

# City of Suisun City

## Downtown/Waterfront Specific Plan



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*Note: The photos, pictures and comments in the margins are for illustrative and clarification use only. They are not part of the adopted Specific Plan.*

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# ***I. Introduction***

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## ***I. Introduction***

- ➡ ***1.1 Background/Content***
- 1.2 Location***
- 1.3 Planning Process***
- 1.4 Specific Plan Concept***

### **1.1 BACKGROUND/CONTENT**

On October 18, 1983, the City of Suisun City adopted a Specific Plan for the Historic Downtown and Waterfront sections of Suisun City. The creation of the Specific Plan for this area was proposed as an implementation action in the 1979 Suisun City General Plan. The General Plan recognized the need for special treatment of the Historic Downtown and Waterfront by calling for the preparation and adoption of a Specific Plan for the rehabilitation and revitalization of Old Town and the Waterfront. The intent of this document is to set out comprehensive amendments to the 1983 Specific Plan.

By 1990, it had become evident that a number of the elements of the 1983 Specific Plan were not being successfully implemented and were in need of revision and refinement. These Amendments constitute both revisions to the policies and concepts of the 1983 Plan and expansion of the area(s) covered by that plan. A number of the 1983 Specific Plan proposals, such as the designation of a Redevelopment Project Area and the construction of a new City Hall have been completed. Funding commitments for the Waterfront public improvements have been received from California Department of Boating and Waterways and California Coastal Conservancy. However, most other aspects of the Plan have not been implemented during the ensuing seven years.

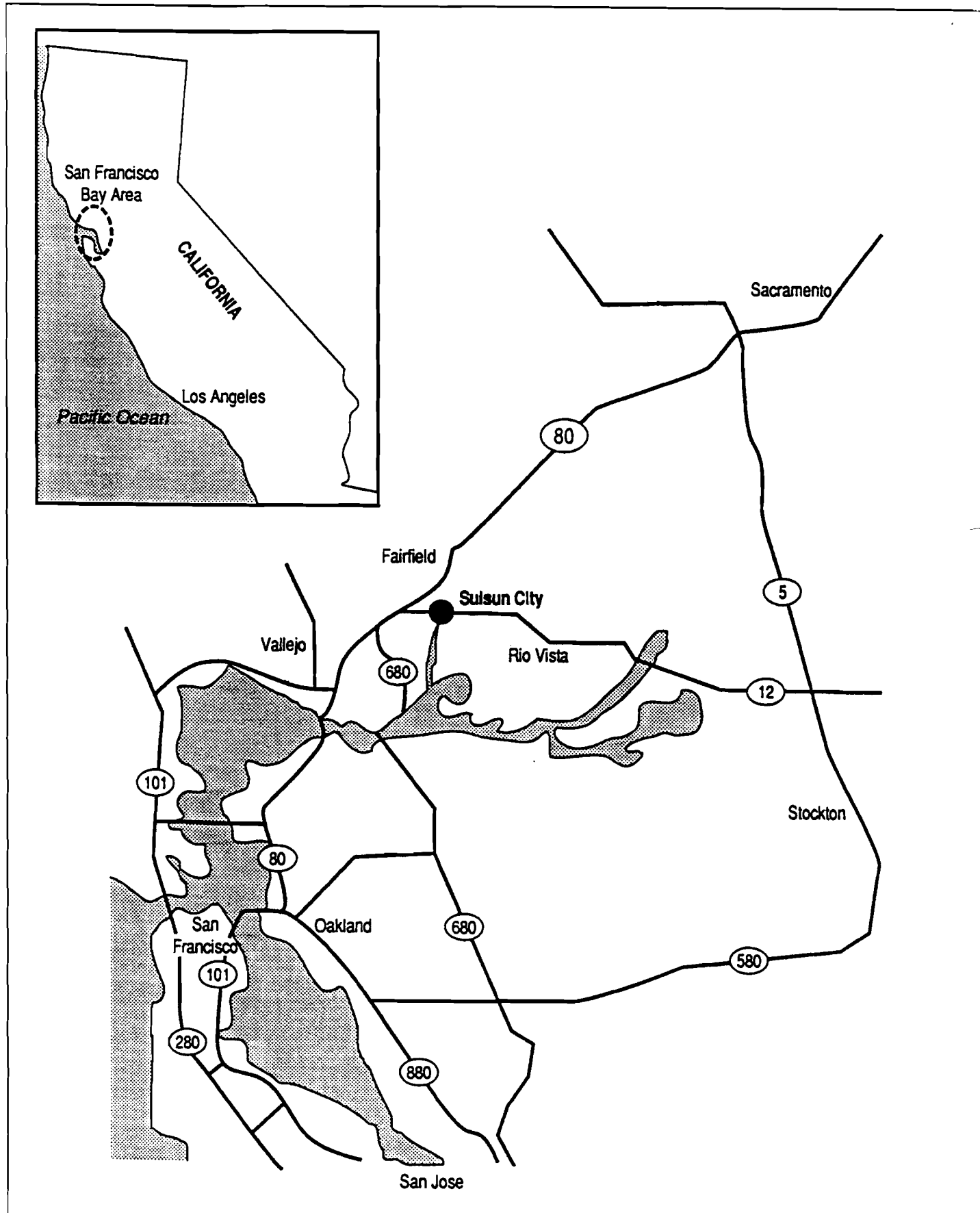
There are a number of factors, which have contributed to the lack of development proposals. The Redevelopment Agency was underfunded and there was no consideration of the adjacent Crescent Neighborhood with its unique set of problems in the original Specific Plan. During the continuing planning and implementation process, a rehabilitation program was attempted for the Crescent area but was not successful. As stated above, by 1990 it was clear that to effectively implement the community's evolving goals and objectives, the 1983 Specific Plan needed comprehensive revisions, particularly in the areas of Land Uses, Public Facilities and Circulation.

### **1.2 LOCATION**

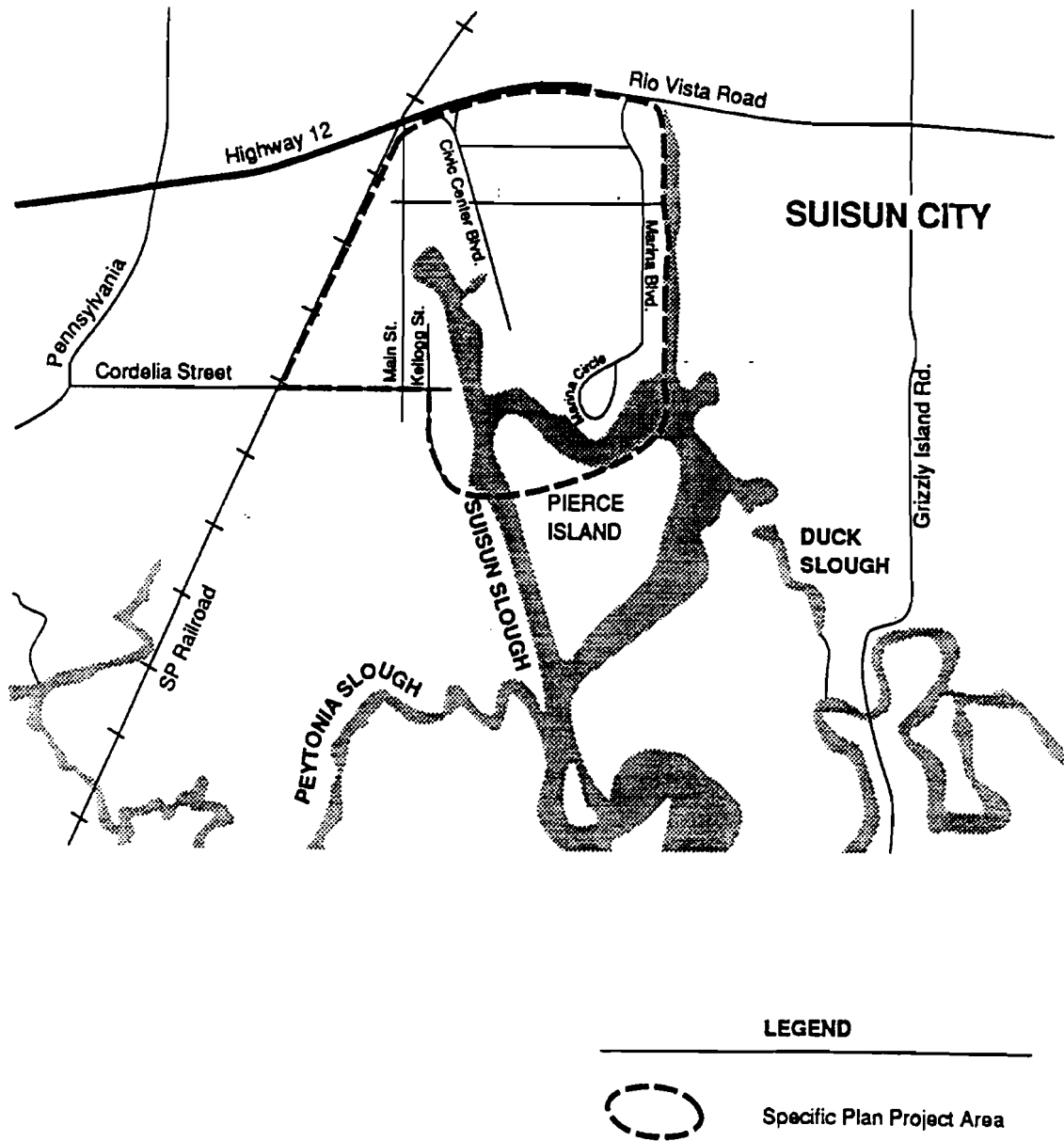
The City of Suisun City is located in Central Solano County, midway between the cities of Sacramento and San Francisco (Figure 1-1). The City of Fairfield, to the east bound Suisun City on the north and west by Travis Air Force Base and the south by the Suisun Marsh. The City is adjacent to and bisected by State Highway 12 and is approximately two miles east of Interstate 80. Suisun Slough, a major tidal waterway, connects Suisun City to Suisun Bay. The Historic Downtown and Waterfront Specific Plan Area is south of Highway 12, east of the Southern Pacific Railway tracks and west of the Suisun Slough (Figure 1-2).



**FIGURE 1-1 VICINITY MAP**



**FIGURE 1-2: SPECIFIC PLAN AREA**



**FIGURE 1-3**



## SUISUN CITY REDEVELOPMENT CONCEPT PLAN

*Prepared for the City of Suisun City by ROMA Design Group*

## 1.3 PLANNING PROCESS

The Redevelopment Agency of Suisun City retained the ROMA Design Group and Halcyon Limited to prepare a Redevelopment Concept Plan and Development Guidelines for specific Downtown project sites in July of 1990. Halcyon undertook a market analysis to determine the types and scale of residential and commercial development that would be most appropriate for the Downtown area and prepared financial feasibility analyses for the specific project sites. ROMA prepared a Concept Plan for the Downtown that designated proposed land uses, densities, open space, and circulation improvements (Figure 1-3). ROMA also prepared Development Guidelines for specific residential project areas.

The conceptual planning process included extensive public involvement in a series of public meetings and the ongoing involvement of an eleven member Community Advisory Committee. The initial concepts were revised to respond to community concerns and the constraints of the marketplace. These Amendments to the existing Specific Plan are necessary in order to implement the Concept Plan's land use and related policies. Together with the elements of the existing Specific Plan that remain unchanged, these Amendments will become a new policy document that is the primary guideline for development within the Downtown/Waterfront and Old Town areas of Suisun City.

The adoption process for the Amended Specific Plan is as follows:

- An Environmental Impact Report has been prepared which evaluates the impacts of the proposed revisions/expansions to the 1983 Specific Plan.
- The Amended Specific Plan is processed as an amendment to the Suisun City General Plan. This is because, under the State Law, any Specific Plan is considered to be an integral part of the General Plan. - The adoption process entails public hearings before both the Planning Commission and the City Council. These hearings consider both the amendments/revisions themselves and the impacts and mitigation measures discussed by the Draft Environmental Impact Report. Finally, the City Council certifies the Final Environmental Impact Report and adopts the Amended Specific Plan and General Plan Amendments.

## 1.4 SPECIFIC PLAN CONCEPT

### A. In General

The Amended Specific Plan is a direct interpretation of the community's goals integrated with the financial constraints of the market place and the existing physical conditions and constraints of the project area. The Plan is based on a significant notion: That Downtown Suisun City has the opportunity to become a unique waterfront town that is pleasant to live in and at the same time serves as a regional destination. The Plan draws on an unusual mix of characteristics – a working Waterfront, an Historic Main Street, established neighborhoods, direct freeway access, an AMTRAK/Intercity Rail Station, a rich natural environment, and a location that is in the path of regional growth.

### *I. Introduction*

#### *1.1 Background/Content*

#### *1.2 Location*

#### *➡ 1.3 Planning Process*

#### *1.4 Specific Plan Concept*

## **I. Introduction**

### **1.1 Background/Content**

### **1.2 Location**

### **1.3 Planning Process**

### **➡ 1.4 Specific Plan Concept**

The changes in the region around Suisun City have created the opportunity for the Downtown to evolve and develop into a place that attracts new residents, businesses, and shoppers. Significantly increased residential and employee populations along the Interstate 80 and State Highway 12 corridors have created a new market for entertainment, specialty retail, marinas and marine related services. The new business parks in Fairfield, Vacaville, and Vallejo has also helped to create the housing boom in the region. Suisun City, which was once far away from employment opportunities is now in the acceptable commute distance to the Bay Area and Sacramento has been continually lengthened, placing Suisun City within the realistic commuter range of both cities. The proposed Sacramento-Oakland Intercity Rail service will only enhance that position, and eventually increase demand for housing near the Suisun City/Fairfield Station.

## **B. Suisun Channel**

The entire Downtown needs to be focused on the Suisun Channel, which is its major and central feature. 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 townscape of the Downtown needs to celebrate and accentuate its relationship to the water's edge by emphasizing public access and views all along both sides of the Channel and Whispering Bay.

## **C. Waterfront Image**

The northern end of the channel must be expanded to accommodate a marina and create a stronger image of the Waterfront. The current configuration of the channel will not accommodate any significant increase in marine related activities at its northern end. In order to create a more attractive and functional Waterfront that will serve as a major feature in the Downtown, the channel needs to be extended along its western and northern boundaries. This expanded area will be seen as a dramatic feature from the Highway 12 overpass. It will also create enough water area to accommodate the major concentration of slips for the new marina.

## **D. Urban and Wetland Mix**

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 Delta and San Francisco Bay. The Channel's unique characteristic is 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 alongside 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. Easy pedestrian access to all areas of the Waterfront needs to be facilitated.

## **E. Downtown Commercial Activities**

The commercial activities of the Downtown should be integrated with an expanded new marina at its northern end and a Town Square at its southern end. The Historic Main Street needs a stronger relationship to the Waterfront. The existing land use patterns obscure the Waterfront as an attraction for shoppers. It is essentially inaccessible, both visually and physically on the west side of the channel. An expanded active and working Waterfront with easy access from Main Street will create a unique opportunity for new restaurants and shops by placing all of the water related activities nearby.

The creation of a Town Square at the southern end of Main Street will create a destination at the least visible area of the commercial district as well as a center for town activities and events. It should have a strong visual relationship with the Waterfront so that it can be viewed from both the City Hall, and the Sheldon Oil site at the north end of the basin.

## **F. Sheldon Oil Site**

The existing Sheldon Oil site needs to be redeveloped as the center of the Downtown Commercial District and the Waterfront. The existing facilities of Sheldon Oil occupy the most visible, centrally located, and accessible area of the Downtown. It is the connecting site between the east and west sides of the channel and between the channel and Highway 12. As such, it establishes the gateway image of the Downtown. With a change of use, the site has the potential for redevelopment with a mix of commercial, hotel, and residential uses, particularly if combined with City owned properties along the eastern side of the Suisun Channel.

## **G. Low Density Residential Neighborhoods**

The area to the east of the channel offers an opportunity for the creation of several new low density residential neighborhoods. The entire area east of the channel is of a scale that is easily walkable and accessible to the extensive wetlands and open space, the shops and services along Main Street, the marina, an elementary school, the City Hall, parks, and the new commuter rail station. Few communities offer such convenience amidst a natural setting that is immediately accessible to the I-80 corridor.

