landscape character.



Complementary colors should be selected for signs and awnings of individual shops within the same building.

F. Color

1. Choice for building exteriors may express individual taste, but should always contribute to the historical character of the area. Exterior colors should harmonize with other colors on the same building and on the streetscape.
2. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
3. Where brick has been painted, repainting is appropriate. Where brick was unpainted and remains unpainted, use of paint on the exterior is prohibited.
4. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.
5. The use of different colors to mark individual shops within a building can be visually disruptive and obscure the overall composition of the facade. Where existing buildings have been painted in this manner, they should be repainted complementing colors when rehabilitation or change in tenancy occurs.
6. A range of complimentary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated wherever possible. Patterned or multi-colored awnings should be used with care and in consideration of the color(s) of adjacent awnings.



Additions to existing structures shall be a height and scale that does not overwhelm the original building.

6.3.4 Historic Limited Commercial Zone

The Historic Limited Commercial Land Use Zone occurs in both the Downtown Core Planning District and Historic Suisun Planning District.

The buildings that front on Main Street between Morgan Street and Cordelia Street and the areas within the HLC zone are predominantly residential in design and character. These structures are expected to convert to retail or limited commercial uses over time. The following sections address these “transitional” buildings and provide standards and guidelines for their renovation for commercial use. These guidelines also apply to the design of new commercial structures so that residential elements are incorporated and are compatible with the existing structures in which they adjoin.

A. Building Height, Placement, and Setbacks

1. The maximum height of any new building or addition to an existing building shall be thirty-five (35) feet. The maximum height limitation matches that specified for the adjacent residential district. It will allow for an appropriate transition in scale between commercial and residential zones.

2. Additions to existing structures shall be of a height and scale which does not overwhelm that of the original building.
3. Building setbacks should be provided from all property lines. The front yard and side setback from the street should approximate that of adjacent residential buildings on the block. Rear and side setbacks should be similar to those provided for existing residential buildings, with greater setbacks provided for new structures or additions of significantly greater height or scale.

Building setbacks from the street will help to maintain a consistent street wall and signal the transition from the commercial area to the adjacent residential area. Side and rear setbacks can provide buffer zones to protect the privacy of adjacent residential areas.

4. Setback areas shall be adequately landscaped to provide a residential character to the street and to form green buffers between buildings. The presence of trees and planting around buildings is typical of residential areas and will provide an appropriate transition between them and the commercial area.

B. Building Form and Composition

1. Unique architectural features and the overall residential quality and appearance of a structure should be maintained and respected. Major form-giving elements to be retained include pitched rooflines, projecting or recessed entry porches, dormers and bay windows. Important features and details may include multi-paned windows set in wood frames, overhanging eaves, decorative brackets and balustrades and substantially designed porch bases and steps.

The conversion of a residential structure to commercial use should not destroy the residential character of the building. Where modifications are necessary to improve access, they should be done in a manner that is least disruptive of the original building fabric. Closing or filling porches or window openings destroys the building's character and is inappropriate.

2. New construction and additions to existing buildings should utilize the major residential form-giving elements described above.
3. Roof forms should be expressed rather than concealed behind parapets or false fronts. Appropriate forms are those typically used for residential development in and adjacent to the area. These include hip, gable and shed forms with projecting eaves. Roof forms for building additions should be consistent with those of the original structures.
4. Building massing should relate to the scale of surrounding residential structures. Where a new building will be significantly larger than surrounding structures, it should be composed of



Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.



Unique architectural features and the residential quality and appearance of structures should be maintained.



Conversion of a residential structure to a commercial use should not destroy the character of the building.



New larger buildings should use smaller-scaled elements that approximate the scale or form of adjacent residential development.

smaller elements that approximate the scale or form of the existing residential structures.

In order to avoid changes in scale that would overwhelm adjoining residential structures, new buildings should use smaller-scaled elements as building blocks. Devices, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.

C. Material Finishes and Colors



Exterior wall materials should use traditional residential building materials, such as wood siding, stone, and brick.

1. Exterior wall materials should be limited to those commonly used for residential buildings, including wood siding, and brick.
2. Additions to existing buildings should be finished in the same material as the original structure. Complementary materials, such as wood shakes with wood siding or brick with stucco may be used for architectural accents or special details.
3. Existing window openings and multi-paned windows should be retained. Large expenses of glass should be avoided in building additions and new construction in favor of individual window openings with multi-paned windows or multiple window units.
4. Window frames shall be of painted wood, metal, dark anodized aluminum, or in the case of a renovation, a material and finish which matches the existing original window frames.
5. Metal window grilles or other exterior devices, which imply security problems, are discouraged.

Visible security devices detract from the area's image. Security problems should be addressed in less visible ways, such as internal alarm systems, which will not detract from the visual image of the area.



Use of fabric awnings is encouraged, where appropriate to the building design.

6. Appropriate paint colors for building wall surfaces include white or light, neutral pastels similar to those called for in other commercial zones, medium toned natural finishes for brick. Where wood siding or shakes are used, darker stains or painted finishes may also be appropriate. Trim elements and details may be painted to match the building wall or in a contrasting color.
7. The use of fabric awnings is encouraged where appropriate to the design of the building. Awnings should be placed to avoid obscuring architectural features or overwhelming the scale of the building. Awnings may be placed over windows or entries but must be attached directly to the building and be self-supporting. Extended sidewalk canopies are inappropriate.

6.3.5 Commercial/Office/Residential and Waterfront Commercial Land Zones

The Commercial/Office/Residential and Waterfront Commercial Land Use Zones occur within both the Downtown Core and the Southern



Waterfront Planning Districts. These areas adjacent to the waterfront are related to the historic Downtown, yet have very different characteristics. Proposed uses within these parcels are intended to build upon and enhance the character and function begun on these sites. The following design guidelines address the unique character of these two distinct opportunity areas.

A. C/O/R Zone Design Guidelines

1. All commercial buildings should have facades built to the back of the sidewalk, in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
2. Residential setbacks, where applicable, should be consistent with residential development in the Victorian Harbor neighborhood.
3. In keeping with the historic character, the linear frontage of new buildings along Main Street south of Driftwood Drive should not exceed fifty (50) feet. Commercial or mixed-use development north of Driftwood Drive may be larger. The design of the building should still emphasize the vertical appearance of smaller increments of building frontage that preserves the pedestrian quality present along Main Street.
4. New development and buildings should be designed to maximize waterfront views and access from common area spaces, as well as front onto the major surrounding streets, including Main Street, Lotz Way, and Civic Center Boulevard.
5. Flexibility in the application of these design guidelines can be attained through the PUD process.



Existing office and hotel uses in the Commercial/Office/Residential zone north of the former Sheldon Oil site.

B. Waterfront Commercial Zone Design Guidelines

New development in this area shall be guided by the design guidelines in Section 6.3.4, addressing the Historic Limited Commercial zone, and the following additional guidelines.

The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine-related industries. Design of these buildings shall be reflective of traditional maritime architecture; that is, buildings with high ceilings, and large floor areas, but which reflect the character of the Waterfront and do not obscure it from view. This area is the subject of a recent planning study, “the South Waterfront Design Report.” The South Waterfront Design Report should be referenced for the development of the area, referenced in Figure 6-1 as Opportunity Area I.

The following design guidelines should be observed within the Waterfront Commercial zone.

1. Roofs should be pitched, without parapet facades. Flat roofs are inappropriate.



New waterfront development should be consistent with the scale and character of existing waterfront commercial development.



Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.



Building massing should be broken to smaller massing, approximating the scale or form of existing adjacent structures.



Contemporary design and reuse of industrial structures are encouraged.

2. Extensive areas of glazing or storefronts shall be utilized where the building faces a public street, common area, or the waterfront.
3. Maximum building height is thirty-five (35) feet.

6.3.6 Downtown Mixed Use Zone in the Suisun-Fairfield Train Depot Planning District

A. Building Height, Placement, and Setbacks

1. The height of new buildings should be multi-story, but no more than fifty (50) feet, as measured from the sidewalk to the top of the roof line.
2. Where building heights differ with adjacent properties in the Downtown Commercial Core, building heights shall be stepped to respect the scale of existing, adjacent development.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines, and horizontal features, such as belt courses and cornices shall be related.
4. Building facades and openings should be designed to front onto Main Street or Downtown side streets rather than facing the railroad tracks.
5. Setback areas shall be adequately landscaped to provide an appropriate transition between the commercial development on Main Street, the residential development south of the district, and streets and parking areas.
6. Public open space should be internally located and buffered from rail or freight traffic.

B. Building Form and Style

1. Building massing should relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it should be broken down into smaller elements and massing which approximate the scale or form of the existing adjacent structures.

Design strategies, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.

2. New construction and renovation of existing buildings shall respect the waterfront design themes and historic character in the Planning Area and should maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures are encouraged in this district, while respecting the

traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

C. Exterior Walls

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted), consistent with materials encouraged for commercial development along Main Street.
2. Balconies, canopies, and porches are encouraged and should be designed to be compatible with the appearance of adjacent structures.
3. The back and side of buildings, visible from public streets, should incorporate window and door openings, where possible. In new construction, backs and sides should be carefully designed as front facades. On existing buildings or building renovations, original openings should be restored or compatible new ones provided, where feasible. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.



Exterior walls should be designed with brick, wood, and painted or architectural metal.

D. Windows and Doors

1. Except on narrow building fronts, windows should be organized in multiple bays.
2. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.
3. For rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
4. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.



Windows should be organized into multiple bays.

E. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but should contribute to the character of the Waterfront District.
2. Exterior colors should harmonize with landscape themes in the district and Downtown waterfront themes.
3. The use of different colors to mark individual shops or residential units within a mixed-use building should be avoided. However, accent colors applied to highlight architectural features and trim elements and details painted in a contrasting color, compatible with the building wall are encouraged.
4. Window frames shall be of painted wood, metal, dark anodized aluminum.



Exterior colors should be chosen to complement the architectural and landscape themes in the district.



Public spaces should be provided to enhance commercial vitality and activity in the district.



Street furnishings and landscaping can help support a pleasant, urban retail experience.



Commercial building facades should front onto the sidewalk to maintain an active edge for shoppers and pedestrians.



Buildings are encouraged to be clustered to support a pedestrian-friendly shopping experience.

5. A range of complementary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated, wherever possible.

6.3.7 Downtown Commercial and Downtown Mixed Use within the Western Marina and Highway 12 Planning District

A. Public Space and Pedestrian Amenities

1. Public spaces, such as plazas, courtyards, and outdoor dining spaces should be designed to enhance the vitality of the district and support commercial patronage.
2. Public spaces, plazas, and courtyards should be designed as outdoor living rooms, enhanced with seating and other pedestrian furniture, street lights, shade, and landscaping.
3. Street furnishings and landscaping, including planters or tree grates and potted plants, should be provided along walkways, to support a pleasant urban retail experience.
4. Public art should be considered for focal points or gateway entrances into the commercial district.
5. Textured or colored pavement should be used to clearly define pedestrian access ways or intersection crossings, articulate different sidewalks activity zones, and highlight special areas within the district.

B. Building Height, Placement, and Setbacks

1. The height of new buildings are encouraged to be multi-story to establish a pedestrian-friendly character, consistent with the Downtown Waterfront District, but should be no more than sixty (60) feet, as measured from the sidewalk to the top of the building roof line.
2. Commercial buildings should have facades built to the edge of the sidewalk in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
3. To nurture a pedestrian-focused community, buildings should be designed to front onto the commercial main street or internal common space. Setbacks should be landscaped and buildings should be oriented to activate common spaces and public rights-of-way, with courtyards, plazas, seating, and other public amenities.

C. Building Form and Style

1. Building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings.



2. Commercial buildings are encouraged to be clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections should be designed to "mark the corner" with architectural features, such as towers.

D. Exterior Walls

1. Large areas of blank wall with few openings or enriching details should be avoided on street facades. The backs and sides of buildings, which are visible from public streets, should incorporate window and door openings, where possible. Building backs and sides should be as carefully designed as front facades. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.
2. Exterior walls are encouraged to be designed with traditional building materials, such as brick, wood, painted or architectural metal (such as cast iron and pressed metal, with anodized finish or painted).
3. Doors, windows, cornice lines, floor lines, signage, and overhangs should be incorporated into the building design to support interesting building façades.
4. Individual tenants in a multi-tenant structure should be easily distinguished, using architectural features, including:
 1. columns, piers, or pilasters placed between building bays;
 2. building setback variations for recessed entrances, niches for landscaping, outdoor seating or dining, or other pedestrian amenities;
 3. arcades and roof overhangs; and
 4. changes in building or roof heights between adjacent tenants.
5. Canvas awnings, attached above street-level storefronts and over individual windows, are encouraged. If provided, awnings should be regularly cleaned and maintained. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of the district.

E. Windows and Doors

1. Commercial storefronts and ground floor common areas should provide a transparent façade along the street, consisting of storefronts, entries, and windows.
2. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.



Architectural details, such as doors, windows, building lines, signage, and overhangs should be used to articulate the building façade.



Color and different architectural treatments should be used to distinguish individual tenants in multitenant buildings.



Commercial storefronts and ground floor common areas should provide a transparent façade along the street.

3. Doorways should be designed to focus on the street to create more activity along the sidewalk.

F. Color and Material Finishes



Color should be selected to coordinate with the streetscape and landscape themes of the district.

1. Choice for building exteriors may express individual taste, but should contribute to the waterfront themes of the Downtown Waterfront District. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
2. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.
3. The sign and awning color of individual businesses should be coordinated, wherever possible.



6.4 Public Facilities and Open Space Standards + Design Guidelines

6.4.1 Public Facility and Open Space Standards

Table 6.3: Public Facility and Open Space Development Standards

Land Use District	Public Facilities (PF)	Park or Open Space (P/OS)
A. LOT / SITE DESIGN		
1. Lot Coverage ¹	80% of the lot	20% of the lot
2. Density	N/A	N/A
3. Floor Area Ratio	N/A	N/A
4. Lot Area	N/A	N/A
5. Lot Width	N/A	N/A
6. Lot Depth	N/A	N/A
B. BUILDING PLACEMENT AND HEIGHT		
Primary Building Setback³		
1. Front Setback	0' min	20' min
2. Side Setback (street)	0' min	20' min
3. Side Setback (interior)	0' min	10' min
4. Rear Setback ⁴	0' min	15' min
5. Height Limit ⁵	50' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet;
nonresid. = nonresidential; resid. = residential

¹ Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

² Setback areas shall be landscaped as addressed by the Suisun City Zoning Code.