The existing Crescent Neighborhood site combined with the vacant property to the east creates a large area for an expanded low-density residential neighborhood. The Whispering Bay site creates an opportunity for a unique low density Waterfront Neighborhood that blends with the existing Marina Neighborhood. The existing Todd Park combined with the abandoned sewer plant site offers an opportunity for the creation of a third low density residential neighborhood, provided that the ballfields are relocated to a proposed new facility within Suisun City.

## **H. Medium Density Residential Neighborhood**

The west of the channel offers an opportunity for a medium density residential neighborhood. Along the western edge of the channel- south of Town Square

### ***I. Introduction***

#### ***1.1 Background/Content***

#### ***1.2 Location***

#### ***1.3 Planning Process***

#### ***➔ 1.4 Specific Plan Concept***

**I. Introduction**

**1.1 Background/Content**

**1.2 Location**

**1.3 Planning Process**

➡ **1.4 Specific Plan Concept**

and east of the existing Old Town, is the most appropriate location for townhouses or condominium development. The close relationship to the water's edge and proximity to Downtown will create an attractive townscape setting for medium density forms of housing that do not require the same lot sizes as typical single family homes.

**I. Traffic & Circulation**

The Downtown needs a more cohesive street system that allows for a greater distribution of traffic. The existing street system is dominated by three dead-ends — Main Street, Civic Center Boulevard and Marina Boulevard. Civic Center Boulevard and Marina Boulevard can be linked to create a more cohesive circulation system on the east side of the channel. Main Street can be linked by redevelopment of the Sheldon Oil site to Civic Center Boulevard via Louisiana Street, which would serve as a strong pedestrian/bicycle link. Florida Street would then serve as the major east west arterial that links Main Street, Civic Center Boulevard and Marina Boulevard.

**J. Open Space**

The Downtown needs a cohesive Open Space system that enhances the pedestrian experience of the townscape and the Waterfront. Extended out from the Waterfront should be a system of paths, tree-lined sidewalks, and promenades that link with small neighborhood parks and open spaces. Streets should be designed to provide direct vistas and pedestrian access to the Suisun Channel, Whispering Bay, and neighborhood parks wherever possible.



## ***II. Existing Uses & Policies***

### **2.1 EXISTING USES**

The City of Suisun City consists of approximately 1,900 acres divided between the newer, mostly residential area east of Marina Boulevard along State Highway 12 and the "Old Town" and Waterfront Area to the west and south. It is this older area of the Downtown and Waterfront that makes up the Specific Plan Planning Area (see Figure 2-1). The 1991 Specific Plan Area is located at the head of Suisun Channel, an area which is unique in its combination of recreation and natural resource values; Waterfront recreation and retail uses. See Figure 2-2 for a generalized depiction of the existing land use of the area.

Main Street from Highway 12 south to Morgan Street serves as the spine and focal point for the Downtown area. At the northernmost point of Main Street where the Highway 12 overpass crosses the Southern Pacific Railway is located the historic Southern Pacific Company railway depot. 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 of older vintage, many of the structures having both historic and architectural value. To the west and south of the Main Street commercial area are the Historic Residential Neighborhood and the Crystal Elementary School.

Between Main and Kellogg Streets and the Suisun Channel are a mixture of commercial and light industrial uses, some related to the marina uses of the Waterfront area. South of Cordelia Road and Kellogg Street, adjacent to the water is a large vacant lot. South of this lot is the municipal boat launching facility and parking area.

The Sheldon Oil facilities are located at the north end of the Suisun Channel and consist of a small office building, storage tanks, truck loading facilities and parking areas. A part of the facilities in this area is a terminal for the off-loading of petroleum products from barges. North of this industrial area between Highway 12 and Lotz Way is a Park and Ride lot used by commuters from Suisun City to other portions of the Bay Area and by patrons of the upper Main Street retail shops.

State Highway 12 provides the main access to the Specific Plan area with the off-ramp at Civic Center Boulevard and the at-grade intersection with Marina Boulevard. The main access point from the south is Cordelia Road. Existing land uses immediately south of Highway 12 include the General Commercial area above Lotz Way, which contains a small shopping center and a vacant commercially, zoned parcel between the shopping center and Marina Boulevard. Located directly east of Marina Boulevard are the Suisun Slough and Suisun City limits.

The areas to the east of the Sheldon Oil facilities on either side of Civic Center Boulevard dominated by residences, some single family but mostly multi-family apartment buildings. The area situated between Lotz Way, Whispering Bay Lane, Driftwood Drive and Civic Center Boulevard is known as the Crescent

### ***II. Existing Uses & Policies***

#### ***2.1 Existing Uses***

#### ***2.2 Suisun City General Plan***

#### ***2.3 Suisun City Zoning***

#### ***2.4 San Francisco Bay***

#### ***Conservation and***

#### ***Development Commission***

#### ***2.5 San Francisco Bay Plan***

#### ***2.6 Description of Proposed Amendments/Relationship to Previous Policies***



FIGURE 2-1: PROJECT SITE AND VICINITY

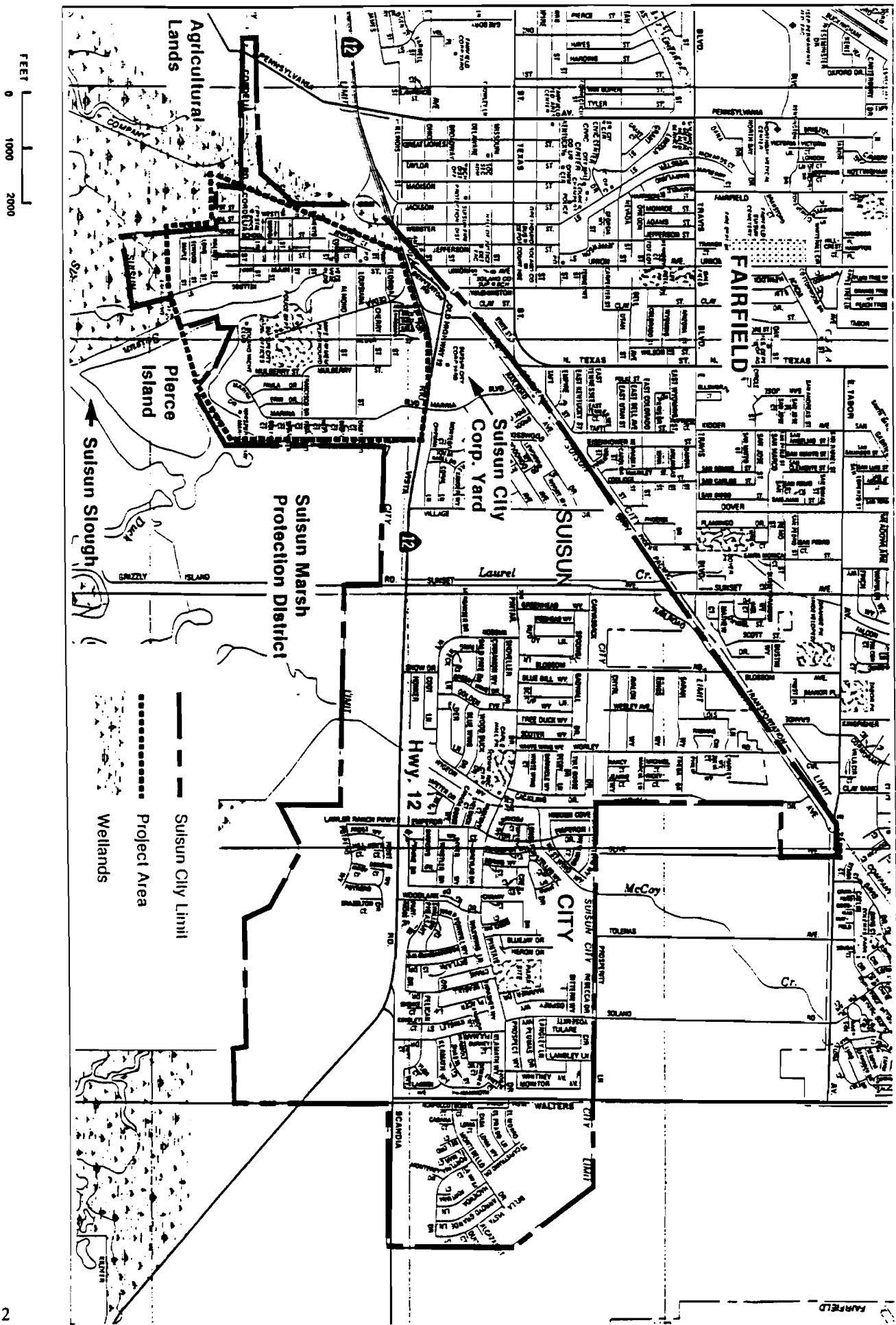
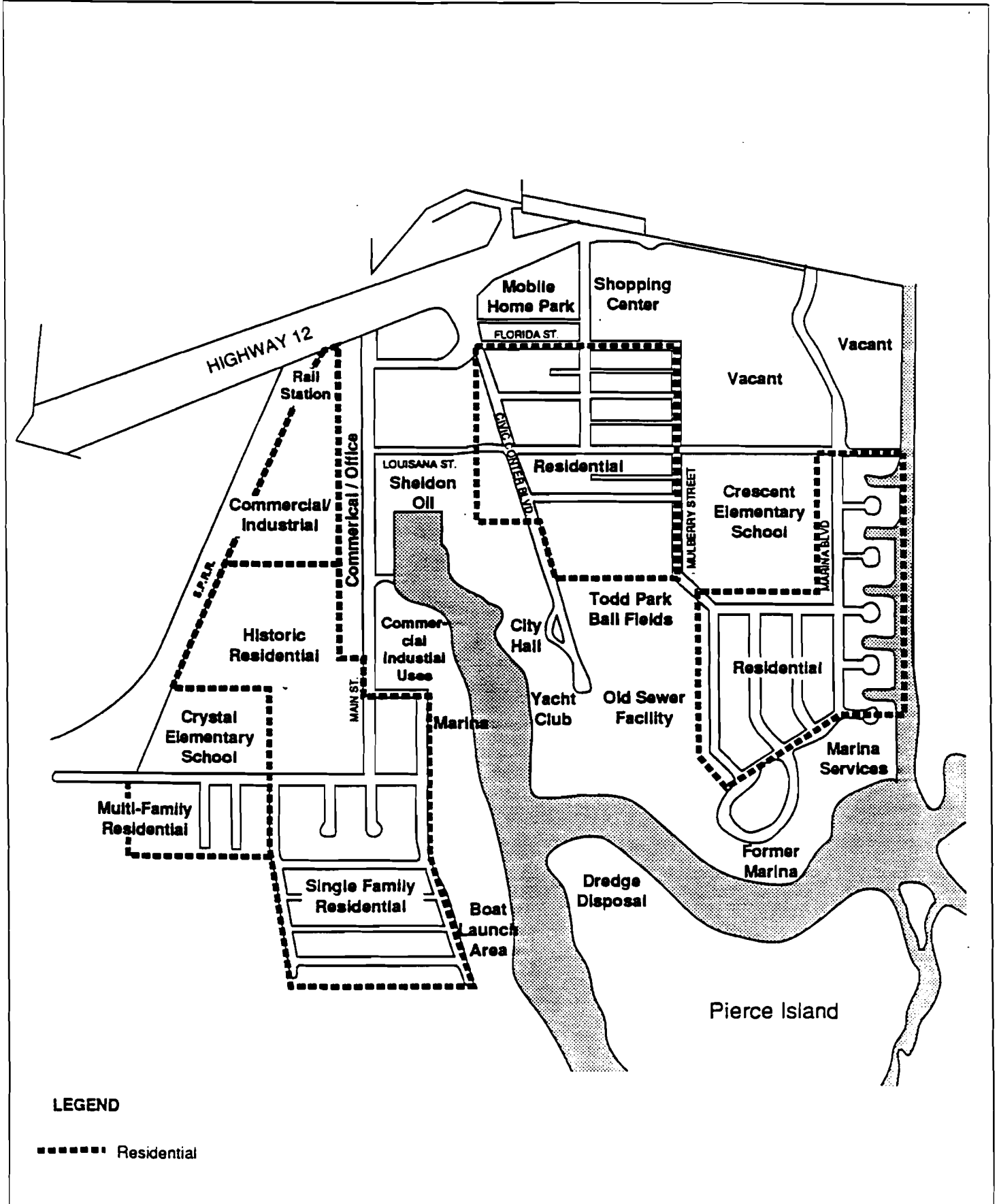


FIGURE 2-2: GENERALIZED EXISTING LAND USE



## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **⇒ 2.2 Suisun City General Plan**

### **2.3 Suisun City Zoning**

### **2.4 San Francisco Bay Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **2.6 Description of Proposed Amendments/Relationship to Previous Policies**

Neighborhood. Many of the buildings in this area are suffering from neglect and deferred maintenance.

Further south along Civic Center Boulevard are the newly completed City administrative offices, the Solano Yacht Club, the Todd Park ball diamonds and the abandoned sewer treatment plant. Just north of the City Hall site is open space and wetland area.

To the east of the Crescent Neighborhood to Marina Boulevard is a large vacant area. This area is bounded by Highway 12, Mulberry and Louisiana Streets and the extension of the Suisun Slough. South of this large vacant field between Whispering Bay Lane and Driftwood Drive is the Crescent Elementary School and its surrounding play fields. South of the school and along Marina Boulevard and the extension of the Suisun Slough is a neighborhood of large single family detached homes.

Situated to the south of the Marina Boulevard residential area, bounded on two sides by the Suisun Slough, is Whispering Bay Marina. This area was developed in the 1960's 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 dredging has made the facility nonfunctional. Across the Suisun Slough from the Whispering Bay area is Pierce Island, an undeveloped area currently designated as a dredge material disposal site and permanent open space. The Island was formerly used as a series of oxidation ponds for sewage treatment.

## **2.2 SUISUN CITY GENERAL PLAN**

Development in Suisun City must comply with the Suisun City General Plan and City Zoning Ordinance. The General Plan specifies Goals and Policies that are designed to guide development in the City. The Specific Plan must be consistent with and is considered part of the General Plan.

The General Plan contains policies and goals relevant to the Downtown and Waterfront for a Specific Plan for the Downtown and Waterfront areas. The current General Plan land use classifications for the Project Area are shown in Figure 3-3.

General Plan goals that have the greatest general bearing on development in the project area and with which the proposed project must be consistent include the following:

**Goal 1: It is the goal of the General Plan to preserve and enhance the quality of living by preventing the degradation of the natural environment, and by taking steps to offset the effects of that degradation which already have occurred.**

- Goal 2:** The qualities and amenities of the Suisun Marsh environment should be made more accessible to people of the community, in conjunction with State action, while assuring their protection and enhancement in accordance with State policies governing the management of lands within and adjacent to the Marsh.
- Goal 3:** New development is to reflect higher levels of community design and image than have resulted from conventional approaches to development in recent years. Development regulations are to be established which express appropriate concern for environmental quality through site planning, architectural design, use of signs, and the maintenance of public and private buildings and sites.
- Goal 4:** The Old Town area of the community should be made the target of intensive effort to preserve historic buildings, to preserve and enhance Waterfront commercial and industrial functions which have existed since the early days of community settlement, and to capitalize on the potential for creating an historic village atmosphere for the benefit of residents and tourists.
- Goal 5:** The State and Federal governments are to be encouraged to maintain navigable waterways.
- Goal 6:** Policies and proposals of the General Plan should seek to expand job-creating activities needed to support population growth, housing construction and the delivery of public services. Opportunities for improving the economic base should be pursued.
- Goal 7:** Insofar as may reasonably be possible, policies and proposals of the General Plan should provide for equal opportunity in the availability of housing and public services and facilities needed by all people who choose to live in Suisun City.

## 2.3 SUISUN CITY ZONING

Zoning designations within the Project Area include: DW (Downtown Waterfront Specific Plan District); LD (Low Density Residential District); MD (Medium Density Residential District); HD (High Density Residential District); ES (Community Facilities District); GC (General Commercial District); HR (Historic Residential District); and, HRC (Historic Limited Commercial District).

The DW District allows development that can be found in the Land Use Diagram of the Historic Downtown and Waterfront Specific Plan. The LD District allows 4 to 7 single-family dwelling units per acre. The MD District allows 8 to 14 single family homes, duplexes, condominiums or apartment units per acre. The HD District allows 13 to 22 multifamily units per acre. The ES District allows for community facilities. The GC District allows for highway commercial development. The HR and HRC Districts serve to protect the historic residential neighborhood and the City's cultural heritage.

## II. Existing Uses & Policies

### 2.1 Existing Uses

### ➡ 2.2 Suisun City General Plan

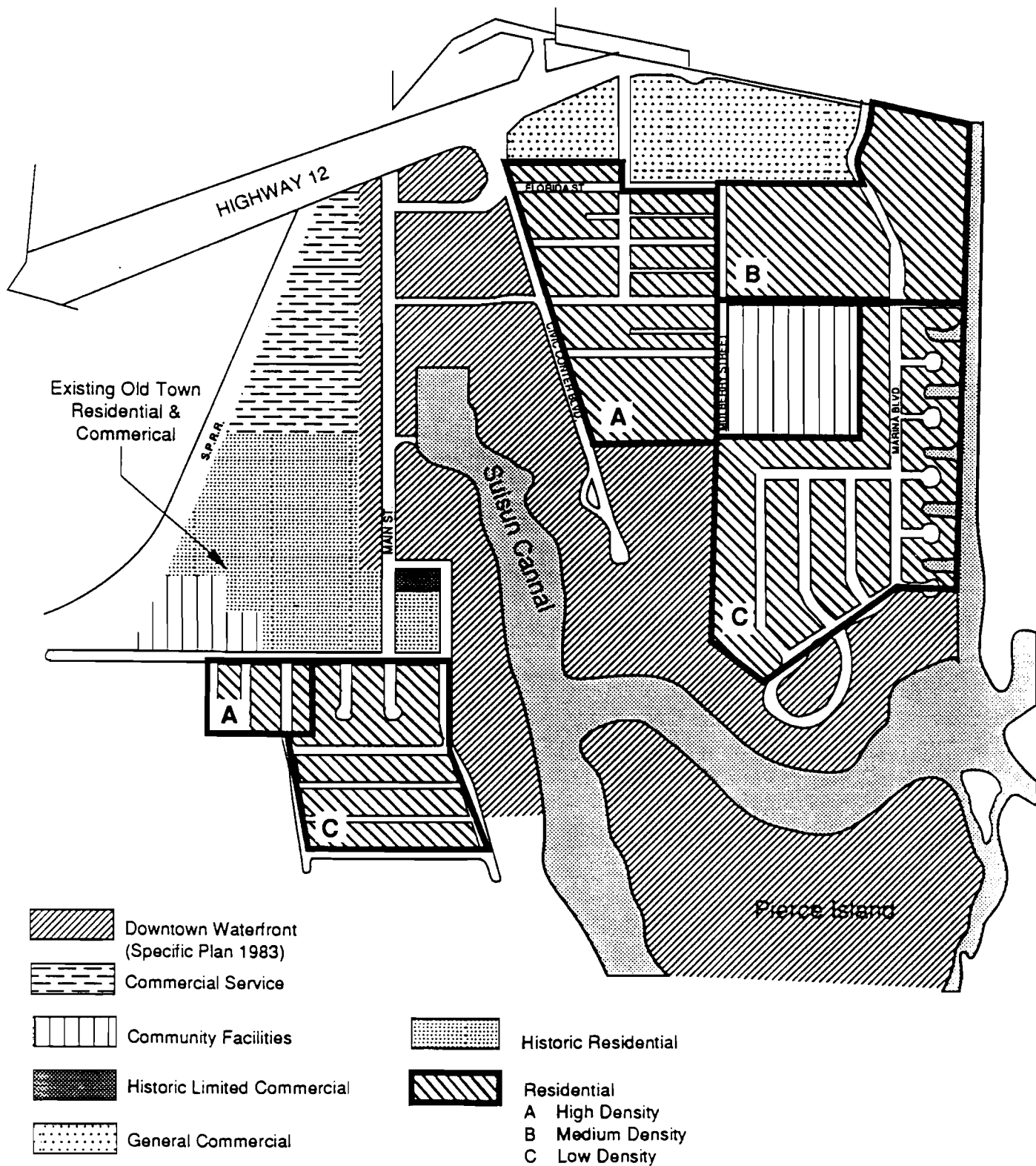
### 2.3 Suisun City Zoning

### 2.4 San Francisco Bay Conservation and Development Commission

### 2.5 San Francisco Bay Plan

### 2.6 Description of Proposed Amendments/Relationship to Previous Policies

**FIGURE 2-3: GENERAL PLAN LAND USE DESIGNATIONS**



## **2.4 SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION**

The San Francisco BCDC is a State Agency created to protect the Bay as a natural resource and to develop the Bay and its shoreline to their highest potential with a minimum of Bay filling and a maximum of public access. BCDC has adopted the San Francisco Bay Plan, which affects land use and development characteristics within the project area.

## **2.5 SAN FRANCISCO BAY PLAN**

The BCDC has developed, land use policies that include portions of the project area or areas adjacent to the project area. The Bay Plan, initially developed in 1969 and updated in 1979, encompasses San Francisco and San Pablo Bays and portions of the Sacramento-San Joaquin Delta as far east as Collinsville.

The objectives of the San Francisco Bay Plan are to protect the Bay as a 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 in the Bay. Policies have been established to protect and maintain remaining marshes and mudflats, the remaining water volume and surface area of the Bay Region, and adequate fresh water inflow into the Bay. The BCDC has regulatory authority over all uses and development within 100 feet of the shoreline.

## **2.6 DESCRIPTION OF PROPOSED AMENDMENTS; RELATIONSHIP TO PREVIOUS POLICIES**

This Plan proposes refinements and revisions to the land use designations in selected areas, revisions to the Circulation Plan, revisions to the public facilities program and changes to the scope (including expansion of the total area) of the 1983 Specific Plan. This section describes the different elements of the proposed Amendments and Policies. The Land Use Map from the 1983 Specific Plan is shown in Figure 2-4 and can be compared to Figure 2-5 which shows the areas where amendments and expansions to the 1983 Plan are proposed.

## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **2.2 Suisun City General Plan**

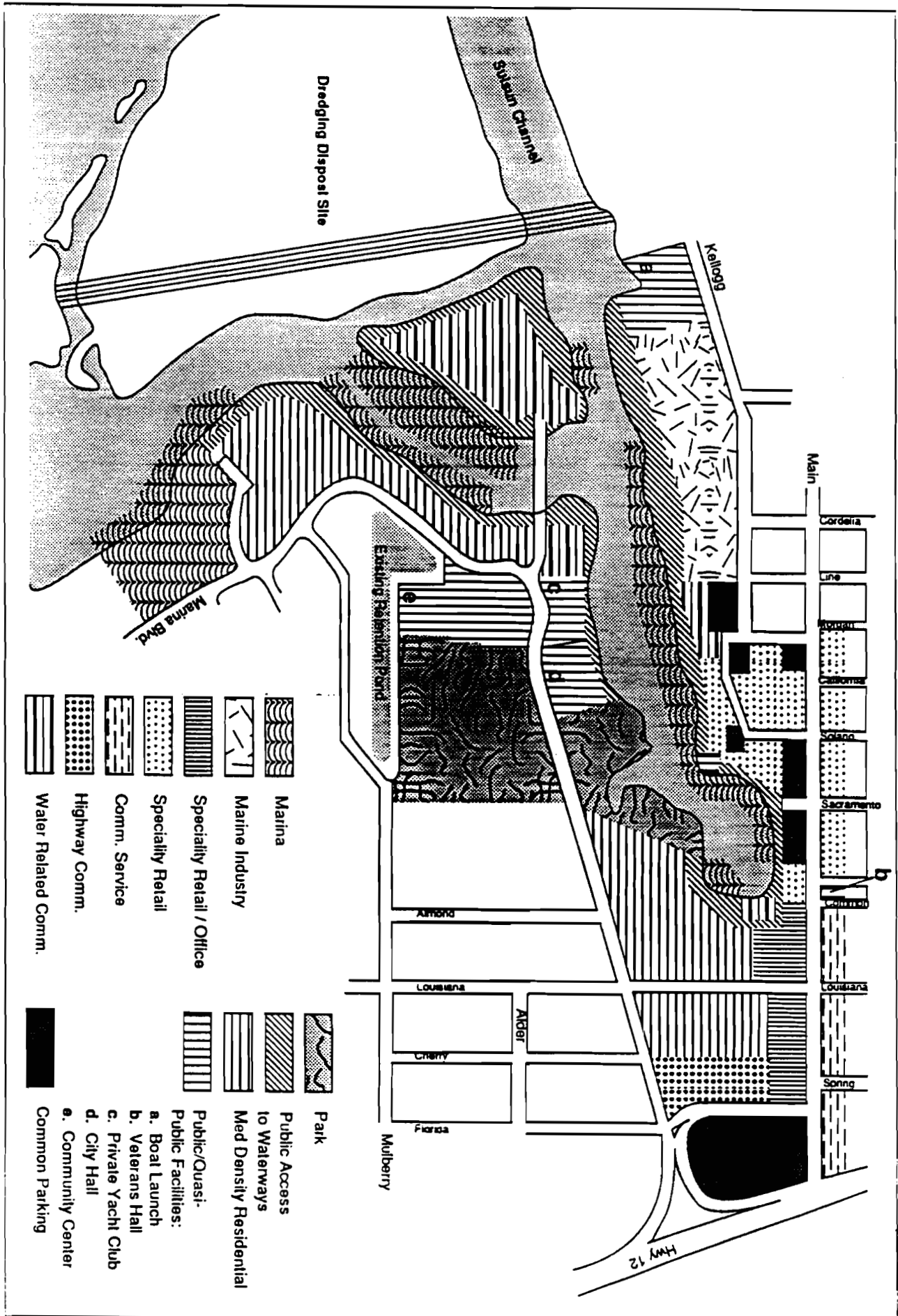
### **2.3 Suisun City Zoning**

### **⇒ 2.4 San Francisco Bay**

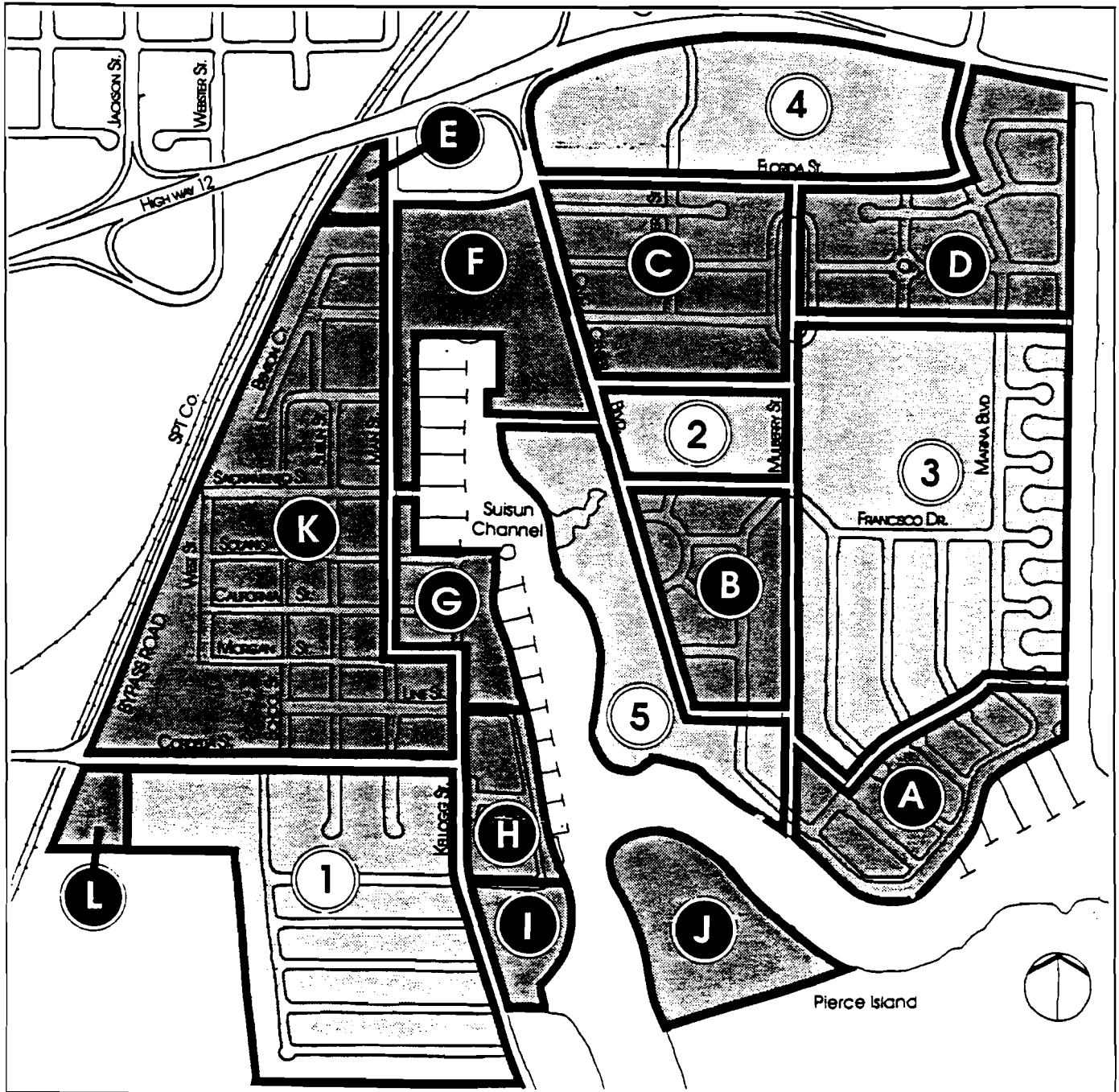
### **Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **2.6 Description of Proposed Amendments/Relationship to Previous Policies**



**FIGURE 2-5: SPECIFIC PLAN AMENDMENT AREA**



**A** Specific Plan Amendment Areas

**1** Existing Areas - No Change in Land Use



## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **2.2 Suisun City General Plan**

### **2.3 Suisun City Zoning**

### **2.4 San Francisco Bay**

### **Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **➡ 2.6 Description of Proposed Amendments/Relationship to Previous Policies**

## **A. Amendments to the Specific Plan**

### **1. Reconfiguration of the Marina Areas.**

The 1983 Specific Plan called for approximately 400 boat slips in four marina areas. Those areas included the west side of the channel, the northeastern corner of the head of the channel, the northeast side of Pierce Island and across the channel on the mainland and at the eastern portion of the Whispering Bay area. The reconfiguration of the marina areas will result in a number of additional slips. At least 75-125 will be adjacent to the Whispering Bay site (Site A on Figure 2-5), similar to the 1983 designation, while the remainder (300-350) are proposed to be constructed along the sides of the main channel (Site H, G and the southern portion of Site F, where the land will be excavated and the channel dredged). The former proposed marinas on Pierce Island have been deleted.

### **2. Additional Sites Incorporated Into the Specific Plan Boundary.**

Two areas to be added to the Specific Plan are shown as Areas C and Areas D on Figure 2-5. The Redevelopment Concept Plan (Figure 1-5) designates these areas as former Crescent Neighborhood West (Parcel C) and Crescent Neighborhood East (Parcel D).

Site C is bounded by Civic Center Boulevard on the west, Lotz Way to the north and Whispering Bay Lane on the east. The southern boundary is a line drawn east-west across the block between Driftwood Drive and Almond Street, at the rear property line of the lots fronting on the south side of Louisiana Street. Currently this area is designated High Density Residential by the General Plan's Land Use Element. The proposed new designation would be RL - Low Density Residential. Approximately 360 apartment units would be removed and replaced with approximately 112 single-family dwelling units.

Site D is bounded by Driftwood Drive on the south, the extension of the Suisun Slough on the east, and Highway 12 on the north to Marina Boulevard. Marina Boulevard is the western boundary south to the point where Lotz Way would be located (if it were extended), where the boundary follows the Lotz Way alignment west to Whispering Bay Lane, then south to Driftwood Drive. This area of approximately 21.5 acres is currently vacant and designated Medium Density Residential by the General Plan. The site could be developed with 8 to 14 dwelling units per acre, or up to 300 total dwelling units. This area will be added to the Specific Plan designated area. The proposed Land Use Designation would be LD - Low Density Residential. Approximately 123 single-family dwelling units could be constructed under the proposed Amendments to the Specific Plan.