³ Front setback shall be consistent with setbacks of adjacent buildings on the street. Garage shall be no closer than 15 feet from the front property line.

⁴ Rear garage setback shall be a minimum of 3 feet from the rear property line.

⁵ Building heights shall be stepped to respect the heights of existing adjacent development.

6.5 General Development Standards

6.5.1 General Requirements

A. Buildings

Where originally constructed building facades remain, their appearance should not be altered. Such facades should be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.

Existing windows and door openings that have been boarded up or painted over shall be restored and reglazed. Replacement windows and doors shall meet all of the requirements of Section 6.3.3.D. Awnings, where provided, shall be regularly cleaned and maintained.

B. Landscaping

Landscaped front yards, especially lawns, are an important transitional feature, which should be maintained and improved.

- Landscaping around the perimeter of buildings and parking areas provides a visual extension of the front landscaping and a green buffer between building and land uses. Landscaping shall be provided in front yard areas and in setback areas around the perimeter of buildings and parking areas.
- Landscaping shall be provided within parking areas where needed to break up large expanses of parking and/or to provide additional shade, as required by the City's Zoning Code.

C. Mechanical Equipment and Service Areas

All mechanical equipment, whether on rooftops or at ground level and service areas shall be adequately screened from view?

- Mechanical equipment, conduit, utility equipment, HVAC units and trash disposal areas, visible from a public right-of-way or common area, shall be screened from view.
- Where conduit or equipment cannot be screened without disrupting or covering other important features of the building, these shall be painted to match the adjacent surface to reduce their visibility as much as possible.
- Trash areas, storage, and service areas shall be screened from public view with a wall or fence and landscaping. Trash enclosure shall be designed and located, so as not to be visible from adjacent streets or properties.



D. Use of Public Right-of-Way

Merchandise, whether for sale or rent, shall not be placed on display upon the public right-of-way except by special permit and approval of the City Council.

6.5.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Planning Area, except within the C/O/R zone. Within the C/O/R zone, the PUD process may establish a specific signage program unique to the area. Additional signage standards, included in Chapter 18.54 of the Suisun City Zoning Code also apply, except where in conflict with the more restrictive standards of this Specific Plan. Where this section is silent, the standards of the Zoning Code shall apply.

A. Type and Placement

1. Signing should be designed to directly relate to the exterior design of the building. Signing should not cover important features or cross transitions between features. Signing should be at the first floor level, should not project above the cornice or fascia line, and should be primarily oriented to the pedestrian. However, painted lettering on second story windows, to identify separate uses located there, is appropriate.
2. Signs should generally be flush with the facade and not protrude more than eight (8) inches from the wall. Projecting signs may be considered when the sign does not conflict with the building's exterior design.
3. Under canopy signs and signing painted on canvas awnings are permitted. Symbolic three-dimensional signs, such as barber poles, are encouraged. Moving and rotating signs are permitted.
4. Freestanding signs are not allowed, except to identify a specific development, district, or multiple-business complex. One permanent directory or freestanding master identification sign, not to exceed twenty-five (25) square feet per sign face, is allowed at each main entrance to a public street.
5. A projecting sign or shingle sign may be permitted to be placed on a building frontage only if all of the following Standards are met:
 - a. The sign is historically accurate or appropriate for the building.
 - b. The sign does not impair the visibility of adjacent signs.
 - c. The size, location, and materials of the sign are compatible with the building and conform to the requirements of this section.

6. The height of the sign does not extend above the cornice line of a one story building or the sill of a second floor window.
7. A permanent sign is limited to the name and graphic logo of the business, the type of service rendered, the principal brand names or classification of merchandise for sale, and street address. Brand names may occupy not more than twenty-five percent (25%) of the allowable sign area, except for storefront window signs.
8. Neon signs are permitted only when all of the following Standards are met.
 - a. The sign does not impair the visibility of adjacent signs.
 - b. The sign, location, and materials of the sign are compatible with the building and conform to the other requirements of this Chapter.
 - c. The sign is more appropriate than an otherwise illuminated sign.

B. Sign Area

1. A maximum area of one (1) square foot of signing may be permitted for each linear foot of a business on a primary frontage (facing a public street, public parking lot, or public space) not to exceed forty (40) square feet on any one frontage. A maximum of one-half (1/2) square foot of signing may be permitted for each linear foot of a business on a secondary frontage (facing an alley, private driveway, an adjacent building, private parking or service area) not to exceed twenty (20) square feet on any one frontage.
2. The maximum area of signing noted above shall apply to all wall, window, and projecting signs and signs painted on awnings. Further, projecting signs shall not exceed twenty (20) square feet per sign face and shall not project more than four (4) feet from the wall.
3. Each business with first floor frontage or direct sidewalk access may have a pedestrian-oriented sign attached below a canopy not exceeding three (3) square feet per sign face and with a minimum clearance of eight (8) feet above the sidewalk. Such a sign will not count as part of the maximum business sign allowance.
4. Multiple business directories may be permitted when not exceeding two (2) square feet per tenant and twenty (20) square feet total per sign face. Such a sign will not count as part of the maximum business sign allowance.

C. Materials

1. Signs should be painted and/or carved wood, wrought iron, cut out, non-reflective metal lettering such as brass, or glass



(including stained glass). Signs painted directly on plain surfaces, windows and canvas awnings are generally appropriate. Metal "can" signs are not permitted. Decorative neon identification signs may be used as an accent or design feature, but shall not dominate the general appearance of the facade.

D. Graphics

1. Graphics should be simple and bold. Lettering styles should be in keeping with the area's historic character.

E. Illumination

1. Illumination should generally be indirect such as that provided by "goose necked" light fixtures. In some instances, signs may be floodlighted or may utilize exposed incandescent light bulbs.
2. No interior - illuminated signs are permitted. Fluorescent, flashing, and intermittent illumination is not permitted.

F. Temporary Signs

1. Temporary signs pertaining to special store events or sales lasting no more than thirty (30) days may be painted or affixed to display windows provided that their total area shall not exceed twenty-five percent (25%) of the window area.
2. Banners or other promotional signs may be displayed for up to thirty (30) days; provided that the total area of all temporary signage displayed (including window signage) shall not exceed the allowed area of the permanent signage.
3. All such temporary signage shall be displayed for no more than thirty (30) days. The same or similar signage shall not be replaced within thirty (30) days after removal.

G. Illegal Construction

If the Administrator finds that any sign has been constructed or erected in violation of the provisions in effect at the time of such construction, he/she shall give written notice of such conditions to the owner of the property upon which the sign is located to remove or alter the sign so as to comply with this Chapter. Thirty (30) days after such notice, such signs may be removed or altered to comply with legal standards by the Administrator at the expense of the permittee or the owner of the property upon which the sign is located.

6.5.3 Parking Standards

Parking regulations are established to ensure adequate parking facilities are provided in order to meet the parking demand anticipated for development.

A. Minimum Parking Requirements

The minimum number of off-street parking space shall be provided for each land use, as summarized in Table 6-4. For uses not listed in the table, refer to the City Zoning Code. The parking standards in Table 6-4 apply to any new building or use, except as follows:

- For existing structures, only those off-street parking spaces required at the time of construction, addition, or substantial modification of the structure, or are present on the site at the time of adoption of this Specific Plan, are required to be maintained as off-street parking spaces. Any additional floor area to an existing structure or construction of new structures made subsequent to the effective date of this Plan shall require the provision of off-street parking as provided in Table 6.4.
- At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.

Table 6.4: Off-Street Parking Requirements

Land Use*	Minimum Number of Parking Spaces Required*
RESIDENTIAL LAND USES	
Single-Family Residential	1 covered space and 1 uncovered space per unit
Multi-family Residential**	
Studio	1 space per unit
One-Bedroom	1 space per unit
Two+ Bedrooms	1.5 space per unit (1 space should be covered)
Guest spaces	1 space per 5 units, except that on-street parking may be substituted for visitor parking where sufficient on-street parking space is provided on the street adjacent to the development.
NON-RESIDENTIAL LAND USES	
Hotel/Motel	1 space per room
Commercial or Public Use	Refer to parking requirement in the City Zoning Code, except that the minimum off-street parking spaces shall not be greater than 1 space per 300 gross square feet.

Notes:

- * At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.
- ** For developments containing five or more units, up to thirty-five percent (35%) of the required uncovered spaces may be compact car spaces.
- *** On-street parking spaces adjacent to the property street frontage may be used to satisfy required off-street parking requirements.



B. Parking in Commercial and Mixed Use Zones

Generally, parking required for existing and proposed new uses within most of the commercial and mixed use zones will be met by a combination of public and private on- and off-street public parking facilities, associated with specific uses and properties. Public parking is provided on Main Street, in and around the marina and Harbor Plaza. Because of the variety of uses envisioned in the Planning Area, peak demand periods will vary, allowing opportunities for shared facilities by more than one use or property.

- Required parking for all uses in existence at the date of adoption of this Specific Plan can be satisfied by existing private on site facilities and public parking on Main Street and Harbor Plaza.
- New uses established after the adoption of this Specific Plan shall be required to meet parking standards by first providing as much of the requirement on-site as possible, while still keeping with the desired character of development. Off-site parking spaces may also address this requirement, where it is demonstrated that such spaces are available during the peak demand periods for the particular use in question (see requirements for shared parking below).

C. Fees In-Lieu of Required Parking

Where a use cannot satisfy its parking requirement through either on-site or available shared parking, when available, the remaining requirement may be satisfied by payment of a fee in lieu of actual development of the required parking. Said fee is to be set by resolution of the City Council and shall be equal to the estimated cost of land acquisition and development of one off-street surface parking space. This fee will be charged for each of the required parking spaces, which cannot otherwise be provided for the proposed use.

D. Reduced Parking Requirement

An exception reducing the required parking spaces to less than the above standards may be approved by the Administrator or the Planning Commission, as the case may be, provided the following findings are made:

1. The actual parking demand for the use in question will be less than the above standards.
2. The proposed use will not generate additional long term parking -demand without expansion of the building area occupied.
3. If a new building or structure, the probable long-term occupancy, based on its design will not generate additional parking demand.

The applicant will be responsible for the collection and submittal of survey or other data sufficient for the above findings to be made. Refer to Section 7.6.5 of the Specific Plan for the procedures for exceptions.

E. Shared Parking Requirements

Parking spaces may be shared by more than one use when operations are not normally conducted during the same hours or when hours of peak use vary. Requests for the use of shared parking may be considered within the project review process as a strategy to meet required off-street parking requirements and must meet the following conditions:

1. The applicant must satisfactorily demonstrate that substantial conflict shall not exist in the principal hours or periods of peak demand for the uses for which shared spaces are proposed.
2. Parking spaces designated for shared use shall not be located further than eight hundred (800) feet from any structure or use served, unless otherwise approved.
3. A written Agreement shall be drawn to the satisfaction of the City attorney and executed by all parties concerned ensuring the continued availability of the number of stalls designated for shared use.
4. The number of existing parking stalls which may be credited against the requirements for proposed structures or uses shall not exceed the number of stalls reasonably anticipated to be available during differing hours of peak demand.
5. In determining the availability of parking spaces for shared use; peak and off-peak demand shall be calculated using the standards and methods described in the City's Zoning Code, Section 18.52.040 or other approach approved by the City.
6. Total required on-site parking spaces for mixed-use developments shall be determined by computing the parking requirements for each of the above time periods. The largest total demand for the four periods shall be the required number of spaces to be provided.

F. Parking in Residential Front Yards

No portion of any front yard other than a paved driveway shall be utilized for parking or storing of any motor vehicle, recreational vehicle, boat, trailer, or camper.

G. Parking Design

Dimensions, geometrics, and landscaping of parking areas shall be as specified by the City's Zoning Code, unless otherwise specified in this section.



1. Where on-site parking is utilized it shall be provided in a location, which is least visually disruptive. The preferred location of parking lots is at the rear of the property or screened from view by the building. An alternative location would be at the side of the building. Parking shall not be sited in the setback area between the street and the building line, where such setback exists. Parking located in front of buildings, adjacent to the public right-of-way, should be screened with vegetation and/or fencing. Access drives should be located besides the building or at the rear of the building on corner lots.
2. Parking lots should be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas, which abut residential uses or zones, should be screened with a dense hedge and/or a fence. Lighting should be directed away from residences.

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CHAPTER 7 | SPECIFIC PLAN ADMINISTRATION

7.1 ADMINISTRATION

7.1.1 Administrator – Designation

The Administrator of the Specific Plan shall be the Development Services Director or other qualified member of the Planning Division staff designated by the Development Services Director and who shall normally be available to the general public during regular office hours.

7.1.2 Administration

The Planning Division shall administer this Specific Plan in accordance with the provisions of this Plan and the instructions of the Planning Commission. Refer to the Suisun City Zoning Code (Zoning Code), Section 18.76 for the process for appeals.

7.1.3 Administration - Consistency with Applicable General Plan Policies and Programs

Prior to issuance of a building permit, applicants must demonstrate consistency with Applicable General Plan Policies and Programs listed in Section 4 of the City's Specific Plan Consistency Analysis, as relevant and appropriate to the activity requiring the permit. The City's Specific Plan Consistency Analysis is on file with the Development Services Department and is under separate cover. Notwithstanding other provisions of this Specific Plan and the Specific Plan Consistency Analysis, all development and associated public improvements and environmental mitigations shall be consistent with the current adopted version of the Travis Air Force Base Land Use Compatibility Plan Update, which, as of the writing of this document is the one adopted on October 8, 2015 (Resolution 15-17).

7.2 SPECIFIC PLAN ADOPTION

A Specific Plan is similar to a Zoning Code in that it implements the General Plan through land use designation on a map, listing or referencing permitted specific uses, standards for development, and

appropriate special conditions. Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457 of the California Government Code provides the requirements for the contents and adoption process of a Specific Plan.

7.3 SPECIFIC PLAN AMENDMENT

Amendments to the Specific Plan may be initiated by a resident or property owner, as well as by the City, in accordance with the procedures outlined for initial adoption. In addition to these requirements, major amendments shall require a public hearing and notification, similar in nature to the process for amendments, addressed in the City Zoning Code, Chapter 18.74, “Amendments.”

7.3.1 Application

Application for a Specific Plan Amendment shall be filed with the Planning Division upon such forms and accompanied by such data as may be prescribed by the Planning Division, so as to ensure the fullest practicable presentation of the facts for the permanent record. A fee set by resolution of the City Council shall accompany each application.