### **3. Whispering Bay.**

The 1983 Specific Plan designated this 14.5 acre site (Site A on Figure 2-5) for 7.15 acres of Medium Density housing, 6.02 acres of Marina and Marina Service Uses and 1.26 acres for a public street right-of-way. The proposed uses are for 48 single-family units to be placed on 6,400 square foot lots, with a waterfront street, marina slips and parking. The land use designation for the site would be Low Density Residential.

#### **4. Ballfield Complex Land Use Revision.**

Area B is a 13-acre site currently is use as an adult softball/Little League ballfield complex. Fairfield/Suisun Sewer District's abandoned sewer treatment facility is also located on the southern portion of this site. The proposed Amendment to the Specific Plan would designate this area for 81 units of single-family (Low-Density) housing rather than the park and community center designation of the 1983 Specific Plan. This change in Land Use is contingent on successful relocation of the ballfields and recreation facilities to another site within Suisun City.

#### **5. Additional Housing.**

The area shown as Area H on Figure 2-5 was designated in the 1983 Specific Plan for marina industry, marina slips and park. The Concept Plan designates this area for redevelopment as 70 units of condominium townhomes and public access to the Waterfront along with the marina slips. The site is currently developed with metal and wood commercial buildings and wooden boat slips. Existing land uses consist of both marine and non-marine related service and industrial operations with outdoor storage. The land use designation would be Medium Density Residential.

#### **6. Refinements to the Placement of Proposed Land Uses at the Sheldon Oil Site.**

Area F is the current location of an oil distribution and storage business known as the Sheldon Oil Company. Also included in this site are a vacant two-acre lot and approximately 91 existing apartment units. 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 new Concept Plan proposes approximately the same type of retail, commercial and residential uses, with additional marina slips (both public and private). Currently, the uses are proposed to be approximately 51 townhouses, retail (20,000 to 30,000 square feet), office (150,000 square feet) and a 200-room hotel (76,000 square feet). Any development of this site either in accordance with the 1983 Specific Plan or the revised proposal would require substantial excavation and the removal of the existing oil storage tanks, an existing one-story office building and truck service facilities.

#### **7. Refinements to Land Use at Area G.**

Area G is located directly across the Suisun Channel from City Hall in the area bounded by Main Street, Sacramento Street and the Suisun Channel. The southern boundary is a line even with the northern side of Line Street, from Kellogg Street to the water. Currently the area is occupied by several vacant lots (approximately 2 acres), some of which are used for boat storage; commercial service and retail buildings; and a City-owned parking lot. The 1983 Specific Plan designated this area for specialty retail, office and marine service uses along with the creation of a "Town Square" or "Plaza" area with a combination of public space and commercial uses in a pedestrian-oriented setting. The revised Concept Plan, as reflected in the proposed Amendments, would retain the same

## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **2.2 Suisun City General Plan**

### **2.3 Suisun City Zoning**

### **2.4 San Francisco Bay**

### **Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **➡ 2.6 Description of Proposed Amendments/Relationship to Previous Policies**

## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **2.2 Suisun City General Plan**

### **2.3 Suisun City Zoning**

### **2.4 San Francisco Bay**

#### **Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **2.6 Description of Proposed Amendments/Relationship to Previous Policies**

mix of allowed uses, although the location of these uses would vary depending on the final design plan for the Town Square.

## **8. Intermodal Transportation Center.**

The area where the railroad passes under Highway 12 (Area E) is the site of the current historic Southern Pacific Depot and several commercial buildings from the 1960's. The historic depot is planned to be renovated as an intercity rail station for AMTRAK and the proposed Auburn-San Jose intercity rail line. Proposed plans call for the entire site to be used as an intermodal transportation center and related commercial uses, in both new and existing buildings. Additional transportation modes to be served include intercity bus, local transit and van/car pools. This is an expansion of transportation uses from those envisioned in the 1983 Specific Plan, which showed only the AMTRAK use. Existing land use designations can accommodate both the public intermodal facility and the related commercial uses.

## **9. Expansion of the Boat Launch Facilities.**

The vacant area (Area I) was proposed in the 1983 Specific Plan for marine-related service and industrial uses. The revised Concept Plan Amendment calls for this site to be used to expand the City's existing boat ramp. Along with expanding the boat launching facilities, additional parking, boat storage and marine service uses would be accommodated. Public space for Waterfront viewing and a gathering area for public events is also planned.

## **10. Pierce Island.**

The northern portion of Pierce Island (Area J) 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 Amended Specific Plan designates the island as a dredge material disposal site, and open space. An area of 35 acres has been permitted by both the Federal and State authorities to serve as a disposal site for dredge material. Thirty-five 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.

## **11. Expansion of the Old Town—Historic Residential and Commercial Area.**

As shown on Figure 2-4, the 1983 Specific Plan Land Use Designations concentrated on the areas fronting on Main and Kellogg Streets. The commercial/retail spaces in these areas are still 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) will be added to the Planning Area. A new bypass road from north of Driftwood Drive to Cordelia Road parallel to the Southern Pacific railroad tracks is proposed to improve circulation within the area.

## **12. Areas Remaining Unchanged.**

Five existing neighborhoods within the Planning Area will remain largely unchanged. These are noted on Figure 2-5 and described below:

- South of Cordelia Road and west of Kellogg Street (existing Area #1): This area consists of the single-family housing subdivision known as Pierce Gardens and the adjacent apartment complexes south of Cordelia Road. Zoning/Land Use Designation will remain Low Density Residential for Pierce Gardens and High Density Residential for the existing apartments. The vacant 2.35 acre parcel east of the Southern Pacific railroad tracks (Area L) will be designated Medium Density Residential.
- Existing multiple family development (Area #2); located north of Area B and south of Area C. This area contains approximately 188 apartment units which will remain and undergo rehabilitation.
- Existing Marina single-family subdivision and Crescent School (Area #3); located east of Whispering Bay Lane and south of Driftwood Drive.
- North of Lotz Way, south of Route 12 and west of Marina Boulevard (Area #4); this area currently contains a mobile home park, neighborhood shopping center (Marina Shopping Center), and a vacant parcel of approximately 10 acres at the southwest corner of Marina Boulevard and Route 12. The existing land use designation/zoning on this entire area is General Commercial and will remain as such. A small number of residential lots on the north side of Lotz Way that are currently zoned High Density Residential will also be designated General Commercial.
- Area #5; Civic Center/Open Space west of Civic Center Boulevard, south of Area F (Sheldon) north and west of Area A (Whispering Bay). The area is to remain in open space uses, with the exception of the Civic Center and Solano Yacht Club.

## **II. Existing Uses & Policies**

### **2.1 Existing Uses**

### **2.2 Suisun City General Plan**

### **2.3 Suisun City Zoning**

### **2.4 San Francisco Bay**

### **Conservation and Development Commission**

### **2.5 San Francisco Bay Plan**

### **➡ 2.6 Description of Proposed Amendments/Relationship to Previous Policies**

### ***III. GOALS & OBJECTIVES***

#### **3.1 GOALS**

The following goals were initiated in the 1983 Specific Plan and expanded upon for the 1991 Plan Amendments:

##### **A. Strengthen the economic viability of the Historic Old Town, Waterfront and 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 represents the City's single best economic development asset. The community must capitalize upon this critical opportunity by ensuring that the redevelopment of this area occurs with the highest and best economic uses the marketplace can support.

##### **B. Preserve and enhance the historic character of the area.**

Preserving and enhancing the historic character of Old Town Suisun 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 the Historic Downtown and residential area 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.

##### **C. 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. 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. Permanent dredge disposal sites must be established, maintained and managed to ensure the continued viability of the Waterfront.

#### ***III. Goals and Objectives***

##### **➡ 3.1 Goals**

##### **3.2 Objectives**



*Main Street, Old Town*



*The Channel*

### **III. Goals and Objectives**

#### **➡ 3.1 Goals**

#### **3.2 Objectives**

#### **D. 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, which 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.

#### **E. 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, redevelopment 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.

### **3.2 OBJECTIVES**

The Specific Plan also seeks to achieve the following objectives in order to implement the major goals stated above:

- Strengthen Downtown as a place to live.
- Enhance the image and identity of the Downtown as the community focus of Suisun City.
- Enhance the unique water oriented recreational opportunities of the Downtown.
- Improve the streetscape environment to promote pedestrian circulation and cohesive development of the Downtown.
- Improve transit/commuter rail facilities Downtown.
- Preserve existing viable Downtown neighborhoods.
- Make available dried dredge material for appropriate uses.
- Cooperate with regional agencies to establish other dredge disposal site where feasible.
- Establish a permanent funding mechanism for channel maintenance dredging.

## IV. Land Use Regulations

### 4.1 LAND USE MAP & DEVELOPMENT PROGRAM

#### A. Land Use Map

Figure 4-1 depicts the land use categories and districts under which the Concept Plan's development program will be implemented.

#### B. Development Program

The general program for the major redevelopment sites and existing neighborhoods within the Planning Area is summarized as follows:

Table 4-1: Major Residential Redevelopment Sites  
(See Figure 2-5 for Location of Parcels A-H)

	Gross Land Area (acres)	Number of Lots	Typical Lots (sq.ft.)
Parcel A: Whispering Bay	14.5	48	6,400 (80' X 80')
Parcel B: Civic Center	13	81	4,000 (40' X 100')
Parcel C: Crescent Neighborhood (West)	17	112	4,000 (40' X 100')
Parcel C: Crescent Neighborhood (East)	21	123	4,000 (40' X 100')
Parcel H: Kellogg Street	5	70	2,750 (25' X 110')

Table 4-2: Major Commercial/Mixed Use Redevelopment Sites

Parcel F: Sheldon Oil Site	
Gross Land Area (w/o Marina)	17 acres
Number of Townhouse Units	51-102
Retail/Restaurant	30,000 sq.ft.
Office	100,000 - 150,000
Hotel	200 Rooms
Parcels G, I, and K: Town Square/Main Street/Kellog Street	
Gross Land Area	6 acres
Retail/Restaurant	75,000 sq.ft.
Marine Commercial	30,000 sq.ft.
Marine Service	20,000 sq.ft.

#### IV. Land Use Regulations

##### 4.1 Land Use Map/Development Program

###### A. Land Use Map

###### B. Development Program

##### 4.2 Land Use Districts

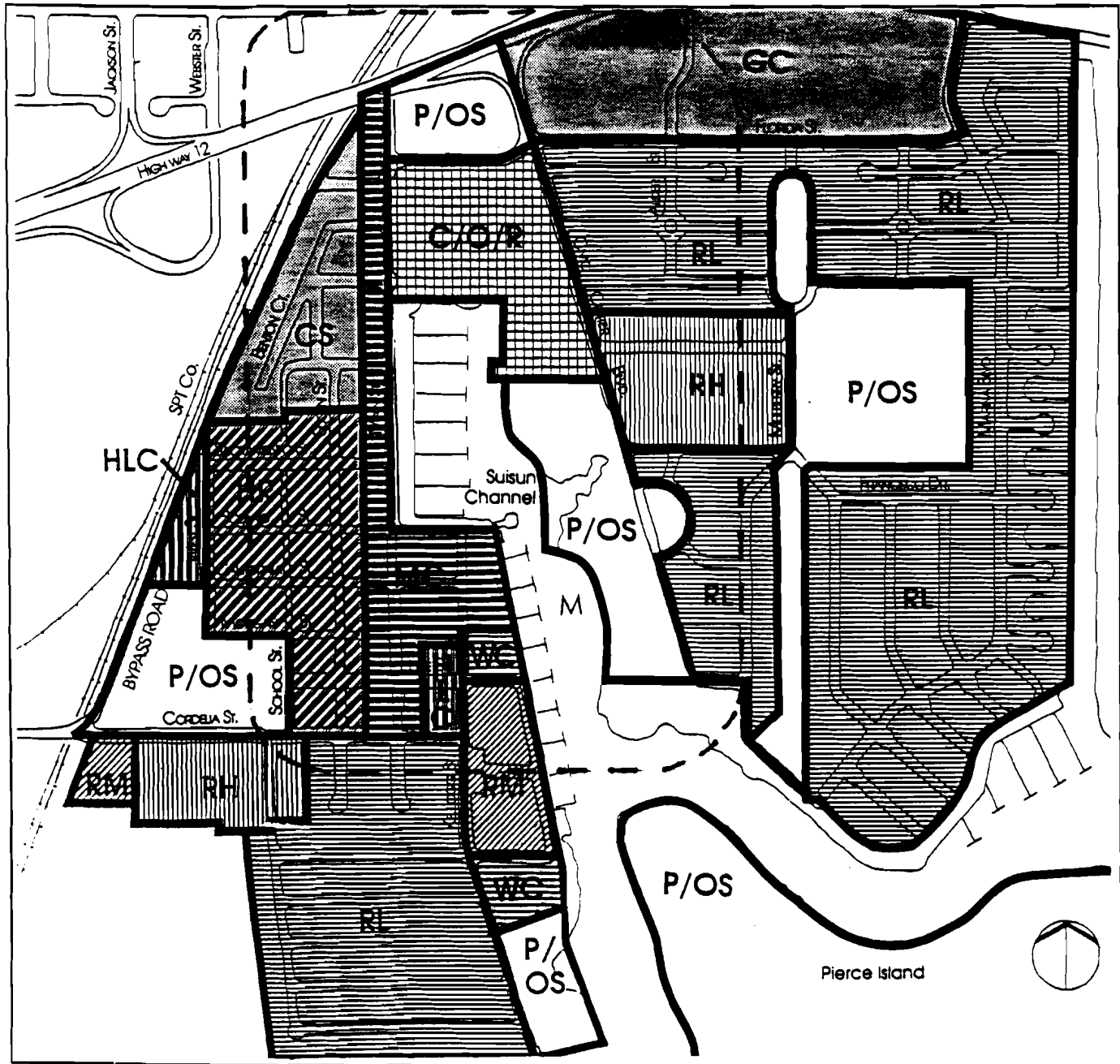
###### A. Residential Districts

###### B. Commercial Districts

##### 4.3 Public Facilities/Open Space

##### 4.4 Parking Regulations

FIGURE 4-1: LAND USE MAP



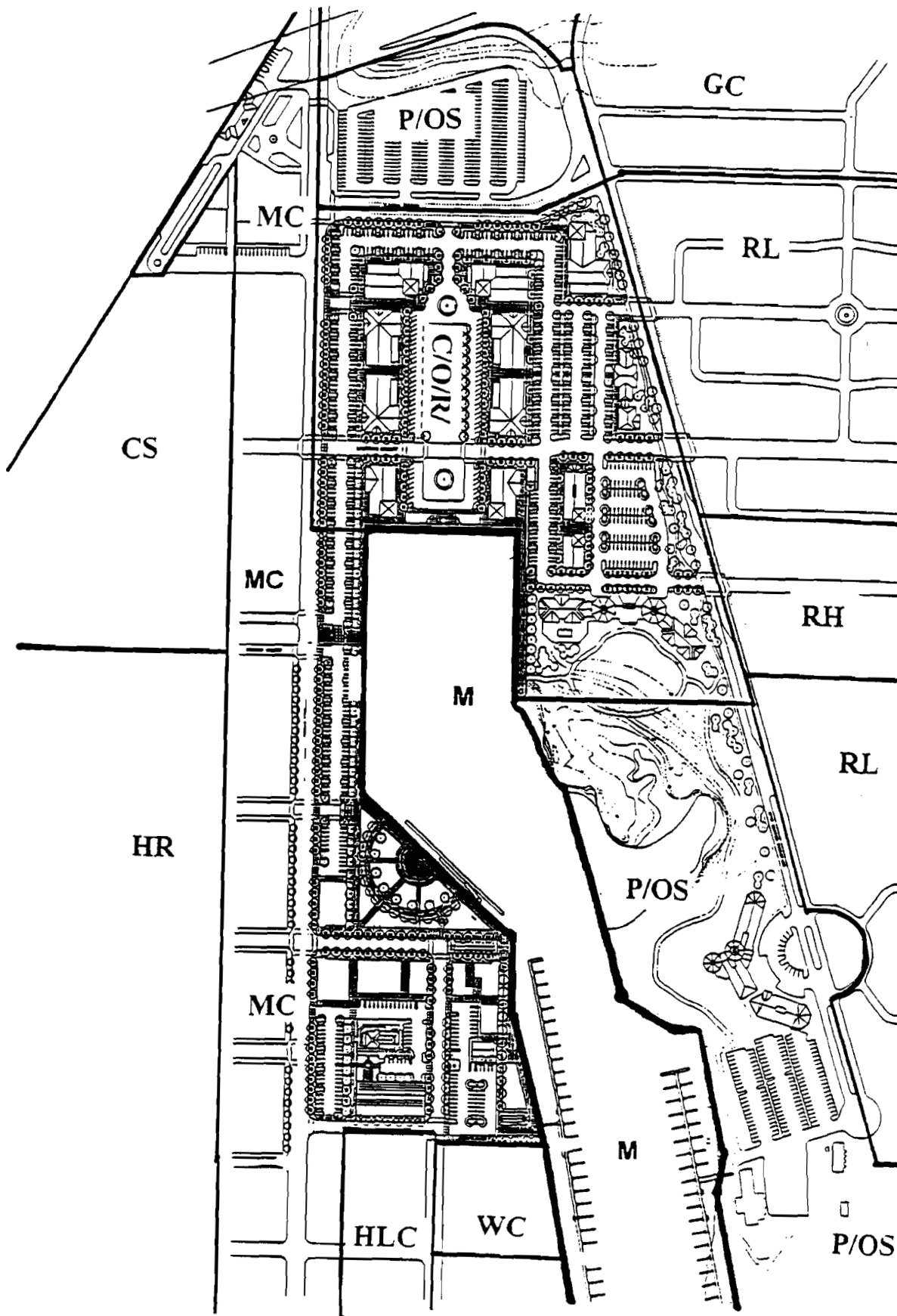
**DOWNTOWN COMMERCIAL**

- Mixed Use /PUD
- Main Street Commercial
- Waterfront Commercial
- Area Detail Shown on Figure 4-2
- Public Facilities/Open Space

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Residential Historic
- Historic Limited Commercial
- General Commercial
- Commercial Service
- Marina



FIGURE 4-2: DETAIL OF FIGURE 4-1



#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **➡ 4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

## **4.2 LAND USE DISTRICTS**

A number of land use categories or designations are specified on Figure 4-1 (Land Use Map). Figure 4-1 is intended as a visual representation of the land use regulatory policies of the City of Suisun City within the Specific Plan boundaries. These districts control the types of uses allowed in various locations and the process for establishing new uses and/or developments. As such, they govern the use of property in the same manner as does the Suisun City Zoning Ordinance within areas outside the Specific Plan boundaries.

The City's Community Development Staff are responsible for administration of the City's adopted planning documents and the Zoning Ordinance. For that capacity, the Community Development Department is responsible for interpretation of all such policies and ordinances, including this Specific Plan. (Please refer to Chapter 8, Specific Plan Administration). Especially within commercial districts, the characteristics of a particular use may be contrary to the policies and intent of that district, even though it is listed as a Permitted Use. Conversely, some desirable uses may not be found on the Permitted or Conditional Use lists for a particular district. Whenever a question arises regarding whether any particular use meets the intent of a particular district, Community Development Department staff, subject to appeal to the Planning Commission, will determine whether the use in question is Permitted or Conditional.

The more specific development/design standards that are authorized by Chapter 7 control the physical character and manner in which new development and construction will occur in these various districts.

### **A. RESIDENTIAL DISTRICTS**

Four Residential Land Use Districts are established:

RL	Low Density Residential
RM	Medium Density Residential
RH	High Density Residential
HR	Historic Residential

The General Plan's Policies governing Low, Medium and High Density residential respectively shall apply to the RL, RM, RH and HR Districts. The HR District is intended to implement the General Plan's policies for the preservation of the historic character of the Old Town residential neighborhood. Specific density and use regulations are spelled out for each of these in the following sections. In order to avoid the creation of large numbers of nonconformities, the lot size, setbacks and development standards of the existing Zoning Ordinance are specified for existing subdivisions and multiple family developments that will remain.

#### **1. Low Density Residential (IRL)**

##### **a. Purpose and Intent**

This District corresponds to the General Plan's Low-Density Residential desig-

nation, allowing single family residential development of 4-7 dwelling units per net acre. (Net site area is defined as the total parcel size prior to development, less existing public rights-of-way, reservation for arterial streets, and other existing public property or rights-of-way). This district applies to the Areas A, B, C, and D. (Figure 2-5).

#### **b. Permitted and Conditional Uses**

##### **Permitted Uses**

- Single Family Detached Dwellings
- Single Family Attached Dwellings (corner lots only)
- Garages and similar buildings or uses clearly accessory or incidental to a permitted use
- Park, Playground
- Small family day care homes
- State licensed residential care homes which provide care for six (6) or fewer persons.

##### **Conditional Uses**

- Larger family day care homes
- State licensed residential care homes providing care for seven (7) or more persons.
- Guesthouses and second dwelling units
- Public facilities, including community center, fire station, library
- Churches
- Limited commercial uses specified as Conditional Uses within the Historic
- Limited Commercial District.

#### **c. Development Standards**

**New Development/Redevelopment Areas.** New residential development occurring in Areas A, B, C and D, as depicted by Figure 2-5 are governed by the Design Standards and Guidelines adopted pursuant to Chapter 7 of this document. The Planning Commission and/or Community Development Department staff, as the case may be, shall rely on those standards when reviewing initial development and improvements within these areas.

**Existing Single-Family Neighborhoods.** The existing Marina and Pierce Garden Subdivisions (Areas 1 and 3, Figure 2-5) are governed by the following basic development standards stated in the table below. All new residential structures, additions and improvements shall be compatible in mass, form, and materials with the surrounding neighborhood and the existing structure, if any.

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**



*Single Family Home*

#### IV. Land Use Regulations

##### 4.1 Land Use Map/Development Program

###### A. Land Use Map

###### B. Development Program

##### 4.2 Land Use Districts

###### A. Residential Districts

###### B. Commercial Districts

##### 4.3 Public Facilities/Open Space

##### 4.4 Parking Regulations

Table 4-3: Existing Single-Family Neighborhoods

	Marina	Pierce Gardens
Minimum Net Lot Size (sq.ft.)	6,000	5,000
Minimum Lot Width (feet)	60	50
Minimum Lot Depth (feet)	80	70
Maximum Lot Coverage (percent) <sup>1</sup>	40	40
Minimum Lot Setbacks		
Front (Building) <sup>2</sup> (feet)	15	15
Front (Garage Door) <sup>3</sup> (feet)	17.5	17.5
Interior Lot Side Yard	17.5	NA
Total (Both Sides) (feet)	15	15
Minimum (Garage Side) (feet) <sup>4</sup>	10	10
Minimum (Side Opposite Garage) (feet)	5	5
Corner Lot Side Yards		
Total (Both Sides) (feet)	18	18
Minimum (Street Side) (feet)	13	13
Minimum (Interior Side) (feet)	5	5
Rear Yards <sup>5</sup> (feet)	15	15
Maximum Height		
Primary Structures <sup>6</sup> (feet)	35	35
Accessory Structures (feet)	15	15

Notes:

1. Lot coverage includes all buildings, carports, accessory structures, patio covers and roof extensions.
2. Minimum front building setback is ten (10) feet on a cul-de-sac and bulb.
3. Minimum setback to garage door, where door faces a public street. The setback may be reduced to 18 feet where a zero-clearance (roll up) garage door is used.
4. Encroachments of architectural features or mechanical equipment into the side yard are not allowed within twenty (20) feet of the front of the garage to allow for additional vehicle parking.
5. The minimum rear yard may be reduced to ten (10) feet, where the total rear yard open space equals or exceeds one thousand (1,000) square feet and contains at least one unobstructed open area measuring at least twenty (20) feet by twenty (20) feet.
6. Any portion of a structure within twenty (20) feet of the rear lot line shall not exceed fifteen (15) feet in height.

## **2. Medium Density Residential (RM)**

### **a. Purpose and Intent**

This district corresponds to the density and use restrictions of the General Plan's Medium Density Residential designation. A variety of housing types, including detached single family, attached single-family and multiple-family, are allowed. The density allowed in this category ranges from 7-14 dwelling units per acre, as defined by the General Plan. This district applies to Areas H and L (Figure 2-5).

It is also the intent of the Specific Plan to allow for the possibility of small, craftsman or artistic type commercial uses along the Waterfront. There will be a number of townhome lots, which directly front the Waterfront access street and promenade adjacent to the marina. The addition of the limited commercial uses for the Waterfront lots will allow for the design or conversion of ground floor space for this purpose, should the demand arise. A Conditional Use Permit is required for these to ensure their compatibility with the surrounding residential neighborhood.

### **b. Permitted and Conditional Uses**

#### **Permitted Uses**

- Single Family Dwellings (Detached)
- Single Family Dwellings (Attached)
- Townhouses, Condominiums
- Garages and similar buildings or uses clearly accessory or incidental to a permitted use.
- Park, Playground
- Small family day care homes
- State licensed residential care homes which provide care for six (6) or fewer persons

#### **Conditional Uses**

- Large family day care homes
- State licensed residential care homes providing care for seven (7) or more persons
- Multiple Family Dwellings
- Public facilities, including fire station, community center, library
- Churches
- Limited commercial uses specified as Conditional Uses within the Historic Limited Commercial (HLC) District

### **c. Development Standards**

The Development Standards specified in Chapter 7 shall govern development proposals in Area H (Figure 2-5). After initial development, any enlargement, expansion, additions, alterations and exterior improvements will be reviewed by the Community Development Department for compliance with these Standards. Applications for development of Area L (Figure 2-5) will be reviewed under the Citywide Development Standards for Site Planning and Architecture.

## **IV. Land Use Regulations**

### **4.1 Land Use Map/Development Program**

#### **A. Land Use Map**

#### **B. Development Program**

### **4.2 Land Use Districts**

#### **■ A. Residential Districts**

#### **B. Commercial Districts**

### **4.3 Public Facilities/Open Space**

### **4.4 Parking Regulations**



*Medium Density Home in Old Town*

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **■ A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**



*High Density Residential in Suisun*

##### **d. Development Process**

Areas H and L (Figure 2-5) occupy critical redevelopment and infill locations, respectively. Because of the sensitive nature of these sites and their surroundings, a Planned Unit Development Permit is required for all new construction.

### **3. High Density Residential (RH)**

#### **a. Purpose and Intent**

The policies of this district correspond to those of the General Plan's High-Density Residential category. The intent is to provide for the rehabilitation and retention of an existing area of apartments and townhouses along Civic Center Boulevard and Almond Street, northwest of the Civic Center. This district also applies to the existing apartment developments south of Cordelia Road (Areas 1 and 2, Figure 2-5).

#### **b. Permitted and Conditional Uses**

##### **Permitted Uses**

- Single Family Dwellings (Detached)
- Single Family Dwellings (Attached)
- Townhouses, Condominiums
- Garages and similar buildings or uses clearly accessory or incidental to a permitted use.
- Park, Playground
- Small family day care homes
- State licensed residential care homes which provide care for six (6) or fewer persons

##### **Conditional Uses**

- Large family day care homes
- State licensed residential care homes providing care for seven (7) or more persons
- Multiple Family Dwellings
- Public facilities, including fire station, community center, library
- Churches
- Limited commercial uses specified as Conditional Uses within the Historic Limited Commercial (HLC) District

#### **c. Development Standards**

Proposals for the rehabilitation or improvement of the areas subject to this district shall conform with the Citywide Development Standards for Site Planning and Architecture.

### **4. Historic Residential (HR)**

#### **a. Purpose and Intent**

This district conforms to the Historic Residential designation of the General Plan. This district applies to the existing Old Town residential neighborhood, which is a unique mix of historic single family homes, duplexes and multiple family dwellings. A major land use policy of this Specific Plan is to preserve and build upon the historic character of the older residential and commercial structures within the Planning Area.

NOTE: The text of this district is directly transposed from the existing Chapter 18.14 of the Zoning Ordinance.

This district, along with the Main Street and the Waterfront, comprises the first area of settlement, which contributed significantly to the culture, and development of the City.

The HR District 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 large number of these as being significant and worthy of landmark status. Some of these are the best remaining examples of earlier architectural styles and exemplify elements of outstanding attention to design, detail, materials and/or craftsmanship. Although some lots or structures within the HR District do not represent examples of earlier styles or are not associated with historic persons/events, their location in the midst of this area of historic importance makes their inclusion essential to the integrity of this district.

The specific purpose and intent of the HR District is to assure that this area continues as a viable residential neighborhood and the City's cultural heritage, as reflected in its historic structures, sites and features is not destroyed, but is instead preserved and enhanced, by establishing the following objectives:

- To preserve and protect historic structures.
- To preserve and maintain the Historic Residential area embodied in the HR District as a cohesive neighborhood unit.
- To enhance property values within the HR District.
- To assure that the community's cultural heritage, as reflected in the built environment, is not lost.
- To encourage the redevelopment of vacant and incompatibly developed properties in accordance with the historic character of the HR District.
- To provide for rehabilitation, additions and modifications to existing structures in a manner which is sensitive to the historic qualities of these structures.

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **➡ A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**



*Single Family Home in Old Town*

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **➡ A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

- To implement the City's General Plan.

###### **b. Permitted and Conditional Uses.**

###### **Permitted Uses**

- One-family dwellings
- Duplexes
- Buildings and uses clearly accessory or incidental to any Permitted Use excepting, tents and trailers
- Park, playground, library, museum
- Small family day care homes
- State licensed residential care homes which provide care for up to six (6) or fewer persons.

###### **Conditional Uses**

- Multiple dwellings, dwelling groups, roominghouses and boardinghouses
- Condominium-type housing, housing using a common wall
- Lodges, fraternal organizations and clubs, except those operated as a business for profit, subject to the applicable provisions of Chapters 18.44 and 18.56
- Nursing home, rest home, convalescent home, congregate care, assisted living center
- Firehouse, child care center, church, community center, civic center
- Governmental offices
- Automobile parking lots when appurtenant to any permitted use in the district, or when adjacent to the DW District
- Guesthouses and second dwelling units as provided in Section 4.5.2.
- Bed and Breakfast Inns
- Large family day care homes
- State licensed residential care homes providing care for seven (7) or more persons.

###### **c. Off-Street Parking**

**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 Ordinance, are required to be maintained as off-street parking spaces. Any addition of floor area to the existing structure or construction of new structures) made subsequent to the effective date of this Ordinance shall require the provision of off-street parking as stated for one family and duplexes (see below), or as provided by the Parking Standards (Section 4.4) of this Chapter.



**One Family and Duplexes.** One covered off-street parking space for each unit.

**d. Basic Site Development Standards.**

**In General**

Minimum Building Site Area:	4,000 square feet
Minimum Site Width:	Forty (40) feet
Minimum Building Site Width:	Sixty (60) feet
Minimum Front Yard Building Setback Line:	Ten (10) feet
Minimum Side Yard Required:	Three (3) feet
Minimum Rear Yard Required:	Five (5) feet

**Special Yard Conditions.** No building shall be located on any site so that the rear of the building fronts a street. The maximum site coverage of any parcel shall be seventy (70) percent of the site. This percentage will include all buildings, carports, patios, open parking spaces and driveways.

**Development on Substandard Lots.** A legal substandard lot shall be subject to the same yard and density requirements as a standard lot, provided that within the HR District only one dwelling unit may be located on a substandard lot that meets the requirements of this section.

**Exceptions to Standard Requirements.** Due to the unique conditions of design and construction in the HR District where structures were sometimes built close to lot lines, residential 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 this neighborhood by granting an exception to normal setback, parking, landscaping, fencing and screening requirements, where such an exception does not interfere with the public health or safety. Within the HR District, where it is deemed that such an exception is warranted and will not adversely affect neighboring properties, the Planning Commission may grant an Exception Permit pursuant to Chapter 8.

**e. Planning Commission.**

Planning Commission approval is required for all major construction, enlargement, additions, improvements, alterations, demolitions and removals in the HR District. Minor alterations, additions or new construction of 500 square feet or less may be approved by the Community Development Department staff. Any such project may be referred to the Planning Commission for their consideration.

**f. Architectural Review, Demolition and Renewal Procedures.**

See Appendix "A".

**g. Maintenance of Structures and Premises.**

All property owners in the HR 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 Chapter. Good repair includes

**IV. Land Use Regulations**

**4.1 Land Use Map/Development Program**

**A. Land Use Map**

**B. Development Program**

**4.2 Land Use Districts**

**A. Residential Districts**

**B. Commercial Districts**

**4.3 Public Facilities/Open Space**

**4.4 Parking Regulations**

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**



*Main Street*

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 Section 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 Uniform Building Code.