7.3.2 Scope of Amendment

The Administrator will be responsible for determining “major” amendments as opposed to “minor” amendments to the Plan and its Standards. “Major” amendments shall be processed as outlined above through the Planning Commission and City Council. Among the items which would be considered major are:

- Introduction of a new type of land use not discussed in the Specific Plan or City Zoning Code that would affect one or more property owners.
- Major changes to the layout of land uses (affecting one acre of land or more) or other changes, which may significantly affect a planning concept spelled out in this Specific Plan.
- Major changes to the proposed street system that would significantly alter land use or circulation concepts described in this Specific Plan.
- Changes or additions to design standards, which could significantly change the stated intent of this Specific Plan.
- Any change to the Specific Plan, such as an increase in the total maximum number of units proposed, which could create new environmental impacts or substantially increase environmental impacts.

Minor amendments shall be decided by the Administrator, subject to appeal to the Planning Commission. Minor amendments include:



- A proposed land use not identified in the Specific Plan or City Zoning Code that is substantially similar to a permitted use with respect to characteristics, intensity, and compatibility, according to the requirements of section 7.4.3 of this chapter. Minor changes to the land use diagram and/or alignment of streets that maintain the general pattern of permitted land uses and circulation and that are consistent with the vision, goals, and policies of the Specific Plan.
- A change to the development standards or design guidelines that does not significantly change the physical characteristics or purpose and intent of the Specific Plan and is determined by the Administrator as minor or requests for an adjustment that is 10% or less of quantifiable or measureable standards contained in the WDSP.
- Changes not expected to significantly increase environmental impacts beyond the levels identified in the Downtown Waterfront District Specific Plan Consistency Analysis.
- Minor text revisions required to clarify the intent of the Specific Plan, remove ambiguities, or maintain consistency with other adopted City planning and policy documents.
- Other modifications of a similar nature to those listed above, which are deemed minor by the Administrator and in keeping with the purpose and intent of the Specific Plan.

7.3.3 Findings

In considering any amendment to the Specific Plan the appropriate decision-making body shall make the following findings:

- The proposed amendment would benefit the Specific Plan Area.
- The proposed amendment would conform to the General Plan or would be considered in conjunction with an amendment of the General Plan.
- The proposed amendment would not adversely affect adjacent properties.
- If use specific, the subject property could be properly served by public facilities and services.

7.3.4 Amendment Procedures

The process for Major Amendments to the WDSP shall be the same as the process to amend the Zoning Code as described in Chapter 18.74 of the Zoning Code. Minor Amendments to the WDSP, unlike Major Amendments, may be approved by the Administrator in accordance with the following procedures and does not require public hearings.

1. Application Requirement

Applications shall be made in writing on a form prescribed by the Development Services Department for the purposes of site plan and architectural review and shall be accompanied by site plans, elevations, and/or relevant data required to grant the application.

2. Application Processing

The Administrator or his/her designee shall review all applicable information and within thirty (30) days of receiving all relevant information, make a determination as to the appropriate level of review, based on applicable regulations and the characteristics of the project.

For Minor Specific Plan Amendments, the Administrator shall make one of the following determinations:

- a. Approve the application upon determination that the project substantially complies with all applicable standards of the Specific Plan and relevant City standards and meets the criteria for Minor Amendments in Section 7.3.2.
- b. Require or recommend the project be reviewed as a Major Amendment, including going through the appropriate public hearing process. However prior to making this determination, when possible, the Administrator shall provide the applicant an opportunity to modify or correct the application to bring the project into conformance with the Specific Plan, relevant City standards, and the criteria for Minor Amendments, addressed in Section 7.3.2.
- c. Request further information, as may be needed to make a determination to approve the application.

In granting a Minor Amendment, the Administrator may impose conditions to safeguard the public health and safety and ensure that development is consistent with the objectives and intent of the Specific Plan.



7.4 CONFLICTS AND INTERPRETATION

The provisions of this Specific Plan are not intended to interfere with or void any easements, covenants, or other existing agreements, which are more restrictive than the provisions of this Specific Plan.

7.4.1 Conflict with Other Regulations

Whenever the provisions of this Specific Plan impose more restrictive regulations upon buildings or structures or use of lands; or require larger open spaces, yards, or setbacks; or otherwise establish more restrictive regulations than are imposed or required by any other law, title, ordinance, code, or regulation, the provisions of this Plan shall govern. Where this Plan is silent, other applicable development standards or regulations shall govern.

7.4.2 Clarification of Ambiguity

If ambiguity arises concerning the appropriate classification of a particular use within the meaning and intent of this Specific Plan, or if ambiguity exists with respect to matters of height, yard requirements, area requirements, or District boundaries as set forth herein, it shall be the duty of the Administrator, subject to appeal to the Planning Commission, to ascertain all pertinent facts and interpret the applicability of the provisions of this Plan.

7.4.3 Use Determination

Upon request regarding whether a use is allowed within a particular zone of the WDSP, the Administrator, subject to appeal to the Planning Commission, shall provide a written determination as to whether the use in question is substantially similar in characteristics, intensity, and compatibility to a use or uses permitted within the zoning district for the property.

7.4.4 General Interpretation

- A. The word "shall" is mandatory and not discretionary. The words "should" and "may" are permissive and discretionary.
- B. In case of any difference of meaning or implication between the text of any provision and any caption or illustration, the text shall control.
- C. The word "used" shall include arranged, designed, constructed, altered, converted, rented, leased, occupied, or intended to be utilized.

7.5 NONCONFORMING USES AND STRUCTURES

7.5.1 Purpose

This section is intended to limit the number and extent of nonconforming uses by regulating their enlargement, their reestablishment after abandonment, and the alteration or restoration after destruction of the structures they occupy. This section is also intended to limit the number and extent of nonconforming structures by prohibiting their being moved, altered, or enlarged in a manner that would increase the discrepancy between existing conditions and the standards prescribed in this Plan.

7.5.2 Regulation

Nonconforming uses shall be regulated consistent with Chapter 18.60 of the Zoning Code and the standards addressed in this section.

7.5.3 Continuation and Maintenance

- A. A use lawfully occupying a structure or a site that does not conform with the use regulations or the development standards for the zone in which the use is located shall be deemed to be a nonconforming use and may be continued, except as otherwise limited by Chapter 18.60 of the Zoning Code and this section.
- B. A structure, lawfully occupying a site, that does not conform with the standards for front yard, side yards, rear yard, height, coverage, distances between structures, parking facilities, and other applicable development standards for the zone in which the structure is located, shall be deemed to be a nonconforming structure and may be used and maintained, except as otherwise limited by Chapter 18.68 of the Zoning Code and this section.
- C. Buildings under construction shall not be required to modify the plans, construction, or designated use of any building upon which construction was lawfully begun prior to the effective date of this ordinance, as addressed in Section 18.60.070 of the Zoning Code.

7.5.4 Alteration and Additions to Nonconforming Uses and Structures

No nonconforming structure shall be altered or reconstructed so as to increase the discrepancy between existing conditions and the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable development standards as prescribed for the zone in which the structure is located, as addressed in Section 18.60.010 of the Zoning Code.



7.5.5 Discontinuation of Nonconforming Use

Whenever a nonconforming use has been discontinued for a continuous period of 180 days or more, all applicable regulations of the WDSP and the Zoning Code apply.

7.5.6 Restoration of a Damaged Structure

- A. Whenever a structure which does not comply with the standards for front yard, side yards, rear yard, height of structures, distances between structures, parking facilities, and other applicable standards as prescribed in the regulations for the zone in which the structure is located, or the use of which does not conform with the regulations for the zone in which it is located, is destroyed by fire or other calamity, or by act of God, to the extent of fifty percent (50%) or less, the structure may be restored and the nonconforming use may be resumed, provided that the restoration is started within one year and diligently pursued to completion. When the destruction exceeds fifty percent (50%) or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full conformity with the regulations for the zone in which it is located and the nonconforming use shall not be resumed.
- B. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior to the damage. Estimates for this purpose shall be made by or shall be reviewed and approved by the Chief Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.

7.6 PERMITS

7.6.1 Site Plan and Architectural Review

A. Purpose

Site Plan and Architectural Review is required to ensure that the function, character, and appearance of the physical environment are consistent with the goals, objectives, policies, and standards of this Specific Plan. More specific purposes and intent of the Site Plan and Architectural Review process are discussed in Chapter 6.

B. Applicability

Site Plan and Architectural Review approval shall be required prior to issuance of a building permit, certificate of occupancy, business license, grading permit, or utility service connection for the following:

1. **In all commercial and mixed use zones (DC, HLC, WC, DMU, MSMU) and the HR, Historic Residential Zone.**
For projects or purposes that include demolition, new construction, or construction changes substantially affecting the exterior appearance of the building as viewed from a public right-of-way or circulation to the site, signs, and changes or intensification in use, occupancy, or tenancy of an existing building or portion of a building. Demolition requests shall follow the procedures in Appendix A of this Specific Plan.
2. **In all other zones.** For all projects, except individual single-family residences not a part of a proposed subdivision or development project, that involves new construction or exterior alterations, additions, and signs.

C. Procedure

Site Plan and Architectural Review shall consist of the procedures described in Chapter 18.68 of the Zoning Code.

1. **Renewal.** The Administrator may renew Site Plan and Architectural Review approval for a period of one year upon determining that the original findings made remain valid. Request for renewal shall be made in writing at least thirty (30) days prior to expiration.
2. **Changed Plans.** The Administrator or the Administrator's designee, or the Planning Commission, as the case may be, may approve changes to approved plans or Conditions of Approval upon determining that the changes in conditions are minor and are consistent with the intent of the original approval. Revisions



involving substantial changes in project design or Conditions of Approval shall be treated as new applications.

3. Alternative Development Standards or Guidelines.

Alternative approaches to the development standards and design guidelines (Chapter 6) shall be identified by the applicant and shall be reviewed during the site plan and architectural review process. Approval of deviations to development standards or design guidelines may be permitted, if the applicant can demonstrate that the deviation(s) would still accomplish the intent of the Specific Plan standards and guidelines to the same degree or better. The applicant must request a Minor Specific Plan Amendment, accompanied by adequate justification for the proposed changes in accordance with the procedures for Minor Specific Plan Amendments described in Section 7.3.4.

D. Appeals

1. **Rights of Appeal and Review.** Site Plan and Architectural Review decisions of the Administrator may be appealed by any interested party to the Planning Commission. Planning Commission decisions may be appealed to the City Council, in accordance with the standards for appeals, addressed in Chapter 18.76 of the Zoning Code.

7.6.2 Planned Unit Development (PUD) Permit

A. Purpose

1. To provide for development of larger parcels, designated for a mix of residential and/or commercial uses. The specific location, layout, design, and phasing of these zones may be determined through this process.
2. To allow a flexible approach to the application of development standards, where a higher quality of design, amenity, and community environment would result. The PUD Permit procedure is not intended as a means to circumvent the application of normal and appropriate development standards.
3. To encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity.

B. Application and Procedure for Approvals and Amendments

Application for and the process for approving and amending PUD Permits shall be as described in Chapter 18.63 of the Zoning Code.

7.6.3 Administrative Review and Conditional Use Permits

A. Purpose

1. **Administrative Review.** Administrative review is required to verify that an intended use or structure complies with the allowed list of activities, all applicable development standards, and does not negatively impact adjoining properties and/or the surrounding area. Thus, administrative review applications may be reviewed and approved by the Administrator or his/her designee, without requiring a public hearing or noticing within the area for which the use will be located.
2. **Conditional Use Permits.** Conditional Use Permits are required for uses typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area. Such uses may be consistent with the purpose of a particular land use zone but the characteristics stated above might preclude their compatibility in every location within a zone. Use Permits provide the flexibility to allow such uses where appropriate, while disallowing those uses where conflict with surrounding uses or the purposes of the zone would occur.

B. Applicability

When required by the zoning district in which the use or structure is located, administrative review clearance or a conditional use permit, as the case may be, is required prior to commencement of construction or use.

C. Regulation

Upon request regarding whether a use is allowed within a particular zone of the WDSP, the Administrator, subject to appeal to the Planning Commission, shall provide a written determination as to whether the use in question is substantially similar in characteristics, intensity, and compatibility to a use or uses permitted within the zoning district for the property; that the use for the property is a permitted use, use requiring administrative review, a conditionally permitted use, or disallowed within that zone.

Application for and the process for administrative review and conditional use permits shall be as follows.



I. Administrative Review

Application for administrative review shall be made in writing on a form prescribed by the Development Services Department and shall be accompanied by plans and elevations, site plans, and/or relevant data required to grant the application. The Administrator or his/her designee shall review all applicable information and within thirty (30) days of receiving all relevant information, make a determination whether the proposed structure or use meets all applicable standards of the Specific Plan and other relevant City standards.

The Administrator shall make one of the following determinations:

- a. Approve the application upon determination that the project complies with all applicable standards of the Specific Plan and relevant City standards. Public hearings are not required for administrative review applications, unless the decision of the Administrator or his/her designee is appealed.
- b. Deny the application if it is determined that the project will not comply with all applicable standards of the Specific Plan and relevant city standards. However, prior to denying the application, the Administrator shall provide the applicant an opportunity to modify or correct the application to bring the project into conformance with applicable City standards.
- c. Request further information, as may be needed to make the determination to approve or deny the application.

2. Conditional use Permits

Application for and the process for conditional use permits shall refer to the standards in Chapter 18.66 of the Zoning Code and standards in this section. In approving a Conditional Use Permit, the Planning Commission may impose reasonable conditions necessary to satisfy the findings, identified in subsection D, below.

D. Findings Required to Grant

I. Administrative Review

Administrative review applications shall be subject to the following findings:

- a. That the proposed location of the use is consistent with the goals, objectives, and policies of this Plan, the General Plan, and the purposes of the zone in which the site is located.
- b. That the proposed use is similar in character, intensity, and compatible with other uses permitted within the zoning district for the property.

2. Conditional Use Permits

Conditional use permits shall be subject to the findings in Section 18.66.060 of the Zoning Code and the standards that follow:

- a. That the proposed location of the use is consistent with the goals, objectives, and policies of this Plan and the purposes of the zone in which the site is located.
- b. That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan.
- c. That the proposed use will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or to the general welfare of the City.

7.6.4 Temporary Use Permit

A Temporary Use Permit, authorizing certain temporary use classifications, shall be subject to the provisions in Section 18.66.075 of the Zoning Code.

7.6.5 Variances and Exceptions

A. Purpose

I. Variances

Variances are intended to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or the location of existing structures thereon; from geographic, topographic, or other physical conditions on the site or the immediate vicinity or from street locations or traffic conditions in the immediate vicinity of the site. Cost or inconvenience to the applicant of strict compliance with a regulation shall not, in and of itself, constitute sufficient reason for granting a variance.



Variances may be granted with respect to fences, walls, landscaping, screening, site area, site dimensions, yards, height of structures, courts, distances between structures, open space, signs, off-street parking, and off-street loading standards.

2. Exceptions

Due to the unique conditions of design and construction in the HR and HLC district, where structures were sometimes built close to lot lines, densities are mixed, and parcel configurations have changed over the years, it is sometimes in the public interest to provide for a higher quality of design and/or enhance the historic character of the neighborhood by making an exception to normal setback, parking, landscaping, fencing, and screening requirements, where such an exception does not interfere with the public health or safety. Exceptions may be made within the HR and HLC districts for the same purposes as a variance, but where the strict findings of a variance cannot be made.

Exceptions may also be permitted for parking requirements.

B. Application and Authority to Grant

Application for and the process for variances and exceptions, shall refer to Chapter 18.72 of the Zoning Code and the standards in this section.

The Administrator shall have the authority to grant Variances and Exceptions, subject to appeal to the Planning Commission by any person or persons affected by the variance or exception, except that Planning Commission approval is required for all major construction, enlargement, additions, improvements, alterations, and removal in the HR or HLC districts that exceed 500 square feet. Refer to Appendix A of the Specific Plan for demolition and review procedures in the HR and HLC zones. In no case, shall a Variance or Exception be granted, which allows a use of land or buildings not permitted in the district in which the subject property is located.

C. Public Noticing and Hearings

The process for public noticing and hearings for Variances and Exceptions shall be as addressed in Section 18.72 of the Zoning Code. Additionally, notices shall be provided to all property owners within 300 feet of the property, which is the subject of the application.

D. Findings Required to Grant

1. Variances

Variances shall be subject to the findings in Section 18.72.020 of the City Zoning Code and the findings that follow:

- a. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the Goals, Objectives, and Policies of this Plan.
- b. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zone.
- c. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zone.
- d. That the granting of the Variance or Exception will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

2. Exceptions

- a. Exceptions to development standards in the HR and HLC zone shall be subject to the criteria provided in Appendix A of the Specific Plan.
- b. Exceptions to parking standards may be permitted, as specified in Section 6.5.4 of the Specific Plan.

E. Conditions of Approval

In approving a Variance or Exception, the Administrator or Planning Commission, as the case may be, may impose reasonable conditions necessary to:

1. Achieve the general purpose of the Specific Plan or the specific purposes of the zoning district in which the site is located.
2. Protect the public health, safety, and general welfare.
3. Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties in the surrounding area.



7.7 APPROVAL TO EXTEND WITH THE LAND

7.7.1 Approvals

Except where otherwise specified by the approving authority, approvals of all discretionary permits governed by this Plan shall extend with land.

7.7.2 Lapse of Approvals

Approvals for Site Plan/Architectural Review, Conditional Use Permit, Variances, and minor deviations shall lapse and become void twelve (12) months from the approval date, unless a different expiration date is specifically established as a Condition of Approval. Such approvals shall not lapse if any of the following actions occur prior to twelve (12) months from project approval or as extended, subject to Section 7.7.3:

- A. A building permit is issued in accordance with the approved entitlement and construction is commenced and diligently pursued toward completion; or,
- B. The use addressed under the approved Use Permit has commenced; or,
- C. A certificate of occupancy for the use or improvement addressed under the entitlement is issued.

7.7.3 Extensions

An extension may be issued for project approvals described in the previous sections. The Administrator may only extend approvals originally granted by the Administrator. The Planning Commission may only extend approvals originally granted by the Planning Commission. An extension may be granted for twelve (12) months and shall not exceed a total of two (2) years from the original date of approval. All requests for extensions should be filed with the Planning Division sixty (60) days prior to the expiration date. The Administrator or Planning Commission may extend the approval of a project if they find that there have been no significant changes in the goals, objectives, policies and regulations of this Specific Plan, or character of the area within which the project is located, that would cause the approved project to become inconsistent or nonconforming. Also, the granting of an extension should not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

7.8 HEARINGS

Public hearings shall be held for the purpose of considering public testimony regarding the granting of various permits and actions as specified by this Chapter and as required by State law. The Planning Commission and/or City Council may, from time to time, determine that a public hearing is necessary or desirable even when not specifically required and may set the time and place for such hearing to occur.

7.8.1 Notice of Hearing

The Planning Division shall cause notice of the time and place of the public hearing on the project to be given at least ten (10) days in advance of the public hearing, as follows:

- A. Notice of public hearing shall be mailed to the applicant and owner(s) of the property in question, or their authorized representative.
- B. Notice of public hearing shall be mailed to all property owners within 300 feet of the subject property.
- C. Notice of public hearing shall be published in at least one newspaper of general circulation.
- D. Notice of public hearing shall be posted in at least three (3) public places designated by the City Council for such notification.

7.8.2 Other Notice Requirements

Notices required by this section shall be in addition to any other or different notice required by other provisions of this Code or by State law, provided, however, that nothing therein shall require separate notices to be given if the same notice will satisfy the requirements of this Section and any other application section of this Code or State law.

7.8.3 Continuance of Hearings

Any public hearing may be continued from time to time by the body or official conducting the hearing, subject to limitations provided by law, and in such case no further notice need be given.



7.9 ENFORCEMENT

Enforcement of this Plan shall be subject to the enforcement standards for the Zoning Code, addressed in Chapter 18.78, "Administration and Enforcement" of the Zoning Code.

7.10 APPEALS

Appeals shall be subject to the standards in the City Zoning Code, Chapter 18.76, "Appeals."

7.11 SEVERABILITY

If any section, subsection, sentence, clause or phrase of this Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Plan. The Council hereby declares that it would have passed this Plan and each section, subsection, sentence, clauses, or phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clauses, or phrases has been declared invalid or unconstitutional, and if for any reason this Plan should be declared invalid or unconstitutional, then the remaining provisions shall be in full force and effect.

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CHAPTER 8| PREPARERS

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APPENDIX A

ARCHITECTURAL REVIEW, DEMOLITION + REVIEW PROCEDURES IN THE HISTORIC RESIDENTIAL AND HISTORIC LIMITED COMMERCIAL ZONES



APPENDIX A | ARCHITECTURAL REVIEW, DEMOLITION + REVIEW PROCEDURES IN THE HISTORIC RESIDENTIAL AND HISTORIC LIMITED COMMERCIAL ZONES

A.1 In General

Any proposed alteration, enlargement, construction, removal or demolition of any structure in the Historic Residential (HR) and Historic Limited Commercial (HLC) zone shall be subject to Architectural Review, prior to issuance of building permits. Architectural Review shall be conducted as prescribed by this Section. Architectural Review and approval shall be the responsibility of the Development Services Department.

A.2 Applicability

Architectural Review shall not apply to the following types of building permit applications:

- Re-roofing and re-siding with like materials.
- Masonry repairs with like materials.
- Chimney repair with like materials.

NOTE: "Like Materials" shall mean same or similar quality materials to those being replaced. Any deviation from the original shall be reviewed by and may be referred to the Planning Commission.

A.3 Criteria

The Development Services Department staff or the Planning Commission, as the case may be, shall consider the proposed demolition, new construction, or addition in the context of the architectural or historical value and significance of the site and structure.

I. For Demolitions and Removals

The demolition permit may be approved immediately if the Chief Building

Official finds that the structure presents an immediate hazard to the public health and safety. Absent of a finding of immediate threat to the public health or safety, no demolition or moving permit shall be issued for any structure within the HR or HLC district without prior review and approval by the Planning Commission. To assist in this evaluation, the Development Services staff shall submit a report and recommendation to the Planning Commission. If after review of the request for a demolition permit, the Planning Commission determines that the structure itself has historical, architectural, or cultural interest or value, the Commission may withhold approval for demolition or removal for 180 days (from the date of the Planning Commission action) or environmental review is completed, whichever occurs later.

During the 180 days, the Planning Commission may direct the Development Services staff to consult with recognized historic preservation organizations and other civic groups, public agencies, and interested citizens, to make recommendations for acquisition of property by public or private bodies or agencies, explore the possibility of moving one or more structures or other features, and take any other measures it deems necessary.

At the end of the 180-day period, the demolition permit may be issued if environmental review determines there will not be significant impact on the environment, including cultural, architectural, and historical impacts, consistent with the requirements in this chapter. The permit may not be issued if there are found to be substantial environment impacts and specific health, safety, or welfare considerations found to make infeasible the mitigation measures or alternatives identified during environmental review.

If after review of the request for a demolition or moving permit, the Planning Commission determines that the building or structure has no substantial historical, architectural, or cultural interest or value, a building permit for demolition or removal may be issued.

2. For New Improvements

The Development Services staff or the Planning Commission shall not grant architectural review approval for any new improvements, unless it finds that the proposed new improvements will be compatible with and help achieve the purposes and intent of the HR or HLC District. In reviewing an application, the following general design principles shall be considered:

- **Height and Scale.** New buildings should be constructed to a height that is compatible with the average height of existing adjacent buildings on the block and shall deviate no more than 20% from the average height of buildings on the block.
- **Spacing of Buildings on Street.** The existing rhythm of the repeated building masses to separations should be retained.
- **Relationship of Materials and Textures.** Choice of building materials and textures (smooth and rough) should enhance desired neighborhood qualities such as compatibility, similarity, and continuity.



- **Relationship of Architectural Details and Roof Shapes.** Choice of architectural details and roof shapes should ensure compatible appearance with surrounding structures.
- **Walls of Continuity.** Physical ingredients such as low brick walls, wrought iron and picket fences, and evergreen landscape masses should be used to form continuous cohesive walls of enclosure along the street in keeping with the historic character of the district.
- **Landscaping.** Landscaping should reflect the historic quality and quantity of landscaping within the surrounding area. The concern here is primarily with mass and continuity.
- **Directional Expression of Front Elevations.** Structural shape, placement of openings, and architectural details should be used to give a compatible appearance with adjacent structures, which may be horizontal, vertical or non-directional in nature. Location and emphasis of major entries should also be compatible with the adjacent structures.

3. For Alterations, Additions, or Enlargements of Existing Structures

This section contains criteria for reviewing all applications for Building Permits for exterior rehabilitation, renovation, alteration, reconstruction, or enlargement of any existing structure more than (30) years old within the HR District and for any interior modification that requires the issuance of a building permits for a publicly owned and publicly accessible structure. In reviewing an application, the Development Services Department staff or Planning Commission shall consider the following general standards and principles:

- Every reasonable effort shall be made to provide a compatible use for property that requires minimal alteration of the building structure or site and its environment or use a property for its originally intended purpose.
- The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided.
- All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historic basis and/or seek to create an earlier or later appearance shall be discouraged.
- Changes that may have taken place over the course of time, are evidence of the history and development of a building, structure, or site and its environment. If the Development Services Department staff or Planning Commission finds that these changes have acquired significance in their own right, this significance shall be recognized and respected.
- Deteriorated architectural features shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features,

substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site, shall be treated with sensitivity.

- The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage older building materials shall not be undertaken, without prior approval of the Development Services Department.
- Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any acquisition, protection, stabilization, preservation, rehabilitation, restoration, or reconstruction project.

4. Maintenance of Structures and Premises

All property owners in the HR or HLC district shall have the obligation to maintain structures and premises in good repair. Structures and premises in good repair shall present no material deviation in apparent condition from surrounding structures in compliance with the provisions of this Plan. Good repair includes and is defined as the level of maintenance that ensures the continued availability of the structure and premises for a lawfully permitted use and prevents deterioration, dilapidation, and decay of the exterior portions of the structure and premises, such as lack of paint, peeling, chipping, crumbling, breakage, accumulation of dirt and/or similar evidence. This is not intended to preclude normal construction activities in conjunction with a valid building permit, provided that the completion of such activities is diligently pursued in accordance with the standards of the Building Code.

A.4 Effective Date

Decisions of the Development Services Department staff or the Planning Commission shall be final on the 10th day after the date of the decision, unless appealed, as prescribed by Chapter 7.

A.5 Economic Hardship of Waiver

If an applicant for design approval presents evidence of inability to meet the cost of complying with a condition of approval, the Planning Commission may grant the approval with the requirement that all conditions be met within a period of up to two years. The exact waiver period granted is at the discretion of the Development Services Director or by appeal to the Planning Commission. If such conditions are not met within the stated time, the property owner shall be subject to the enforcement provisions of Chapter 7.



APPENDIX B

PREVIOUS DOWNTOWN SUISUN CITY DEVELOPMENT PLAN FIGURES



APPENDIX B | PREVIOUS DOWNTOWN SUISUN CITY DEVELOPMENT PLAN FIGURES

B.1 Previous Development Plan Figures

The first Waterfront District Specific Plan was adopted in 1983 and last comprehensively updated in 1999 (it was previously called the Downtown Waterfront Specific Plan). The following is a collection of the figures from earlier redevelopment plan that reflect the previous land use and redevelopment concepts for the Specific Plan Area.