###### **h. Mobile Homes Boats Trailers and Campers.**

No mobile home as defined by the Zoning Ordinance, 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 District longer than seven (7) consecutive days without obtaining a Temporary Use Permit. Storage beyond the time allotted for a Temporary Use is prohibited.

#### **B. COMMERCIAL DISTRICTS**

##### **1. Downtown Commercial Districts**

###### **a. Intent and purpose**

This district applies to a large portion of the commercial redevelopment sites surrounding the Waterfront. The areas covered include the Sheldon Oil Company/Agency Site (Parcel F, Figure 2-5); the Town Square and adjacent Waterfront commercial site (Parcel G); and the existing commercial frontage on the west side of Main Street; and Parcel 1, east of Kellogg Street, south of the proposed townhouse development site and north of the Boat Launch expansion site. Each of the above sites is treated as a distinct subdistrict, with specific land use regulations designed to suit the individual development program anticipated for those particular sites/districts.

###### **b. Disallowed Uses – All Commercial Districts**

Because the intent of this district is to preserve and strengthen the pedestrian-oriented, traditional Downtown retail atmosphere, commercial uses which are automotive-oriented, such as drive-in uses and automotive service/repair are inconsistent by their very nature and should be avoided.

The following list of uses are specifically not allowed, even by Conditional Use Permit, within the Downtown Commercial District:

- Drive-in restaurants, banks or other drive-in uses
- Auto sales (new or used)
- Automotive service or repair
- Industrial or quasi-industrial uses normally found in business parks or manufacturing districts
- Wholesale businesses

- Warehousing as a primary use
- Distribution, supply, or preparation of construction materials, automotive Components or other materials or components used for manufacturing, assembly or packaging of finished products.

**c. Main Street Commercial (MC)**

**Purpose and Intent.** This district is primarily devoted to preserving and enhancing the mix of retail, specialty and related uses traditionally found within the older, central retail districts of small cities. This traditional mix of uses typically consisted of a retail or personal service business in the ground floor storefront facing Main Street; small commercial, professional offices or residential uses could be found on the upper floor(s) and behind the Main Street frontage use. Main Street retailers 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.

The Town Square area is to be developed to recreate the traditional downtown's "focus". Here, because of the large setback from Main Street and the unique characteristics of the buildings, office uses are expected to locate on the ground floor as well as the upper floors. Businesses and buildings on Main Street shall face or orient toward Main Street; buildings on adjacent streets shall face the Square.

**Permitted Uses.** Where a "U" is denoted next to a particular use or business on the following list, that use is permitted only on the upper floor(s) or other areas of a building which do not front onto or have direct access to Main Street.)

*Main Street.*

- Apparel and accessory stores, not including used items
- Artist's studio; art supply stores
- Antique or antique reproductions shop, not including recently manufactured "used furniture" items
- Bakery, creamery
- Bookstores
- Business schools, art, modeling, music and/or dancing studios — (U)
- Eating and drinking places where food service is the primary use (restaurants)
- Florist shops
- Hardware stores, not including lumber, building materials and the like
- Paint, decorating and wallpaper stores
- Beauty, barber shops and salons
- Delicatessen, sandwich shop
- Business services, not including establishments engaged in the renting or leasing machinery, tools and other equipment — (U)
- Clothing and costume stores
- Communication services — (U)
- Finance, insurance and real estate offices — (U)
- Health services, including medical/dental services — (U)

**IV. Land Use Regulations**

**4.1 Land Use Map/Development Program**

**A. Land Use Map**

**B. Development Program**

**4.2 Land Use Districts**

**A. Residential Districts**

**■ B. Commercial Districts**

**4.3 Public Facilities/Open Space**

**4.4 Parking Regulations**

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **➡ B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

- Optical shop; optometrist
- Legal and miscellaneous non-medical professional office—M
- Pet Grooming — (U)
- Photographic and portrait studios
- Printing, publishing and allied industries — (U)
- Radio and TV broadcasting
- Open Space, public access
- Shoe stores, shoe repair, shoeshine, hat cleaning/repair and the like
- Tax return preparation service —M
- Travel agencies
- Watch, clock and jewelry sales and repair
- Other retail, service, public or quasi-public uses which are similar in nature, function or operation to Permitted Uses listed and which the Community Development Department finds to be consistent with the intent of the district.

*Town Square.* Permitted Uses are the same as those listed for Main Street, except that uses permitted on upper floors are also permitted on the ground floor.

#### **Conditional Uses. (Both Main Street and Town Square/Lawler House.)**

- Any use listed as permitted on an upper floor or space without Main Street frontage that is proposed to be established on a ground floor with a Main Street storefront.
- Bed and Breakfast Inns
- Commercial amusement or entertainment
- Entertainment, nightclub and bar/lounge uses where food service is not the primary purpose of the business
- Food and grocery stores, convenience markets
- Furniture stores
- Firehouse, community center, government office, post office
- Movie theater
- Reupholstery and furniture repair; antique refinishing
- Residential dwellings, including apartments and condominiums
- Generally: Any other retail, service, public or quasi-public use which is similar in nature, function or operation to listed conditional uses and is found by the Community Development Department to be consistent with the intent of this district and the Goals and Policies of the Specific Plan.

#### **d. North Main Street Mixed Commercial/Office/Residential Use Site (C/O/R)**

**Purpose and Intent.** This area is bounded by Lotz Way on the north, the proposed expanded marina basin to the south, Main Street on the west and Civic Center Boulevard on the east. This site is to be developed with a mix of business/professional offices, retail commercial, restaurant uses and a hotel. Medium Density Residential uses (townhomes or condominiums) are also anticipated; these may be developed as a "stand alone" development on a portion of the site; or, as an integrated part of the commercial/office development (e.g., upper floors over ground floor commercial uses). Because of the unique character of the development program for this 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 specified by Chapter 8, Section 8.6.1 of the Specific Plan.

**Permitted/Conditional Uses.** Generally, permitted and conditional uses allowed in this district are the same as those specified in the MC - Main Street Commercial District above. 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. Anticipated uses should generally conform to the following development program, unless compelling evidence is presented, and the Commission and Council find that an alternative development program better serves the goals of the Specific Plan.

**Table 4-4: Sheldon Oil (Parcel F) Site Development Program**

Gross Land Area (w/o Marina)	17 Acres
Number of Townhouse Units	50 - 100
Retail/Restaurant	20,000 - 30,000 sq.ft.
Office	100,000 - 150,000 sq.ft.
Hotel	100 - 200 rooms

**e. Waterfront Commercial.**

**Purpose and Intent.** This district is located behind, or to the east of, the Town Square, adjacent to the Waterfront and Marina. This district also exists south of the RM District and north of the City boat launch. Because of its proximity to both the marina and the Main Street/Town Square Districts, 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.

**Permitted Uses**

- Uses listed as permitted anywhere within the Main Street/Town Square District
- Sales of boating equipment, supplies, and marine products and accessories
- Boat and marine sales and service, where service is accessory or incidental to the sales operation
- Marina, public access and related public facilities
- Sales of products related to boating and water recreation activities
- Other retail, service, public or quasi-public uses which are similar in nature, function or operation to permitted uses listed and which the Community Development Department finds to be consistent with the intent of the district.

**Conditional Uses**

- Gasoline sales (for boat use only)
- Boat repair and service not accessory to a sales operation (chandlery)
- Boat storage

**IV. Land Use Regulations**

**4.1 Land Use Map/Development Program**

**A. Land Use Map**

**B. Development Program**

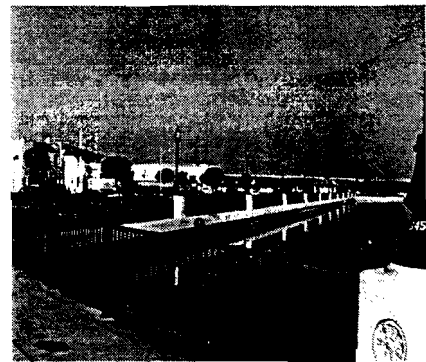
**4.2 Land Use Districts**

**A. Residential Districts**

**➡ B. Commercial Districts**

**4.3 Public Facilities/Open Space**

**4.4 Parking Regulations**



*Waterfront in Suisun City*

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **■ B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

- Manufacture/assembly of boating products (e.g., sail making, boat building)
- Generally: Any other retail, service, public or quasi-public use which is similar in nature, function or operation to listed conditional uses and is found by the Community Development Department to be consistent with the intent of this district and the Goals and Policies of the Specific Plan.

## **2. Historic Limited Commercial**

### **a. Purpose and Intent.**

This district applies to an area south of the Town Square 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. It also applies to the parcels, which back up to the Southern Pacific railroad tracks, fronting West Street, across from the predominantly residential HR District. Because most of the structures are historic and still occupied by residential uses, commercial conversions of these 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 these structures.

The intent of this district is to provide for a number of commercial and office uses, which are compatible with residential uses. 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.

### **Permitted Uses**

- Single family dwellings
- Duplexes or attached single family dwellings
- Public buildings
- Buildings or uses clearly accessory or incidental to a Permitted Use
- Small family day care homes
- State licensed residential care homes which provide care for six (6) or fewer persons.
- Park, playground

### **Conditional Uses**

- Antique shop
- Arts and crafts gallery or studio
- Bookstore
- Church
- Custom dressmaker or tailor
- Florist shop
- Interior decorator
- Multi-family dwellings
- Museum

- Nursing home, rest home, convalescent home, congregate care, assisted living center
- Optical shop, opticians
- Printing, publishing
- Photographic studio
- Professional offices (accountants, architects, attorneys, insurance agents, physicians and similar business offices not involving retail sales)
- Bed and breakfast inns
- Large family day care homes
- State licensed residential care homes providing care for seven (7) or more persons
- Small appliance repair
- Medical/Dental/Optical laboratory
- Catering service
- Shoe repair
- Non-automotive related personal and business services
- Reupholstery, furniture repair, antique refinishing
- Generally: Any other limited commercial, service, or public use similar in nature, function and operation to listed Conditional Uses and is found by the Community Development Department to be consistent with the intent of this district and the Goals and Policies of the Specific Plan.

**Use Permit Approval Requirements.**

- The use will provide off-street parking for the occupant and any employees.
- The use will not generate automobile traffic at a level that would create a nuisance for the surrounding residential uses.
- The use will not create noise at a level, which exceeds the City standards or creates a nuisance to the surrounding use.
- The mixing of residential and use-permitted commercial occupancies in the same structure is permitted, provided business and residential occupancies do not share common accessways or restroom or kitchen facilities.

**Height Bulk, Setback and Development Standards.** As specified by the Development Standards authorized by Chapter 7.

**Exceptions to standard Zoning Ordinance Requirements.** Due to the unique conditions of design and construction in the 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 this neighborhood by making an exception to normal setback, parking landscaping, fencing and screening requirement, where such an exception does not interfere with the public health or safety. Within the HLC District, where it is deemed that such an exception is warranted and will not adversely affect neighboring properties, the Planning Commission may grant an Exception Permit pursuant to Chapter 8. The Planning Commission shall review all such requests and make a recommendation to the Planning Commission with respect to approval, conditional approval or denial.

**Planning Commission Approval.** Planning Commission approval is required for

**IV. Land Use Regulations**

**4.1 Land Use Map/Development Program**

**A. Land Use Map**

**B. Development Program**

**4.2 Land Use Districts**

**A. Residential Districts**

**➡ B. Commercial Districts**

**4.3 Public Facilities/Open Space**

**4.4 Parking Regulations**

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **➡ B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

all major construction, enlargement, additions, improvements, alterations, demolitions and removals in the HLC District.

Major alterations, additions or new construction of 500 square feet or less may be approved by the Community Development Department staff. Any such project may be referred to the Planning Commission for their consideration. The procedure, findings and criteria for design review, demolition and removal shall be specified by the Historic Residential District and the design standards of Chapter 7.

**Maintenance of Structures and Premises.** All property owners in the 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 Chapter. 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 Section 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 Uniform Building Code.

### **3. Commercial Service**

#### **a. Intent and Purpose**

The Commercial Service District generally corresponds to the CS designation of the General Plan and Zoning Ordinance. This district is isolated to the west of the Main Street frontage properties, north of the Historic Residential District. It consists of a number of wholesale, retail, automotive service and office uses, consistent with the uses permitted by the existing CS Zone. As Main Street and the Waterfront properties are developed, this area can be expected to evolve to a predominantly retail mix of uses. Therefore, expansion of the existing automotive and quasi-industrial character of the area is not encouraged over the long term. In the meantime, to avoid creating a large number of nonconforming existing uses, a number of uses allowed by the CS designation/zoning provisions are retained.

In the past, some uses have been established that, while conforming to the uses permitted by the CS Zoning District, have not conformed to parking, setback or other standards of the Zoning Ordinance and Citywide Development Standards. Such uses will not be allowed to expand and any new uses for which a business license is required must conform to all applicable City Standards and Ordinances.

#### **b. Permitted and Conditional Uses**

##### **Permitted Uses**

- All uses listed as permitted within the Main Street and Town Square District
- Appliance sales and repair
- Dry cleaning, laundry



- Furniture sales
- Manufacture, assembly, packaging, repairing or processing of previously prepared materials within an enclosed building of 5000 square feet or less
- Accessory uses, including processing and repair operations and services, provided such uses are clearly incidental to the sale or storage of products on the premises and shall not be offensive or objectionable because of odor, dust, smoke, noise or vibration
- Research and development laboratory
- Non-automotive related personal and business services
- Firehouse, transportation facilities, governmental offices, schools

#### **Conditional Uses**

- Automotive service and repair
- Lodge, fraternal organization, club, social service and similar organizations
- Animal hospital, veterinary clinic
- Amusement center, commercial recreation
- Entertainment uses where food service is not the primary purpose of the use (e.g., bars, lounges, nightclubs, arcades, etc.)
- Manufacturing and similar uses as permitted within this district, in excess of 5000 square feet
- Generally: Any other retail, service, public or quasi-public use which is similar in nature, function or operation to the listed Conditional Uses and is found by the Community Development Department to be consistent with the intent of this district and the Goals and Policies of the Specific Plan.

#### **4. General Commercial**

The General Commercial District corresponds to the GC District of the General Plan and Zoning Ordinance. This district is located between Civic Center Blvd. and Marina Blvd., south of Highway 12 and north of Lotz Way (formerly Florida Street). The permitted and conditional uses allowed in this district are the same as those stated in the GC District of the Zoning Ordinance.

#### **5. Marina**

##### **a. Purpose and Intent**

This district is designed to regulate the uses that take place within the Suisun slough and marina area. Within this area, there shall not be any uses, which obstruct access within the Federal Channel. The intent of the district is to allow boating, marina and related commercial to take place in a water oriented setting.

Any commercial uses within the district are allowed only with an agreement with the Redevelopment Agency and/or City imposing such conditions as the Redevelopment Agency and/or City deems necessary to protect the public health, safety, and welfare.

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

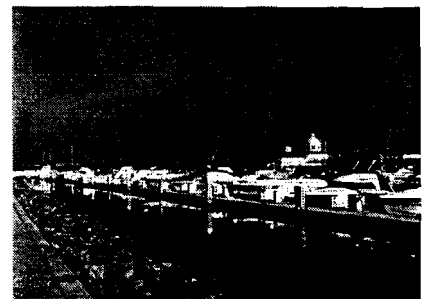
##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **➡ B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**



*The Marina*

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **■ B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

#### **b. Permitted and Conditional Uses**

##### **Permitted Uses**

- Public and private marinas, including guest docks, boat launches, and related facilities.
- Water, marina, and boating related uses such as boat fuel docks, boat, paddle boat, and/or sailboard rentals.
- Entertainment uses, occurring on board a floating vessel moored in the water within or adjacent to the marina; including gaming, if permitted by City Code, nightclub or cabaret, conference facilities, restaurant, and similar uses.

##### **Conditional Uses**

- Other uses which are similar in nature, function or operation to Permitted Uses listed and which the Community Development Department, Planning Commission, or City Council on appeal finds to be consistent with the intent of the Marina district.

#### **4.3 PUBLIC FACILITIES/OPEN SPACE**

##### **A. In General**

The Land Use Map designates locations of existing and planned public facilities. These include the public marina, one elementary and one middle school, several neighborhood parks, wetland and natural areas to remain open/undeveloped, common parking areas, the Pierce Island Dredge Disposal site, the Waterfront trail/promenade system and the Civic Center. Chapter 6 provides a more specific map and discussion of these.