Figure B-1: 1983 Specific Plan Land Use Map

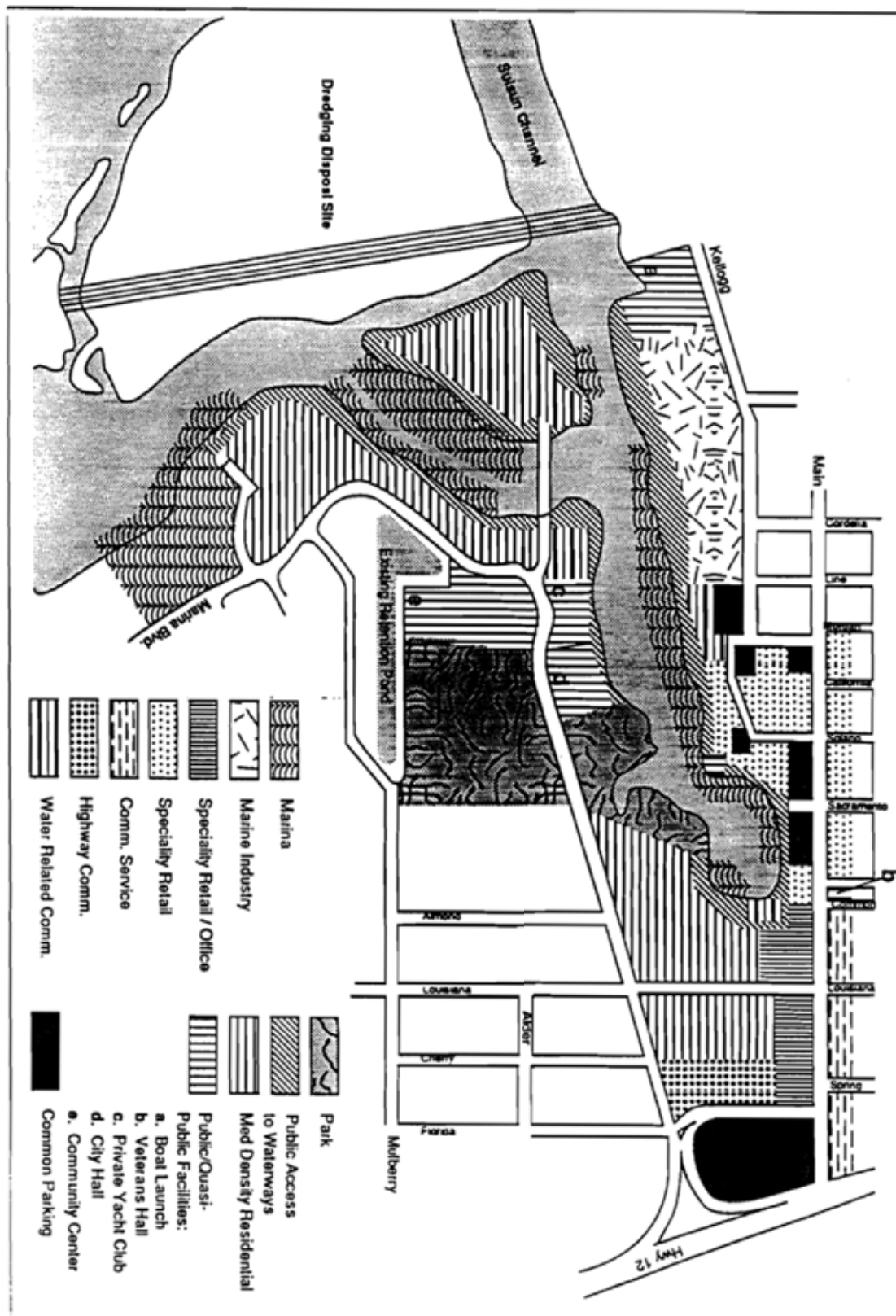
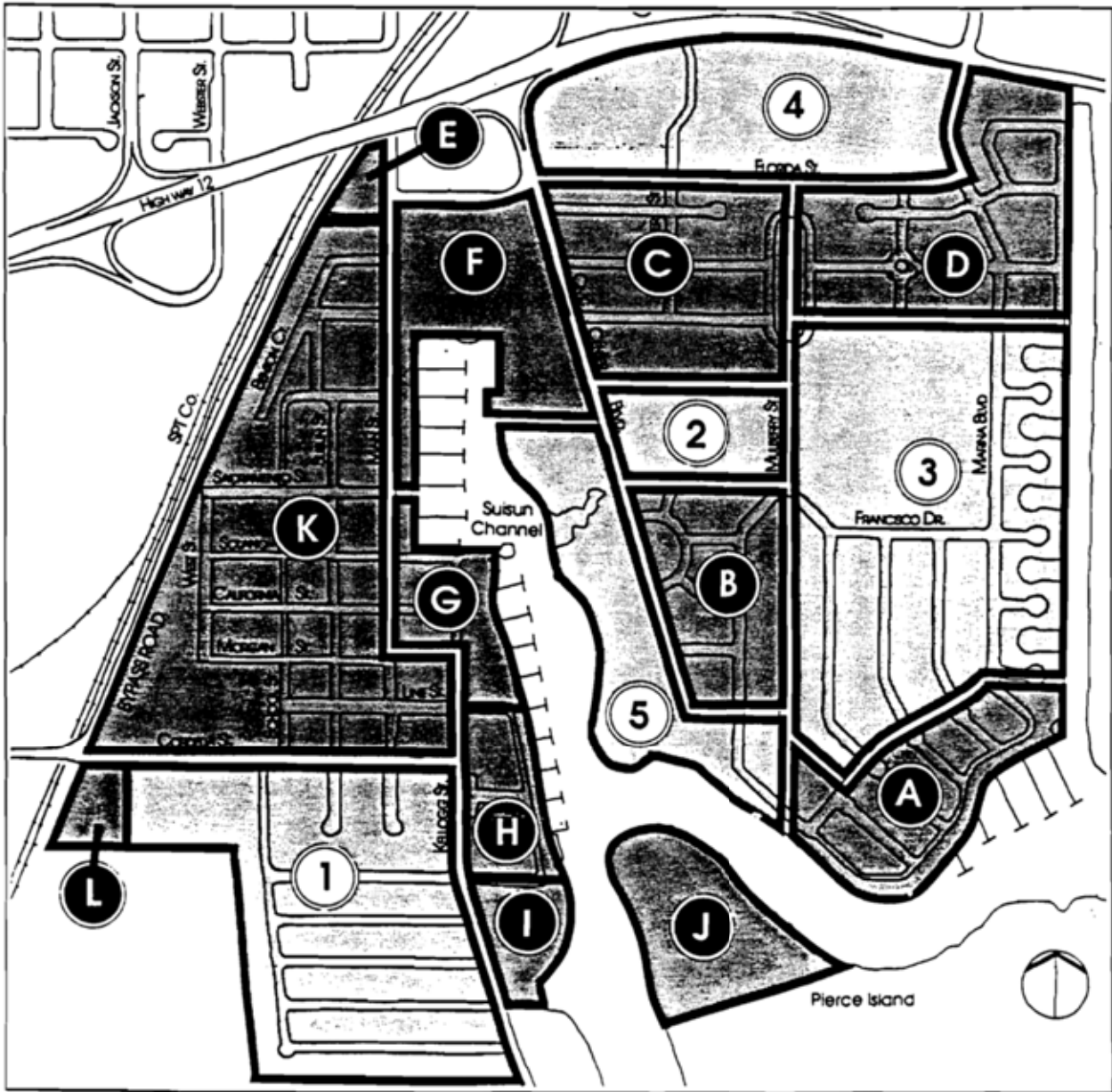