##### **B. Permitted/Conditional Uses**

Only public facilities and/or open space uses as specifically delineated by the map and discussion in Chapter 6 of this Specific Plan, are permitted within the areas designated as public facilities/open space on Figure 4.2.

#### **4.4 PARKING REGULATIONS**

##### **A. Purpose and Intent**

These regulations are established to ensure that adequate parking facilities are provided in order to meet the parking demand for the development anticipated by this Specific Plan.

##### **B. Basic Requirements**

The Parking Regulations that follow shall apply to all of the following uses:

- Any new building.
- Any addition or enlargement of an existing building or use.
- Any change in occupancy or the manner in which a use is conducted that would result in additional required parking.

## **C. Residential Districts**

### **1. Single family detached dwellings**

Two (2) standard sized parking spaces, one of which is within a garage or carport.

### **2. Attached cluster developments (condominium, townhome, zero lot line, patio homes, duplexes, etc.), apartments and mobile home parks.**

#### **a. Studio, One-bedroom, Two-bedroom.**

One and one-half (1 1/2) off-street parking spaces per unit, of which one space shall be in a garage or carport.

#### **b. Three or more bedrooms.**

Two (2) off-street parking spaces per unit, of which one space shall be in a garage or carport.

#### **c. Visitor Parking**

In addition to the required number of parking spaces for each unit, one (1) off-street uncovered parking space shall be provided for each four (4) units for visitor parking. For zero lot line, patio homes, and duplexes, on-street parking may be substituted for visitor parking, where sufficient street pavement width and distance between driveways has been provided.

#### **d. Compact Car Spaces**

For developments containing five (5) or more units, up to thirty-five percent (35%) of the required uncovered spaces may be compact-car size.

## **IV. Land Use Regulations**

### **4.1 Land Use Map/Development Program**

#### **A. Land Use Map**

#### **B. Development Program**

### **4.2 Land Use Districts**

#### **A. Residential Districts**

#### **B. Commercial Districts**

### **4.3 Public Facilities/Open Space**

### **4.4 Parking Regulations**

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

#### **D. Commercial Districts**

##### **1. Applicability**

###### **a. In General**

Generally, the parking required for existing and proposed new uses within most of the commercial districts will be met by a combination of private, off-street parking associated with specific uses and properties; and both on- and off-street public parking facilities. Public parking will be located on Main Street, in and around the Plaza/Town Square and the proposed new lot adjacent to the Water-front, east of Main Street and north of the Town Square. Because of the variety of uses contemplated, peak demand periods will also vary; allowing opportunities for shared facilities by more than one use or property.

###### **b. Existing Uses**

Required parking for all uses in existence at the date of adoption of this Specific Plan shall be satisfied by existing private on site facilities and public parking on Main Street and the Plaza.

###### **c. New Uses**

New uses established after the adoption of this Specific Plan shall meet the required parking standards by first providing as much of the requirement on site as possible, while still keeping with the desired character of development. Existing public and private off-site spaces may be counted toward meeting the 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).

##### **2. 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.

### 3. Parking Requirements

The following are minimum requirements for each category of uses, specifically requirements and optional requirements.

Table 4-5 Parking Requirements

Use	Requirement
<b>Main Street Commercial</b>	
Residential Uses	Refer to Section 4.4.2
Non-residential Uses	
First Floor	One space per 300 sq.ft.
Above First Floor	One space per 400 sq.ft.
<b>All Other Districts</b>	
Office, Retail, & Restaurant	One space per 250 sq.ft.
Hotels and Motels	One space per room
Artist's Studio	One space per 1,000 sq.ft
Catering Services	One space per 400 sq.ft.
Dance or Music Studio	One space per 600 sq.ft.
Eating & Drinking Places	One space per 100 sq.ft.
Food & Beverage Sales	One space per 300 sq.ft.
Maintenance/Repair Services	One space per 500 sq.ft.
Marina	.75 spaces per berth
Marina Sales/Service	One space per 350 sq.ft. or One space per 1,000 sq.ft. (Whichever is greater)
Retail Sales not Listed	One space per 250 sq.ft.
Vehicle/Equipment Repair	One space per 400 sq.ft.

### IV. Land Use Regulations

#### 4.1 Land Use Map/Development Program

##### A. Land Use Map

##### B. Development Program

#### 4.2 Land Use Districts

##### A. Residential Districts

##### B. Commercial Districts

#### 4.3 Public Facilities/Open Space

#### 4.4 Parking Regulations

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **4.4 Parking Regulations**

#### **E. Reduced Parking Requirements**

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

- The actual parking demand for the use in question will be less than the above standards.
- The proposed use will not generate additional long term parking -demand without expansion of the building area occupied.
- 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.

#### **F. Shared Parking**

Public or private 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 are subject to the approval of the Planning Division and must meet the following Conditions:

- 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.
- Parking spaces designated for shared use should not be located further than eight hundred (800) feet from any structure or use served.
- A written Agreement shall be drawn to the satisfaction of the City attorney and executed by all parties concerned assuring the continued availability of the number of stalls designated for shared use.
- 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.
- In determining the availability of parking spaces for shared use; peak and off-peak demand shall be calculated using the following general standards, except where data submitted by the applicant clearly demonstrates a different demand schedule.

Table 4-6: Percentage of Peak Parking Demand by Day & Time

Use	Weekday		Weekend	
	Daytime <sup>1</sup>	Evening <sup>2</sup>	Daytime <sup>1</sup>	Evening <sup>2</sup>
Office/Business Service	100 percent	20 percent	10 percent	5 percent
Retail/Restaurant/Personal Services	50	70	100	70
Hotel	75	100	75	100
Marina	20	10	100	20
Entertainment/Recreational	40	80	80	100

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. requirements and optional requirements.

#### **IV. Land Use Regulations**

##### **4.1 Land Use Map/Development Program**

###### **A. Land Use Map**

###### **B. Development Program**

##### **4.2 Land Use Districts**

###### **A. Residential Districts**

###### **B. Commercial Districts**

##### **4.3 Public Facilities/Open Space**

##### **➡ 4.4 Parking Regulations**

## ***V. TRAFFIC/CIRCULATION***

### **5.1 EXISTING CONDITIONS**

#### **A. Roadway System**

##### **1. Regional Access**

Regional access to the Planning Area is shown in Figure 5.1. Although access from the east and west appears adequate, access from the north is hindered by a lack of a roadway link, which connects to Suisun City's core area. In order to access the City, most drivers must get on Route 12 and use the Civic Center Boulevard exit if they are traveling eastbound or the Denverton Road (Main Street) exit if they are traveling westbound. As an alternative route, drivers can use the at-grade intersections at Pennsylvania Avenue or Marina Boulevard to the west and east, respectively.

- State Route 12 (SR 12) is a two-lane highway east of Marina Boulevard that has recently been widened to four lanes just west of Marina. It runs west-east in the vicinity of Suisun City and connects to Interstate 80 about two miles to the west. It represents the northern border of the Planning Area. Near Suisun City, it has two at-grade intersections, with Marina Boulevard and with Pennsylvania Avenue. CALTRANS plans to widen State Route 12 from Marina Boulevard east to Walters Road, from its existing two lanes to four lanes beginning in Fiscal Year 1992.
- Cordelia Road is two-lane rural arterial roadway that runs west-east 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 Road is designated by the Circulation Element of the General Plan as a future arterial between Main Street and Pennsylvania Avenue.

##### **2. Local Access**

**Main Street.** Main Street is a two-lane arterial that runs north-south through the historic commercial area. There are various commercial land uses on each side of the roadway and on-street parking on both sides of the street. The northern terminus of Main Street links with the SR 12 westbound on- and off-ramps. To the south, it connects to Cordelia Street.

**Civic Center Boulevard.** Civic Center Boulevard (formerly Cedar Street) is a two-lane, divided collector that generally runs north-south from its interchange with SR 12 to a cul-de-sac just south of the new City Hall. It has been recently repaved and improved, with left-pockets at intersections with main side streets, and a landscaped median.

**Driftwood Drive.** Driftwood Drive is a two-lane local collector roadway that currently serves as a main west-east cross-town street. It extends from Old

#### **V. Traffic & Circulation**

##### **➡ 5.1 Existing Conditions**

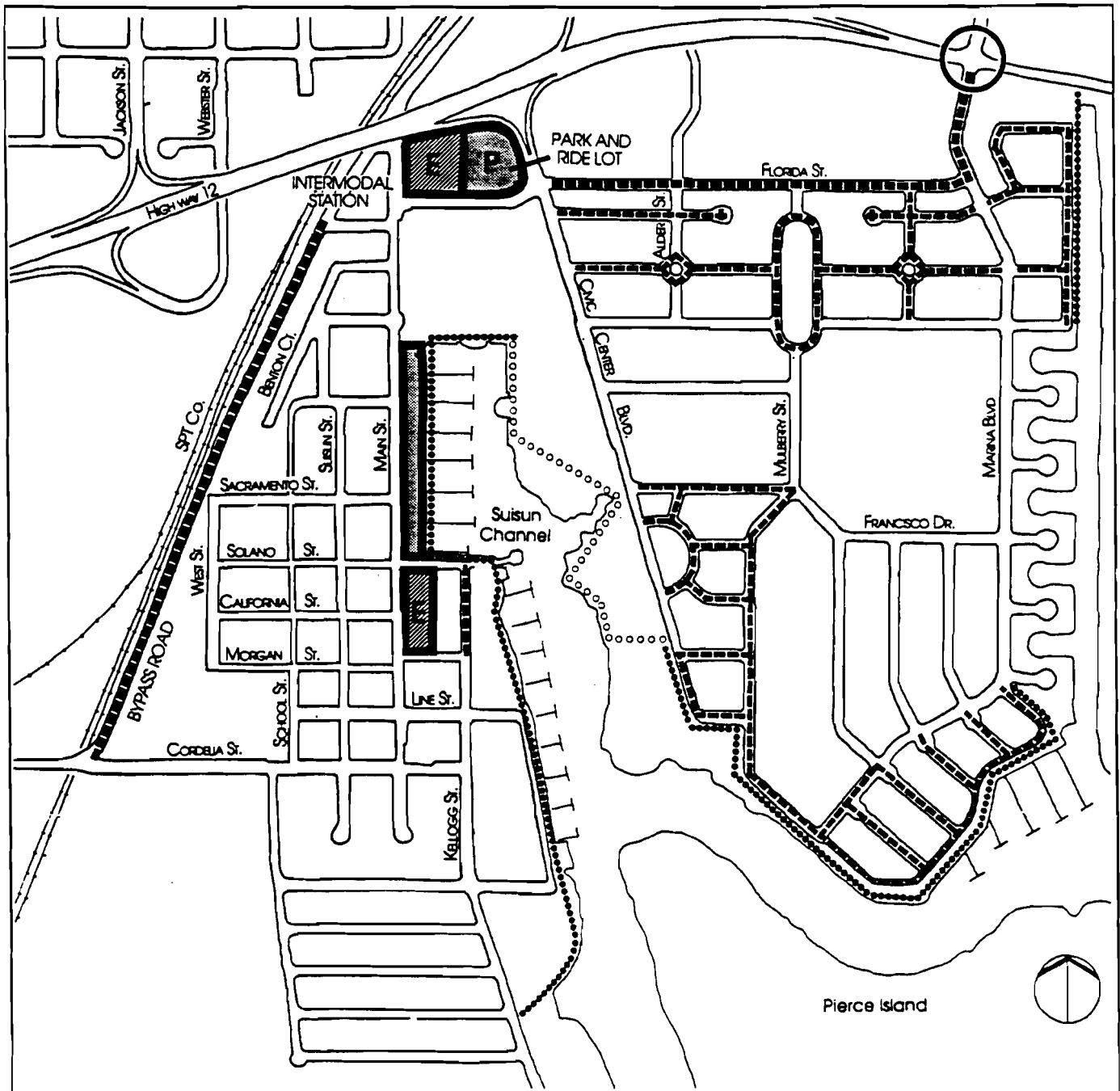
- A. Roadway System*
- B. Rail Transportation*
- C. Water Transportation*
- D. Bicycle & Pedestrian*

##### **5.2 Programmed Improvements**

- A. Purpose and Intent*
- B. Roadway System*
- C. Development Standards*
- D. Rail Station*
- E. Bicycle & Pedestrian*
- F. Marina*
- G. Parking*
- H. Bicycle/Pedestrian Facilities*



**FIGURE 5-1: PROPOSED CIRCULATION SYSTEM**



○ Signalized Intersections

▨ Existing Parking  
 □ P Proposed Parking

----- Proposed New Local/Collector Streets  
 ===== Proposed New Arterial Streets

..... Existing Ped/Bike Trails  
 - - - - - Proposed Ped/Bike Trails

Town across Main Street to Marina Boulevard. The land use along Louisiana Street is predominantly residential. Driftwood Drive is to be reconstructed as a local collector street, with no additional right-of-way or lane width.

**Lotz Way.** Lotz Way is a two-lane, west-east arterial/collector roadway that extends from Main Street to Mulberry Street. 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 a local collector. The General Plan's Circulation Element shows Lotz Way extended as a collector from its present terminus at Mulberry Street, to Marina Boulevard.

**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. It makes an at-grade intersection, which is signalized, with SR 12. It is four lanes wide north of Route 12 and two lanes wide south of SR 12. The General Plan's Circulation Element shows Marina Boulevard being widened to a four lane arterial between Florida Street and Route 12.

## **B. Rail Transportation**

The main line of Union Pacific Railroad runs along the western border of Suisun City. Railroad traffic interrupts vehicular traffic on Cordelia Street eight times per day, with four trains traveling daily in each direction on that line. Only one train in each direction stops at the existing depot between Main Street and the tracks. The depot structure is currently used by Union Pacific primarily for storage and field operations, with the AMTRAK waiting area located outside, East of Main Street and north of Lotz Way, a new 90-space "Park-n-Ride" lot has been constructed by CALTRANS. This lot is used by both rail passengers and car pool passengers.

## **C. Water Transportation**

Suisun Channel provides water access to the Old Town area of Suisun City and the Marina Village Subdivision. There are approximately 100 existing boat slips adjacent to the Channel. There are approximately 100 parking spaces for vehicles with trailers at the boat ramp, 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 a private boat launch 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.

## **D. Bicycle and Pedestrian Circulation**

There are presently no designated bike routes within the planning area. The Circulation Element shows Main Street, Cordelia Street, Driftwood Drive, and Marina Boulevard, as future designated routes.

## **V. Traffic & Circulation**

### **5.1 Existing Conditions**

#### **➡ A. Roadway System**

#### **B. Rail Transportation**

#### **C. Water Transportation**

#### **D. Bicycle & Pedestrian**

### **5.2 Programmed Improvements**

#### **A. Purpose and Intent**

#### **B. Roadway System**

#### **C. Development Standards**

#### **D. Rail Station**

#### **E. Bicycle & Pedestrian**

#### **F. Marina**

#### **G. Parking**

#### **H. Bicycle/Pedestrian Facilities**



*Rail Transportation in Suisun*

**V. Traffic & Circulation**

**5.1 Existing Conditions**

**A. Roadway System**

**B. Rail Transportation**

**C. Water Transportation**

**➡ D. Bicycle & Pedestrian**

**5.2 Programmed Improvements**

**A. Purpose and Intent**

**B. Roadway System**

**C. Development Standards**

**D. Rail Station**

**E. Bicycle & Pedestrian**

**F. Marina**

**G. Parking**

**H. Bicycle/Pedestrian  
Facilities**

Most streets in the Downtown area have sidewalks for pedestrian use. Pedestrians can access the Waterfront from the west side of Civic Center Boulevard, along the Channel. A linear pedestrian walkway/bicycle path has recently been established along the water, near City Hall.

**5.2 PROGRAMMED IMPROVEMENTS**

**A. Purpose and Intent**

The following represents proposed changes and improvements to the transportation system that will accommodate future traffic patterns.

**B. Roadway System**

The proposed circulation system is shown in Figure 5-1. A new bypass road near the Old Town area of the City is under consideration. It would extend from Cordelia Street, parallel to the existing railroad corridor, to Spring Street, connecting to the proposed Intermodal Transit Station site. The Specific Plan includes an extension of Lotz Way to Marina Boulevard as an arterial street and a connecting roadway between the southern termini of Civic Center and Marina Boulevards. Marina Boulevard is presently in poor condition and must be reconstructed as a residential collector street from the Lotz Way alignment to Driftwood Drive. The General Plan's Circulation Element provides for Marina to be expanded to a four lane, divided arterial from the proposed Florida Street intersection to Highway 12. The following table gives a general description of the type of roadway proposed, its classification and right-of-way width.