Figure B-2: 1999 Specific Plan Amendment Areas

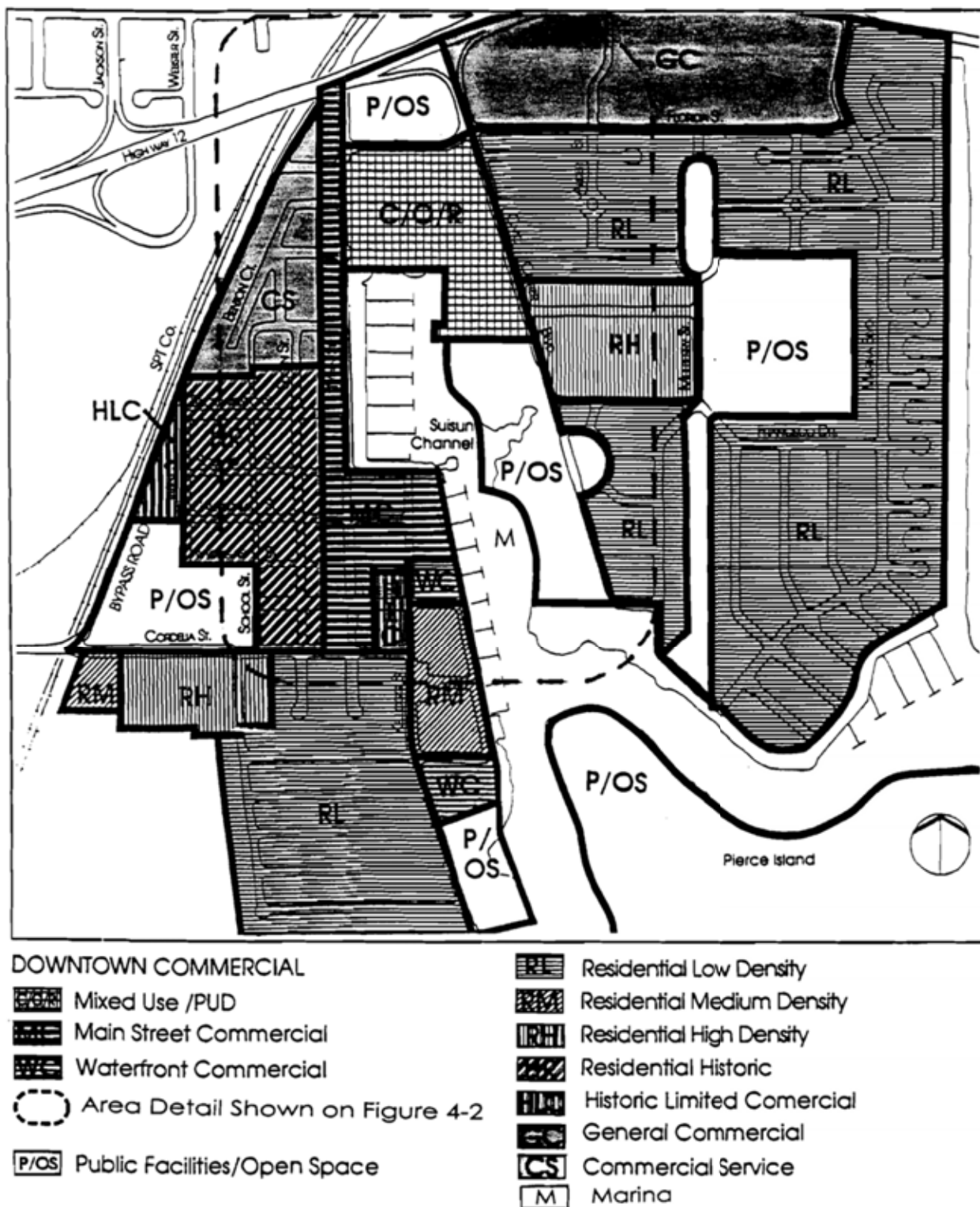


A Specific Plan Amendment Areas

1 Existing Areas - No Change in Land Use

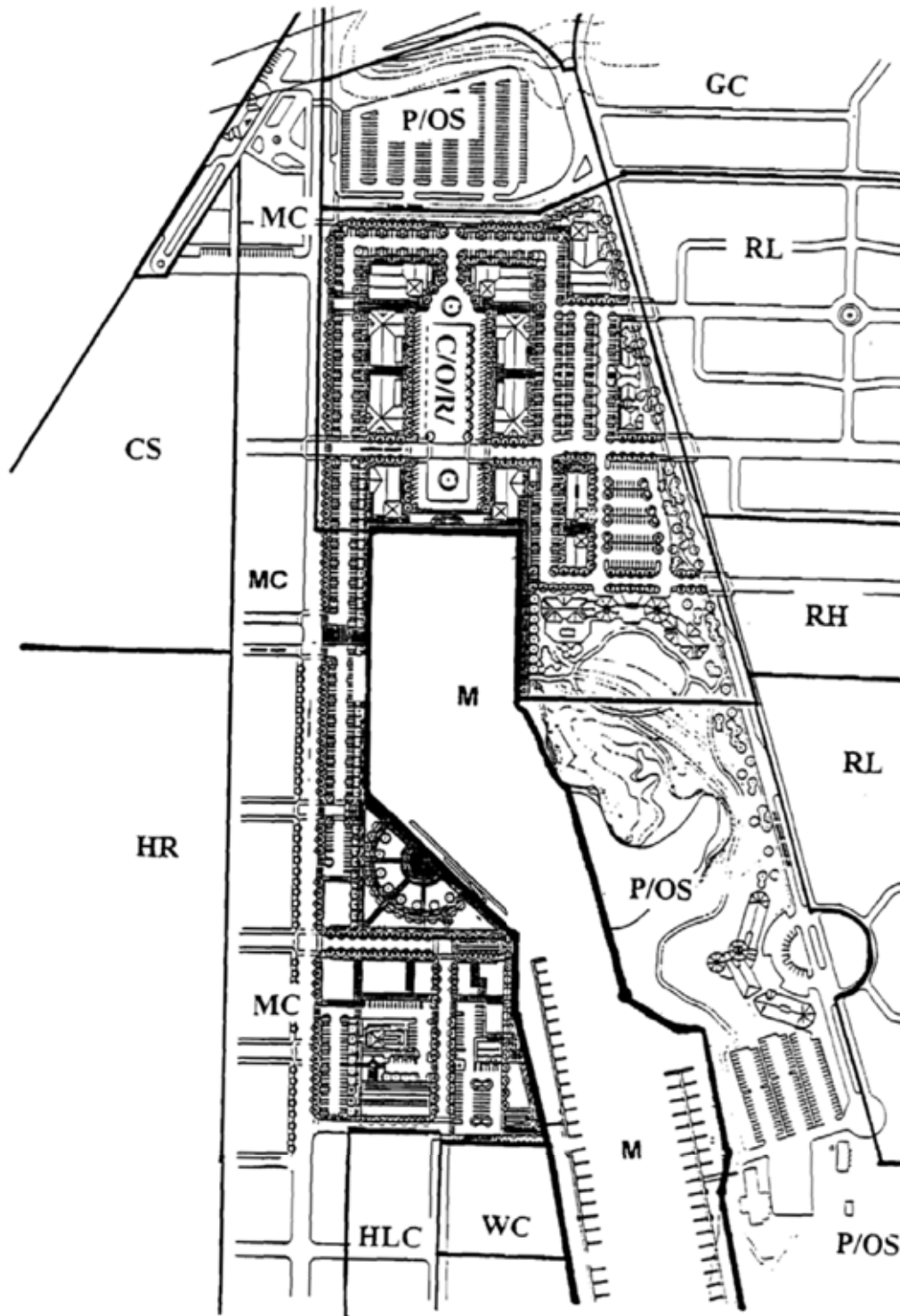
Source: Roma Design Group 1999

Figure B-3: 1999 Specific Plan Land Use Map



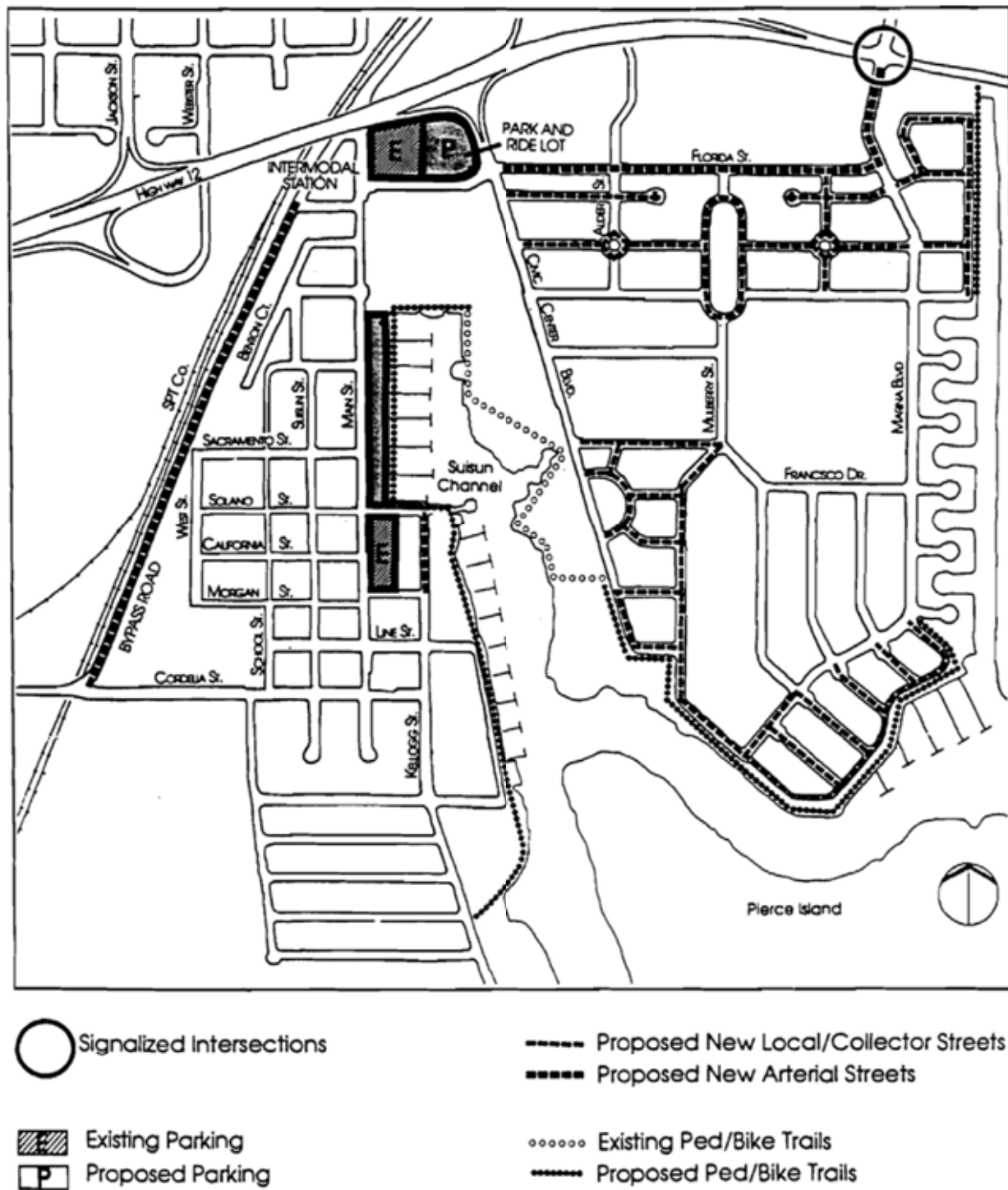
Source: Roma Design Group 1999

Figure B-4: 1999 Specific Plan Land Use Detail



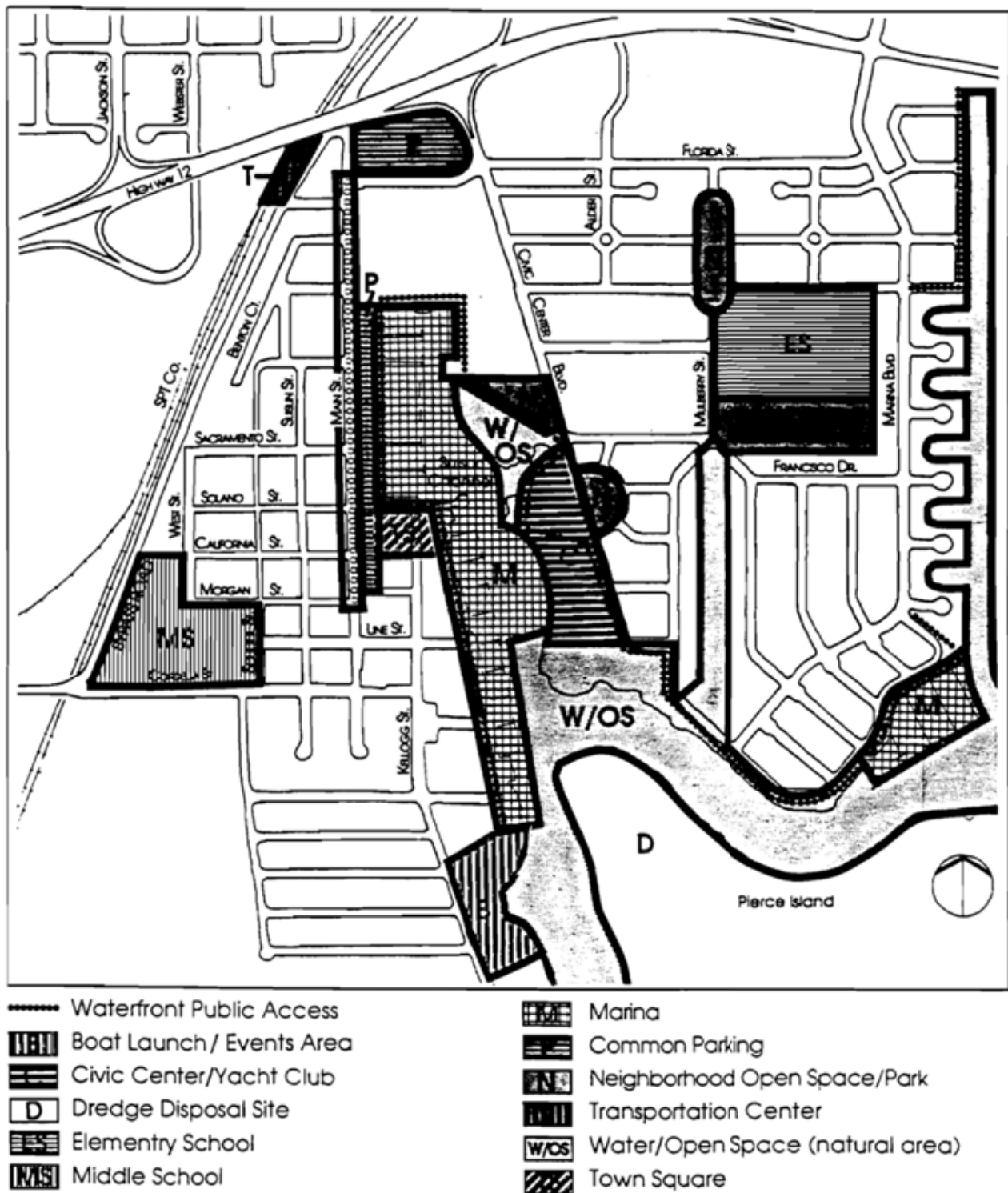
Source: Roma Design Group 1999

Figure B-5: 1999 Specific Plan Proposed Circulation System



Source: Roma Design Group 1999

Figure B-6: 1999 Specific Plan Public Facilities and Open Space Concept



Source: Roma Design Group 1999

Figure B-7: 1999 Suisun City Redevelopment Concept Plan



Source: Roma Design Group 1999



APPENDIX C

WATERFRONT DISTRICT SPECIFIC PLAN FINANCING PLAN



APPENDIX C | FINANCING PLAN

C.1 Background/Content

Implementation of the Waterfront District Specific Plan will require construction of a number of public improvements and facilities. The major infrastructure projects are listed in Table C.1 and include water system improvements, wastewater facilities, road improvements, parking, bicycle and sidewalk facilities, dredging, and a new fire station. Some of these projects have been in the planning stages for some time and are wholly or partially funded from grants, development impact fees, utility service charges, and other sources. Some of the projects would support specific development opportunities and would be required to be funded as conditions of approval for future development projects. Other projects provide a more general benefit that would need other kinds of financing programs.

The major water and sewer improvement projects have been programmed for funding by the Suisun-Solano Water Authority and the Fairfield-Suisun Sewer District, respectively. These projects will be funded largely by connections fees from utility users. Certain other circulation improvements, such as Driftwood Drive, have received outside grant funds and are scheduled to be completed in the near term. The City has established maintenance assessment districts (MADs) to generate funding for the dredging projects, supplemented by contributions from the sewer district. To date, the City has accumulated about half the funds needed to complete the dredging and related Pierce Island improvement project. The remaining projects in Table C.1 are currently unfunded, although the City has accumulated some funds in its Municipal Facilities Impact Fee account that could be used to help fund the new Fire Station. The following is a summary of unfunded improvements by category.

- Roads/sidewalks—\$4.2 million
- Bikeways—\$1.6 million
- Dredging (unfunded portion)—\$1.35 million
- Fire station—\$4–5 million
- Parking—\$10.9– \$13.6 million

Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	Description	Cost	Funding Source
Railroad Avenue Water Storage Tank (On property at the NW corner of Marina Blvd. and Hwy 12)	The project consists of the design and construction of a new 2-million gallon storage tank with a booster station to provide additional storage, and to allow the removal of the existing corporation yard tank and pumping plant from service. The existing storage tank will be demolished and a new tank constructed to the northeastern portion of the site. The project also includes several pipelines to connect the new facility to the distribution system in both new and existing development.	\$3.2 million.	Suisun-Solano Water Authority (SSWA) CIP: 50% from capacity charges and 50% from replacement fund.
Suisun Pump Station	This project would install a new parallel force main (48" diameter) between the Suisun Pump Station and the WWTP Headworks. Total length of the force main will be between 13,000 and 16,000 feet. Two routing alternatives are described in the District Master Plan, but more study is needed to determine the feasibility.	\$10.7 million.	Funded by Fairfield-Suisun Sewer District. Estimated construction 2018–2020.
Railroad Avenue Extension (Marina Boulevard to Main Street)	Project would extend Railroad Avenue from Marina Boulevard to Main Street. The extension would consist of about 1,500 feet. Roadway will consist of four vehicle lanes, a center-median/left-turn pocket, curbs, gutters, parkway landscaping, sidewalks, storm drainage, and a bridge or large box culvert. The roadway is proposed to be 62-foot curb to curb in a 110-foot right-of-way and will have a signalized intersection at Main Street.	\$3 million	Not funded but may be required as condition of approval for several projects. Or funded through off-site street improvement program (OSSIP).
Driftwood Drive	The Driftwood Drive Path project is a Safe Route to School project. The project will close the gap between the terminus of the Grizzly Island Trail at the Driftwood Court/Marina Boulevard intersection and the main entrance to Crystal Middle School on Whispering Bay Lane. In general, the project will construct a 10'wide concrete Class I bikeway approximately 1,000 feet in length. The project will also include, but not limited to, removing existing sidewalk; upgrading curb ramps to ADA-compliant curb ramps; relocating chain link fencing; replacing; unsuitable trees; and installing landscaping/irrigation, roadway signs and street lighting. Phasing of the project will be as follows: Phase 1: Along the south side of Driftwood Drive from Marina Boulevard to Josiah Circle. Phase 2: Along the east side of Josiah Circle/Whispering Bay Lane from Driftwood Drive to a point approximately 160 feet south of Driftwood Drive. Between Marina Boulevard and Josiah Circle, Driftwood Drive currently consists of one vehicular travel lane in each direction as well as a bike lane on each side of the roadway. Moreover, there are a number of parking bays on the north side of this roadway segment. However, parking is prohibited on the south side of this roadway segment. Phase 1 will allow for the removal of the redundant bikeway facilities (bike lanes) which will free up needed space to enable the introduction of parallel parking spaces along the south side of Driftwood Drive.	\$700,000	Grant Funded. Work to begin 2016.

**Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan**

Project Name	Description	Cost	Funding Source
Lotz Way Bikeway Gap Closure	Construct a Class I bikeway along the west side of Marina Boulevard and State Route 12 to Lotz Way and then along Lotz Way from Marina Boulevard to Main Street. This will close the gap in the paved path system.	\$1 million	Not funded but may be required as a partial condition of approval, in combination with development impact fees and grant funds.
Suisun Slough Bikeway	Construct a Class I bikeway along the Suisun Slough from Marina Circle to Civic Center Boulevard along the south side of the Harbor Park Subdivision.	\$600,000	Not funded but may be required as a condition of approval, in combination with development impact fees and grant funds.
Downtown Sidewalk Improvements	This project will upgrade sidewalks, driveways and curb ramps to meet ADA standards and to remove pedestrian obstructions. Other improvements include replacing trees with trees suitable for planting within sidewalks and replacing street lighting with pedestrian-level street lighting much like the existing acorn type street lighting in certain areas of Downtown Suisun. Included in this project, but not limited to, are the following street segments: Main Street from Morgan Street to the train depot; Solano Street from Main Street to Kellogg Street; and Kellogg Street from Solano Street to Line Street.	\$700,000	Not funded, but may use development impact fees.
Pierce Island Rehabilitation	The project will address capacity issues in the ponds in which dredged materials are disposed. The Rehabilitation Project will include excavating within the ponds and stabilizing/raising the dikes, as well as replacing the weirs which are currently in a state of disrepair.	\$700,000	Partially funded through existing property assessments.
Dredging	Maintenance activity that takes place every 5-7 years. Includes: Dredging - Design, permits and construction will be approximately \$1.8 million. The project consists of dredging the Suisun Slough Channel, the Suisun City Marina, the Marina Village Residential District channel/fingers, and the Whispering Bay Channel. The construction contract also includes performing pre-dredge and post dredge surveys for verification of dredged depths and quantities; disposing the dredged material in the upland disposal pond on Pierce Island; and complying with permit conditions.	\$2 million	Partially funded through existing property assessments.
West Street Extension	This is an approximate 400' extension of West Street from Morgan Street to Cordelia Street.	\$500,000	Not funded but may be required as a condition of approval, in combination with development impact fees including OSSIP.

Table C.1: Major Public Improvements and Facilities Needed to Implement the Specific Plan			
Project Name	Description	Cost	Funding Source
Downtown Bypass Road	A proposed roadway parallel to railroad tracks and western boundary of specific plan area, which would serve as an alternative circulation route in the Planning Area, taking pressure off of Main Street.	NA	Not funded but maybe partially required as a condition of approval, with possible additional funding through the STIP related to I-80/680/12 project improvements.
West Side Fire Station	A new fire station on property at the northwest corner of Marina Boulevard to assist in serving the City's ultimate build-out. Estimates are that as much as two acres of land would be needed.	\$4-5 Million.	Some funds have been collected in Municipal Facilities Fee. New development impact fees to include Public Safety Fee which could go toward new station.
Parking Structure	The AECOM parking study indicates that structured parking may needed to accommodate 520-648 spaces.	\$10.9-\$13.6 million at \$21,000 per space	Not funded – may require establishment of a Parking District.



The City has a number of existing public financing mechanisms in place that may contribute to funding for Downtown improvements, although some adjustments to the programs may be necessary. The following sections discuss the major funding sources available to the City to complete funding for these and other public improvements.

C.2 DEVELOPMENT IMPACT FEES

The City currently levies development impact fees on new development for several major categories of public improvements, including parks, off-site street improvements, and other major facilities, such as City buildings, vehicles, and equipment. ¹ Development impact fees are levied on new development to fund increases in capacity for City facilities needed to serve the new development. The fees may only be used to fund construction of facilities and may not be used for ongoing operations and maintenance. The City is currently undertaking an update of the development impact fee program, but the new fees have not yet been adopted.

Table C.2 indicates the new development that may occur with implementation of the Specific Plan and which would be subject to the development impact fees, which includes 1.9 million sq. ft. of non-residential building space and 1,220 new dwelling units. As shown in Table 3, under the current fee program, this level of development would generate \$2.5 million for municipal facilities, which may include the fire station, \$10.9 million for road and sidewalk improvements, and \$3.8 million for parks, which may include the bikeways. As noted in the footnotes to the tables, certain land use categories are projected to develop in combinations of multi-family, single family, office and retail uses and the fees amounts have been averaged to reflect this mix of development types.

Table C.2: Specific Plan New Development Potential

Land Use	Non-Residential Sq. Ft.	Dwelling Units	Population	Employment
Commercial and Higher-Density Residential	368,828	467	885	454
Commercial	12,000	-	-	15
Historic Limited Commercial	20,264	-	-	25
Main Street Commercial	354,632	127	254	644
Medium-Density Residential and Commercial	56,213	65	176	69
Mixed Use	360,498	144	288	654
Residential High Density	-	47	94	-
Residential Low Density	(25,294)	154	419	(25)
Residential Medium Density	-	117	292	-
Retail	565,576	-	-	696
Waterfront Commercial	207,446	100	199	376
Total	1,920,163	1,220	2,607	2,907

Source: AECOM

¹ Recht Hausrath & Associates, 1993 Update to Park Improvements Program and New Construction Fees and Offsite Street Improvement Program. December 30, 1993.

Table C.3: Potential Impact Fee Revenues from Existing City Fees									
Land Use	Municipal Facilities and Equipment			Off-Site Street Improvements			Park Improvement Program		
	Residential Fee	Non-Residential Fee	Revenue	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	\$1,658	\$212	\$852,714	\$3,584	\$3,414	\$2,933,417	\$2,596	\$142	\$1,265,075
Commercial		\$212	\$2,544		\$3,414	\$40,968		\$142	\$1,704
Historic Limited Commercial		\$212	\$4,296		\$3,414	\$69,182		\$142	\$2,878
Main Street Commercial	\$1,658	\$281	\$309,851	\$3,584	\$2,974	\$1,508,874	\$2,596	\$188	\$395,789
Medium-Density Residential and Commercial	\$1,954	\$212	\$137,996	\$4,193	\$3,414	\$462,457	\$3,060	\$142	\$205,392
Mixed Use	\$1,954	\$281	\$383,065	\$4,193	\$2,974	\$1,676,567	\$3,060	\$188	\$508,951
Residential High Density	\$1,658		\$78,048	\$3,584		\$168,712	\$2,596		\$122,203
Residential Low Density	\$2,250		\$347,473	\$4,802	\$3,414	\$655,231	\$3,523		\$544,066
Residential Medium Density	\$1,954		\$228,040	\$4,193		\$489,340	\$3,060		\$357,056
Retail		\$212	\$119,902		\$3,414	\$1,930,875		\$142	\$80,312
Waterfront Commercial		\$281	\$58,292	\$3,584	\$2,974	\$973,492	\$2,596	\$188	\$297,333
Grand Total			\$2,522,221			\$10,909,116			\$3,780,757

Source: ADE, Inc.

Notes: For residential fees, Commercial and HDR, Main Street Commercial, and Residential High Density are assumed to develop as multi-family units. Residential Low Density would develop as single family units. All other categories would develop 50% multi-family and 50% single family. The fees per unit in these categories have been averaged to reflect this mix.

For non-residential fees, all categories are based on retail land uses, except Main Street commercial, Mixed Use PUD and Waterfront Commercial, which are assumed to develop as 50% retail and 50% office. The fees in these categories have been averaged to reflect this mix. Non-residential fees are per 1,000 sq.ft.



As mentioned above, the City is undertaking a study to revise its current fee structure. In the new proposed fee system, certain types of improvements similar to those needed in the Downtown are specified in the fee program, including bikeways and the fire station. The bike improvements are part of a broad list of parks and recreation improvements, which under the new fee program would only be charged to residential uses, while the current parks improvement fees are levied on both residential and non-residential development. In addition, the public safety improvements needed for both police and fire services are calculated separately in the new fee structure.

Table 4 indicates the estimated impact fee revenues that would be generated by the new development within the specific plan under the proposed fee structure. The fire facilities fee is proposed to range from \$650 per unit of multi-family to \$785 per unit for single family development. For non-residential, the preliminary fees range from \$1,055 for retail to \$1,752 for office (with other fee amounts for industrial and hotel uses). These fees would generate about \$3.2 million from the new development projected for the Planning Area. The new fee program also includes updated fees for offsite street improvements, which are estimated to generate about \$7 million by new growth in the Planning Area.

Based on these estimates, it appears that the road improvements can be funded through a combination of developer exactions and development impact fees. The bikeway improvements could be funded if a portion of the broader park improvement fees were programmed for this use. The proposed new fees for fire facilities would fund about 70 percent of the cost of the new fire station.

C.3 MAINTENANCE ASSESSMENT DISTRICTS

The City has eight maintenance assessment districts that fund a variety of maintenance operations for street, parks, and other facilities. Two of these districts are within Planning Area and include assessments for maintenance of the waterways, including dredging. The City estimates that as of July 1, 2016, \$1.35 million will have been accumulated to fund dredging activities, including a tentative amount from the Sewer District based on its past contributions. The current scope of work for the dredging operation includes \$700,000 in improvements to levees on Pierce Island, adjacent to Downtown, where dredging spoils are deposited. The dredging of the channels themselves, and related studies and permitting, is estimated to cost \$2.0 million. With the total cost at \$2.7 million, there remains about \$1.35 million currently unfunded. The total annual dredging assessments for the Marina MAD and the Victorian Harbor MAD combined are about \$145,700. Another nine years of assessments would be needed to close the funding gap, unless the City wishes to issue bonds serviced by the future assessments. In the meantime, work could begin on the Pierce Island improvements with the funds currently accumulated.

Table C.4: Potential Impact Fee Revenues from Proposed New City Fees						
Land Use	Fire			Municipal Equipment		
	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	\$650	\$1,055	692,756	\$65	\$85	\$61,715
Commercial		\$1,055	12,660		\$85	\$1,020
Historic Limited Commercial		\$1,055	21,379		\$85	\$1,722
Main Street Commercial	\$650	\$1,404	580,132	\$65	\$113	\$75,711
Medium-Density Residential and Commercial	\$718	\$1,404	125,190	\$72	\$113	\$10,937
Mixed Use	\$718	\$1,055	483,788	\$72	\$85	\$40,953
Residential High Density	\$650		30,598	\$65		\$3,060
Residential Low Density	\$785	\$1,055	94,544	\$78	\$85	\$9,896
Residential Medium Density	\$718		83,735	\$72		\$8,344
Retail		\$1,404	793,785		\$113	\$63,627
Waterfront Commercial	\$650	\$1,055	283,539	\$65	\$85	\$24,101
Grand Total			\$3,202,107			\$301,086
	Off-site Streets			Police Facilities		
	Res Fee	Non-Res	Revenue	Res Fee	Non-Res	Revenue
Commercial and Higher-Density Residential	\$1,927	\$2,898	\$1,969,047	\$560	\$1,586	\$846,561
Commercial		\$2,898	\$34,776		\$1,586	\$19,032
Historic Limited Commercial		\$2,898	\$58,726		\$1,586	\$32,139
Main Street Commercial	\$1,927	\$2,058	\$729,833	\$560	\$1,095	\$388,145
Medium-Density Residential and Commercial	\$2,224	\$2,058	\$259,186	\$618	\$1,095	\$101,400
Mixed Use	\$2,224	\$2,898	\$1,365,421	\$618	\$1,586	\$660,864
Residential High Density	\$1,927		\$90,711	\$560		\$26,361
Residential Low Density	\$2,521	\$2,898	\$316,022	\$676	\$1,586	\$64,280
Residential Medium Density	\$2,224		\$259,550	\$618		\$72,123
Retail		\$2,058	\$1,163,955		\$1,095	\$619,022
Waterfront Commercial	\$1,927	\$2,898	\$792,939	\$560	\$1,586	\$384,737
Grand Total			\$7,040,166			\$3,214,665
	Park Improvements					
	Fee	Revenue				
Commercial and Higher-Density Residential	\$5,702	\$2,663,646				
Commercial						
Historic Limited Commercial						
Main Street Commercial	\$5,702	\$722,893				
Medium-Density Residential and Commercial	\$6,293	\$406,078				
Mixed Use	\$6,293	\$907,517				
Residential High Density	\$5,702	\$268,414				
Residential Low Density	\$6,885	\$1,063,268				
Residential Medium Density	\$6,293	\$734,477				
Retail						
Waterfront Commercial	\$5,702	\$567,417				
Grand Total		\$7,333,710				

Source: ADE Inc., based on: Tischler Bise, Draft Development Impact Fee Study, Suisun City. June 20, 2016.



C.4 PARKING MANAGEMENT DISTRICTS

The City may consider implementing a comprehensive parking program through establishment of a parking management district. This approach would allow the City to manage and coordinate on-street metered parking with the eventual need to finance structured parking, using meter revenue as one of several funding sources. Other funding sources may include development impact fees and assessments through a Special Assessment District, a Community Facilities District (CFD) or an Infrastructure Financing District (IFD). Chapter 6 of the Specific Plan, which addresses Development Standards and Design Guidelines, includes the following policy:

Fees In-Lieu of Required Parking

Where a use cannot satisfy its parking requirement through either on site or available public/shared parking, the remaining requirement may be satisfied by payment of a fee in lieu of actual development of the required parking. Said fee is to be set by resolution of the City Council and shall be equal to the estimated cost of land acquisition and development of one off-street surface parking space. This fee will be charged for each of the required parking spaces, which cannot otherwise be provided for the proposed use.

As noted above, the City has used a type of Special Assessment District (the MADs) to fund maintenance activities in a number of areas of the City. Similarly, the City also has Community Facilities Districts (CFDs) which are used to fund annual operating costs for additional services. As currently used by Suisun City, neither of these financing programs are designed to fund construction of new facilities, although both could be established for that purpose under the law.

The Downtown Waterfront Specific Plan Parking Study identifies three parking districts in the Downtown, two of which would benefit from the eventual construction of parking structures. These districts could define the boundaries of special assessment districts for purposes of allocating benefit and cost to properties within each district to fund construction of covered parking. As noted above, the total financing package for structured parking facilities may also include revenue from on street metered parking in each district, additional development impact fees (See in-lieu parking fee requirement above), and developer exactions or joint development agreements with major property developers who would benefit from the structured parking.

In addition to the funding sources and financing mechanisms described above, the City may consider the establishment of an Infrastructure Financing District (IFD). These districts are designed to fund a wide range of public improvements, including roads, parking, recreation facilities, storm drainage, affordable housing and a host of other facilities. A brief description of the

procedures for establishing an IFD and the potential uses of the District is provided below.²

C.5 INFRASTRUCTURE FINANCING DISTRICTS

An Infrastructure Financing District (IFD) is a separate legal entity that is formed by a city to allocate property tax revenues for public improvements of “community wide significance” (Government Code section 53395 et seq.).³ A city must make a specific finding that the public facilities will provide significant benefits to an area larger than the area of the district. Fortunately, the public improvements need not be physically located within boundaries of the IFD and an IFD may include areas that are not contiguous.

IFDs may finance only “public capital facilities” with an estimated useful life of at least 15 years. Permissible facilities include, but are not limited to, housing, highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks and solid waste facilities. IFD’s cannot pay for routine maintenance, repair work, operating costs or services. An IFD may not replace facilities or services already available within the territory of the district when the IFD was created, but it may supplement those facilities and services as needed to serve new developments. Any IFD that constructs dwelling units must set aside not less than 20 percent of those units to increase and improve the community’s supply of low- and moderate-income housing.

Formation of an IFD

A city first adopts a resolution of intention to form the district and notice is provided to property owners. The city must then prepare a detailed infrastructure financing plan. The plan must describe, among other things:

- The proposed public and private improvements in the district, including the location, timing, and costs of the public improvements to be financed by the IFD;
- The maximum portion of tax revenue of the city and each other affected taxing entity proposed to be committed to the district for each year;
- The projected tax revenues expected to be received each year;
- A plan for financing the public facilities, including a detailed description of any debt;
- A limit on the total number of dollars of taxes that may be allocated to the district;
- An analysis of the costs to the city of the providing facilities and services to the area, including a discussion of the tax, fee, charge or other revenue

² California has also adopted a new type of financing district called an Enhanced Infrastructure Financing District (EIFD); however, Suisun City does not meet all the provisions to qualify for this type of District.

³ Portions of this discussion adapted from: <http://realestatecounsel.net>.



expected to be received by the city as a result of the expected development in the district; and

- The projected fiscal impact of the district and associated development on each affected taxing entity.

Once complete, a copy of the infrastructure financing plan must be sent to every landowner and local agencies that will be affected by the IFD. The infrastructure financing plan must be consistent with the general plan of the city within which the IFD is located.

Every local agency that will contribute property tax revenue to the IFD must approve the plan. School districts cannot contribute to an IFD. Once the other local entities approve the infrastructure financing plan, the city forming the IFD must get the voters' approval to:

- Form the IFD and adopt the infrastructure financing plan (requires 2/3 voter approval)
- Issue bonds (requires 2/3 voter approval and can be sought at the time of IFD formation)
- Set the IFD's appropriation limit (majority voter approval).

Upon receipt of the various approvals from public entities and the electorate, the district may proceed.

IDF Revenue Stream

IFDs do not levy a separate tax or increase the rate of tax within the district. Instead, IFDs passively receive revenues from taxes levied by other agencies. Specifically, IFDs divert a share of property taxes paid by every landowner within the boundaries of the district. The county collects ordinary property taxes based upon the then-current assessed value. From those receipts, all of the affected taxing entities other than the IFD are paid first (e.g., state, county, city, and other entities that existed before the IFD was formed). Then, the IFD is allocated its portion in accordance with the infrastructure financing plan. It is important to note that an IFD is only entitled to receive the increase in property taxes that occurs after the IFD is formed. If the total assessed valuation of taxable property within the district at the time the IFD was formed does not exceed the total assessed value of taxable property within the district at the time property taxes are assessed in future years, the IFD does not receive revenue. IFDs may only exist for 30 years, which may limit an IFD's bonding capacity if the improvements that will generate additional tax revenues are not completed until years after the IFD is formed.

C.5 GRANTS

The City can continue to seek outside grant funding to implement or contribute to improvements that would support reinvestment and development in the WDSP Area. For example, funding through the Safe Routes to School and other programs can support improvements to bicycle

and pedestrian facilities. This is just one of many sources that City staff can monitor and use for funding, in collaboration with other agencies and organizations.



APPENDIX D

COMMENTS ON THE DRAFT SPECIFIC PLAN



APPENDIX D | COMMENTS ON DRAFT SPECIFIC PLAN

The City has revised the Draft Specific Plan to create a final version. In the interest of disclosure, the City has included comments on the Draft Specific Plan as a part of Appendix D.

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John Kearns

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

Your Name

Kelly Rohlf

Email

krohlf@stanford.edu

Subject

Specific Plan Update Comment

Your Message

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

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

John Kearns

From: suisunweb@suisun.com
Sent: Wednesday, July 27, 2016 1:27 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Follow Up Flag: Follow up
Flag Status: Flagged

Your Name

Isabelle Ramos

Email

inspired1000@gmail.com

Subject

Specific Plan Update Comment

Your Message

Hello,
I'd like to submit the following and, would like to see it addressed and considered for inclusion into the Downtown/Waterfront Specific Plan.

1. Install movie theater north end of Main St, north of hwy12 (Denver Curve), with...
2. Family oriented restaurants similar to Applebee's, Pieology, Buffet, etc., (north of hwy12 at Denver Curve).
3. Parking structure behind Veterans Memorial Hall, west of Vets Memorial Hall.
4. In place of the parking area along the Waterfront, construct (3) buildings 3 stories high. One immediately east (across the street) of the Veterans Memorial Hall; another across the street from the empty lot south of Tri-City Glass; lastly SE corner of Driftwood Dr and Main St. These buildings to provide a thoroughfare for vehicles at ground level.
5. Construct a pedestrian bridge from the east end of Solano St, where the city lights up the Christmas tree, to City Hall. This will connect City Hall to Downtown Waterfront.
6. Sound wall with trees along railroad tracks
7. Provide bluetooth capability along Main Street for security purposes

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

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

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

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

I need to briefly discuss problems with this parking study.

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

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

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

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

Dr. Raymond Klein

400 Morgan St

Suisun City

topgum@gmail.com

John Kearns

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

Good morning John;

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

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

My major concerns relate to:

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

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

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

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

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

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

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

These are all my comments John.

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

Mike Moore

John Kearns

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

Hi Lori,

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

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

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

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

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

Best regards, Pat

John Kearns

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

Your Name

Kelly Lute

Email

kell12@sonic.net

Subject

Specific Plan Update Comment

Your Message

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

RECEIVED

AUG 16 2016

CITY OF SUISUN CITY

August 15, 2016

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

Dear Ms. Bragdon:

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

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

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

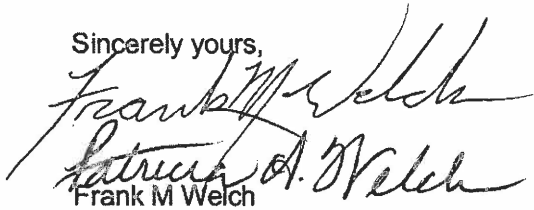
The houses in Victorian Harbor have grown into a lovely neighborhood. And even through the real estate crisis of 2008 and beyond, those houses kept their value. (Sadly, our 100+ Victorian did not). Housing values are now beginning to rise in Old Town, we do not see that the proposed houses will further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

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

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

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

Sincerely yours,

The block contains two handwritten signatures. The first signature is 'Frank M. Welch' in cursive. The second signature is 'Patricia A. Welch' in cursive. Below the signatures, the names 'Frank M Welch' and 'Patricia A Welch' are printed.

Frank M Welch
Patricia A Welch
227 California Street
Suisun City CA 94585
707 422 1311

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

DEPARTMENT OF RESOURCE MANAGEMENT

BILL EHLER
DIRECTOR
(707) 784-6705
TERRY SCHMIDTBAUER
ASSISTANT DIRECTOR
(707) 784-6765



SOLANO
COUNTY

675 Texas Street, Suite 5500
Fairfield, CA 94533-6742
(707) 784-6765
Fax (707) 784-4805

www.solanocounty.com

August 16, 2016

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

Re: Draft Waterfront District Specific Plan Comments

John,

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

Division of Public Works Comments:

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

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

Page 5-16: Storm Drainage Pumps:

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

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

General Comments on Storm Water Management:

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

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

Planning Services Division Comments:

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

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

Sincerely,



Bill Emlen, Director
Department of Resource Management

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

Revised: August 16, 2016

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

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

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

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

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

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

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

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

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

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

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

Your Name

O.Johnson Live Longer Suisun

Email

sofitnetwork@gmail.com

Subject

Specific Plan Update Comment

Your Message

August 16, 2016

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

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

Dear Mr. Kearns:

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

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

Our input is as follows, by section:

1.3 Specific Plan Vision

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

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

1.4 Specific Plan Goals

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

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

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

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

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

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

Thank you,

Live Longer Suisun Committee

O. Johnson: SOFITCITY, Solano Fit

Michael Brito: Suisun Kroc Center, Salvation Army

Wendy Loomas: Solano County, VIBE Solano

Robin Cox: Solano County, VIBE Solano

John Kearns

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

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

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

Should you have any questions, please let me know.

Best Regards,

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

John Kearns

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

Your Name

Howard Lute

Email

hnlute@sonic.net

Subject

Specific Plan Update Comment

Your Message

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

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

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

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

John Kearns

From: Pouget <pouget@sbcglobal.net>
Sent: Tuesday, August 23, 2016 3:49 PM
To: John Kearns
Subject: Re: City Council Workshop on Draft Waterfront District Specific Plan - August 23 at 7PM

Dear Mr. Kearns,

Due to a bad cold, I will not be able to attend this evening's meeting, but I would like to contribute comment. I think that in general, the specific plan for the waterfront area looks good. I would still like to see work/rent structures on Main St. that retain the original facades as much as possible for historical content. The area that really concerns me is the Crystal School property plan. I think that the proposed density of homes with their lack of privacy and landscaping will have disastrous consequences for future residents in the Old Town area. Please consider fewer, more expensive houses (our old homes are selling regularly for more than \$375,000.) with clean, elegant architecture, adequate parking and private outdoor entertainment areas. We've lived here since 1977 and are very familiar with all of the neighborhood disagreements that occur when living on top of each other. I am also worried that West & School streets will turn into raceways as has happened to Suisun Street. Inexpensive homes will rapidly become rentals which means shabby upkeep and repairs. I love our part of town & welcome new housing, but it should be of the same quality as our own. That requires style and landscapes that will be loved and cared for one hundred years from now.

Sincerely,
Marsha Pouget
400 Line St.
Suisun City, CA

Would you please circulate this letter among Council Members, thank you

Sent from my iPad

On Aug 19, 2016, at 5:00 PM, John Kearns <jkearns@suisun.com> wrote:

Good Evening.

Below please find a link to the City Council meeting agenda of Tuesday, August 23. One of the agenda items is a continued workshop on the draft Waterfront District Specific Plan Update from August 16. This is an opportunity for the public to provide comment on the draft plan. Please let me know if you have any problems opening the link.

<https://www.dropbox.com/s/6fcowvn3i93nfau/Suisun%20City%20Council%20Agenda%20-%20August%2023%2C%202016.pdf?dl=0>

Regards,

John Kearns
Associate Planner
City of Suisun City
(707) 421-7335
jkearns@suisun.com



Solano Transportation Authority

... working for you!

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Member Agencies:
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Email: info@sta.ca.gov • Website: sta.ca.gov

August 23, 2016

Page 1 of 2

John Kearns
City of Suisun City – Planning Department
701 Civic Center Boulevard
Suisun City, CA 94585

RE: Comments on the Draft Suisun Waterfront District Specific Plan

Dear Mr. Kearns:

On behalf of the Solano Transportation Authority (STA), I am writing to provide comments for use in developing the Suisun City Waterfront District Specific Plan.

The draft Waterfront District Specific Plan outlines Suisun City's vision for the future which builds on the quality work done to date. In recent history, the STA has partnered with Suisun City to help fund improvements to the Suisun City Train Depot, improving safe routes to school through capital improvements and programs, electric charging stations, and this planning document. The partnership has been fruitful and STA looks for continued coordination with Suisun City to help Suisun City implement its vision.

The improvements to the bicycle and pedestrian circulation in the studied area is commendable. STA supports the trail extensions, particularly the change from the 1999 plan which puts the trail along the waterfront in the Whispering Bay neighborhood. This is enhanced by the pedestrian scale design standards for trails and sidewalks alike, including lighting, shade trees, and storefronts. STA supports the residential building standards which aim to reflect the existing adjacent development, especially along Lotz Way. Additionally the intent to narrow streets and reduce curb cuts for driveways will create a safer environment for cyclists and pedestrians of all ages and abilities.

The additional exit on State Route 12 at Webster St., entering the west side of the area is consistent with STA's EIR for the I-80/I-680/SR 12 Interchange and STA thanks Suisun City staff for incorporating it into the circulation and land use plan.

Some areas STA staff would like to receive more clarification include the traffic impacts on the westbound State Route 12 exit as it becomes Main St., The extension of Railroad Ave. (which becomes 4 lanes with bike lanes) will feed into the north end of Main St. plus the vehicles exiting the freeway, and new traffic to be generated from the housing development proposed in the Denver Curve. Will that influx of vehicle traffic be handled on the two lane Main St.? Is there a need for the Railroad Ave. extension to be 4 lanes instead of two?

The 30-acre parcel at the north end of the study area lacks the mention of housing. Has Suisun City considered adding a transportation oriented housing consistent with Senate Bill 375? The mix of housing with commercial will maintain consistent activation of the Central County Bikeway at all hours of day and night.

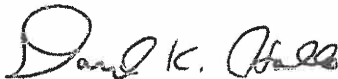
The Plan mentions the extension of Buena Vista Ave. into Fairfield, connecting to Clay St. with an at-grade crossing of the railroad (3-17, 4-4). Has this idea been coordinated with the City of Fairfield and UPRR?

As a transportation oriented development is planned near the Suisun Train Depot, STA supports the allowance of exemptions to the required parking minimums as outlined in the Plan.

Lastly, the omission of mentioning the pedestrian overcrossing at the Suisun Train Depot is noted. Was that connection to Fairfield and access point to the Waterfront District studied at all? Does it meet current needs from Suisun's perspective?

STA looks forward to the adoption of the Specific Plan and partnering to make this vision a reality. Should you have any questions, please feel free to call Robert Macaulay, Director of Planning or Drew Hart, Associate Planner.

Sincerely,



Daryl Halls
Executive Director

John Kearns

From: suisunweb@suisun.com
Sent: Tuesday, October 18, 2016 5:25 PM
To: John Kearns; Scott Corey
Subject: Public Inquiry regarding Specific Plan Update Comment via Suisun.com

Your Name

Patricia Matteson

Email

pcmatteson@hotmail.com

Subject

Specific Plan Update Comment

Your Message

So glad to see the changes that have been made to the Final Specific Plan! In particular,
--Allowing apartments, duplexes, and condos (High Density Residential) to be part of the Commercial-Office-Residential mix on the large vacant area filling the southwest corner of Lotz Way and Civic Center Drive, north of Mike Day park and the Civic Center. Multifamily dwellings with a water view should sell briskly at a price premium since there will be no other new waterfront residential housing in the Bay Area. The greater density of residents/potential customers will help attract businesses to Old Town and the proposed new commercial area N of Hwy 12. Downtown Suisun is currently way too sleepy to draw new businesses. We need a critical mass of residents downtown so that businesspeople can set up shop with reasonable confidence.
--That means that the park/green space adjacent to that area on the south side remains large (instead of being shrunk to accommodate single family houses, as proposed during the last public meeting). That open space is an important amenity for the entire city.
--Please note that that Fig 3.2, Area Land Use Concept, has not been updated and still shows the area on the SW corner of Lotz Way and Civic Center Drive as Medium Density Residential. That oversight should be corrected.
--Wonderful that at least one surface road connection between Suisun City and Fairfield is proposed! And that proposed new roads have good provision for pedestrians and bike lanes.
--Question for city planners: Once the Whispering Bay Waterfront is built out as Medium-Density Residential and that triangle north of Highway 12 becomes commercially developed, is there any place left in Suisun City to put a major attraction (think Fairfield's Pacific Flyway Center) that could draw visitors to our city? Will that option become impossible once the currently planned developments are built out? That would be a shame; there is no telling what further unexpected opportunities might present themselves if city managers keep their eye on county/state/federal initiatives in which Suisun City might have a role. Might it be possible to annex land like Fairfield did to accommodate the Pacific Flyway Center?
Thank you for this chance to comment, and for considering these remarks.
Sincerely, Patricia Matteson, Victorian Harbor