Table 5-1 Proposed Changes and Improvements

Street	Type of Improvement	Right of way (ft.)
Old Town Bypass		
Spring Street to Cordelia St.	Arterial/Limited Access 2-lane with no parking - 10 foot sound wall on east Side.	80
Civic Center Blvd. Extension		
Existing Terminus to Marina Circle	Two land collector with parking, sidewalk on one side only. Bicycle and pedestrian trail on opposite side from parking.	60
Lotz Way		
Civic Center Blvd. Extension to Marina Blvd.	Arterial/four land median divided	110
Driftwood.		
Benton Ct. to Marina Blvd.	Reconstruction: two lane collector (special treatment between Civic Center and Main St.)	60
Marina Blvd.		
Highway 12 to Lotz Way	Arterial/four lane, median divided, no parking.	110
Lotz Way to Driftwood Dr.	Reconstruction: residential collector parking both sides.	60

**V. Traffic & Circulation**

**5.1 Existing Conditions**

**A. Roadway System**

**B. Rail Transportation**

**C. Water Transportation**

**D. Bicycle & Pedestrian**

**5.2 Programmed Improvements**

**A. Purpose and Intent**

**B. Roadway System**

**C. Development Standards**

**D. Rail Station**

**E. Bicycle & Pedestrian**

**F. Marina**

**G. Parking**

**H. Bicycle/Pedestrian Facilities**

**V. Traffic & Circulation**

**5.1 Existing Conditions**

- A. Roadway System**
- B. Rail Transportation**
- C. Water Transportation**
- D. Bicycle & Pedestrian**

**5.2 Programmed Improvements**

- A. Purpose and Intent**
- B. Roadway System**
- ➡ **C. Development Standards**
- D. Rail Station**
- E. Bicycle & Pedestrian**
- F. Marina**
- G. Parking**
- H. Bicycle/Pedestrian Facilities**



*Remodeled Union Pacific  
Railway Station*

**C. Development Standards**

The City's Standard Specifications for public streets governs the required street sections, widths, and construction specifications for arterial streets. All residential collectors and local streets are governed both by the Standard Specifications and Specific Plan Standards in Chapter 7, as are the Main Street, Town Square, Waterfront and Whispering Bay promenades. Where a conflict arises, the Specific Plan Standards will control. Entry treatments walls, landscaping and related frontage improvements for arterial streets (Lotz Way and Marina Boulevard) are governed by the Specific Plan Standards.

**D. Rail Station**

The City has been awarded State finding to improve the existing Union Pacific Rail Depot to a full Multimodal Facility. The concept includes remodeling the existing station building, increasing parking and drop-off areas to accommodate vanpools, taxi services, fixed-route bus service (both a stop and a transfer point between routes), intercity and commuter bus service, and increased AMTRAK/ Intercity service. In August 1990, \$750,000 in funds were approved for this project by the California Transportation Commission. Additional State funding of \$750,000 for Phase II expansion of pedestrian amenities has also been tentatively awarded.

**E. Bicycle and Pedestrian Circulation**

A pedestrian/bicycle path system linked to key street access points is proposed. The path system will follow the entire frontage of the Waterfront from the boat launch ramp on Kellogg Street to Whispering Bay. The first leg of the system from Louisiana Street, around the Civic Center to the end of Civic Center Boulevard, is now in place. In addition, all new subdivision streets, when developed in accordance with the Design Guidelines in Chapter 7, will add to the local pedestrian system and foster an environment that encompasses pedestrian/bicycle travel.

**F. Marina**

The existing marina is to be rebuilt and expanded to a total of up to 425 berths. Some 300-350 of these will be located alongside the main channel and in the expanded basin on Site F (between northerly end of the current turning basin and Driftwood Drive). The remainder will be located adjacent to Whispering Bay.

## **G. Parking**

An existing 80 space CALTRANS Park-n-Ride lot is located adjacent to Highway 12, with access from Florida Street to the south. This facility can be expanded to 160 spaces when demand warrants. Several public parking lots are proposed, including lots along side the Main Street promenade adjacent to the Waterfront, between Driftwood Drive and Solano Street. This lot is primarily designed to serve the marina; however, the spaces will also serve smaller, infill retail uses on the west side of Main Street. A common parking area currently exists in the Town Square area. Smaller parking areas are proposed in the Town Square area and adjacent to the Waterfront south of the Town Square.

## **H. Bicycle/Pedestrian Facilities**

Pedestrian and bicycle circulation is to be provided by a combination of a Waterfront/public access path system; neighborhood streets/sidewalks; and striped bicycle paths on major streets. The circulation system depicted by Figure 5-1 indicates the general location of the proposed Waterfront public access/pathway, a portion of which has recently been installed. Arterial and collector streets should be striped or signed for Class II bike paths or Class I bike routes, consistent with the Circulation Element of the General Plan. These include Lotz Way, Driftwood Drive, Main Street, Marina Boulevard, and Civic Center Boulevard.

## **V. Traffic & Circulation**

### **5.1 Existing Conditions**

- A. Roadway System**
- B. Rail Transportation**
- C. Water Transportation**
- D. Bicycle & Pedestrian**

### **5.2 Programmed Improvements**

- A. Purpose and Intent**
- B. Roadway System**
- C. Development Standards**
- D. Rail Station**
- E. Bicycle & Pedestrian**
- F. Marina**
- ➡ **G. Parking**
- H. Bicycle/Pedestrian Facilities**

## ***VI. OPEN SPACE & PUBLIC FACILITIES***

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### ***VI. Open Space & Public Facilities***

#### **➡ 6.1 Description**

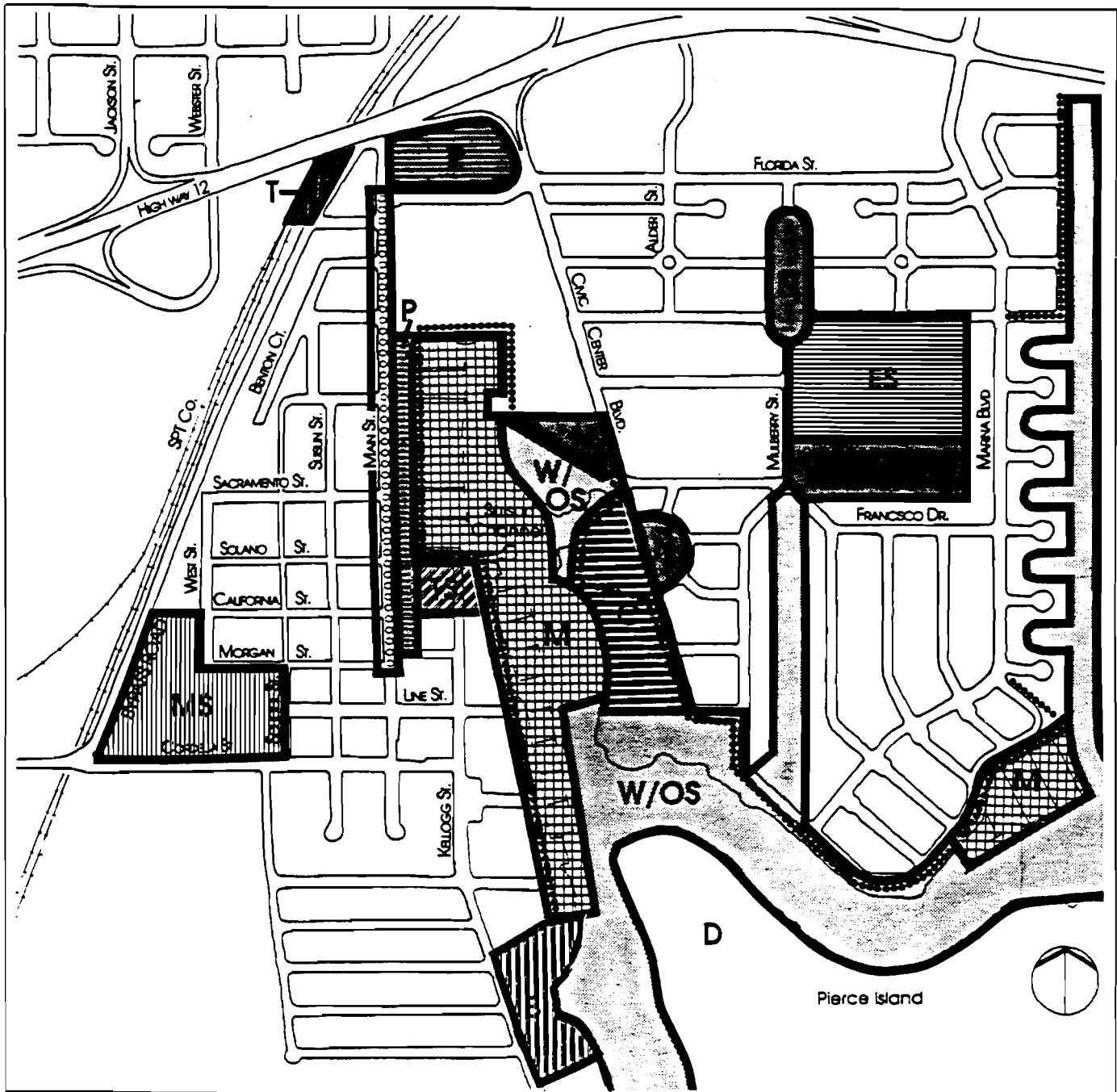
#### **6.2 Responsibility & Timing**













### **6.1 DESCRIPTION**

In order to create the character of the development envisioned by this Specific Plan, the provision and preservation of open spaces, Waterfront access and other public facilities is critical. These features are depicted by the map in Figure 6-1 and include the following projects:

- Public and Private Marinas: Over 400 berths capitalizing and building upon the key natural feature/amenity in the Planning Area, the Waterfront.
- Boat Launch Expansion/Events Staging Expansion of the existing facility from a single to double ramp, with additional short term auto and trailer parking; public viewing/amphitheater for Waterfront events; staging area for fairs, entertainment and event booths adjacent to viewing area.
- Civic Center: Existing City Hall, Police Department, and future marina slips.
- Pierce Island Dredge Disposal Site and Wetlands/Open Space: Approximately 50% of Pierce Island to be retained as permanent tidal wetland; remainder of island to be managed as a permanent dredge material disposal site.
- Crescent Elementary School: Located at the southeast corner of Louisiana and Mulberry Streets; currently serves grades K-3, this existing neighborhood school is being converted to a year round K-6 facility in the 1991-92 school year. The vacant five acres south of the existing buildings and parking areas is proposed to be used as a neighborhood park.
- Crystal School: Located at Cordelia Street, east of the Southern Pacific railroad tracks, this school also serves as neighborhood open space for the Old Town residential area. The only public swimming pool in the City is also located in this facility. It is possible that the play field may be upgraded and expanded in the future to better serve both the school and the surrounding neighborhood.
- Suisun Channel: The entire length of the Suisun Channel, north of Suisun Bay, requires periodic dredging. Currently, the Corps of Engineers dredges the Federal channel. The City or private entities are responsible for dredging the remainder of the navigational channel.
- Parking Facilities: Common parking facilities are located in the CalTrans Park-n-Ride lot north of Florida Street, on the east side of Main Street, adjacent to the expanded marina basin, in and around the Town Square, on Main Street itself, and adjacent to the portion of the marina slips south of the Town Square.

### FIGURE 6-1: PUBLIC FACILITIES AND OPEN SPACE



- |   |                           |   |                                 |
|---|---------------------------|---|---------------------------------|
|  | Waterfront Public Access  |  | Marina                          |
|  | Boat Launch / Events Area |  | Common Parking                  |
|  | Civic Center/Yacht Club   |  | Neighborhood Open Space/Park    |
|  | Dredge Disposal Site      |  | Transportation Center           |
|  | Elementry School          |  | Water/Open Space (natural area) |
|  | Middle School             |  | Town Square                     |



- Neighborhood Open Space/Parks: Three new neighborhood park facilities are proposed on the east side of the Waterfront.
- 1. A semicircular park across the street from City Hall would be constructed as a part of the development of the Concept Plan's Parcel B (former Todd Park ballfields).
- 2. A second facility is proposed at the juncture of redevelopment Parcels C and D; this park is oval in shape, surrounded by local residential streets with Crescent School to the southeast. This park is approximately two acres in size.
- 3. A vacant five-acre parcel south of Crescent School is proposed as the location for the replacement of the Little League fields to be removed for development of Parcel B. A portion of the school site currently used for Play fields may also be jointly utilized as additional park area.
- Water, Open Space and Natural Areas.- This encompasses large portions of the Suisun Slough that will not be developed as a marina; wetland areas adjacent to City Hall and Whispering Bay; the Pierce Island wetland mitigation site; and the existing storm water retention basin and surrounding vegetation located west of the existing Marina Subdivision.
- Transportation Center: The historic Southern Pacific depot is to be rehabilitated and improved to function as an intermodal transportation facility. Site access and parking are being provided for automobiles, intercity buses, local transit and bicycles. The depot will house waiting areas and ticketing for AMTRAK the proposed intercity rail service between Sacramento and Oakland, as well as bus connections.
- Town Square and Main Street: The historic Suisun Plaza is to be rebuilt as a central open space and focal point for Main Street, with common parking. Main Street is also to be improved, with new landscaping, paving treatments in strategic locations, and appropriate street fixtures (lighting, benches, trash receptacles, etc.). The Town Square, Main Street and the Transportation Center will have elements of a consistent design theme (e.g., street lights). The specific design and construction program for these facilities will be determined prior to implementation.

## **VI. Open Space & Public Facilities**

### **➡ 6.1 Description**

#### **6.2 Responsibility & Timing**

## **6.2 RESPONSIBILITY AND TIMING**

The following table indicates the responsible agency projected funding source(s) and estimated timing of construction of the public facilities described above. Funding sources and responsible agencies are subject to change as conditions warrant.

Table 6-1 Responsible Agencies and Funding Sources

Facility	Responsible Agency	Proposed Funding Sources
Public Marina	Redevelopment Agency	Loan from Cal Boating
Channel Dredging	Redevelopment Agency and Army Corps of Engineers	Corps of Engineers Funds, other funds as applicable
Boat Launch/Expansion	City & Redevelopment Agency	Cal Boating, Redevelopment Agency funds, City Park Development funds
Pierce Island	Redevelopment Agency	Redevelopment Agency
Neighborhood Parks	City, Redevelopment Agency, & Developer	City Park Development Fund (developer fees), other funds as applicable
Crescent School		
Oval		
Civic Center		
Parking Facilities	Cal Trans	Cal Trans
Park-n-Ride (2nd Phase)		
Town Square	Redevelopment Agency	Redevelopment Agency, other funds as applicable
Main St./N. Waterfront	Redevelopment Agency	Cal Boating/ Redevelopment Agency
S. Waterfront	Redevelopment Agency	Cal Boating
Transportation Center	Caltrans & Redevelopment Agency	State/Federal Transportation funds & Redevelopment Agency
Main St./Town Square Streetscape	Redevelopment Agency	Redevelopment Agency & other funds as applicable
Arterial/Collector Streets	City Developer	OSSIP Fees & Private Developer

## ***VII. DESIGN STANDARDS & GUIDELINES***

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### **7.1 INTENT**

This Chapter establishes specific Standards and Guidelines for development of designated redevelopment parcels and other sites in the areas governed by this Specific Plan. When reviewing project plans and architecture, the reviewing body (Planning Commission, Redevelopment Agency Board or City Council, as the case may be) shall first rely upon the Downtown/Waterfront Development Guidelines adopted pursuant to this chapter, then upon the Citywide Development Standards for Site Planning and Architecture. Where a conflict arises, the Downtown/Waterfront Guidelines will prevail; where the Downtown/Waterfront Guidelines are silent, the Citywide Guidelines win control. Demolitions shall be governed by Section 4.2-1.D.6. of the Specific Plan.

### **7.2 COMMUNITY DESIGN APPROACH**

The purpose of the Residential Guidelines is to create a traditional townscape throughout the Downtown/Waterfront area which fosters community activities, social interaction and a strong cohesive image. Old Town in Suisun City establishes a precedent for new development with its small blocks and lots, grid pattern of streets, diversity of architectural styles, and a range of housing types and sizes. For instance, complexity and variety is desirable. A single architectural style or theme is not desirable.

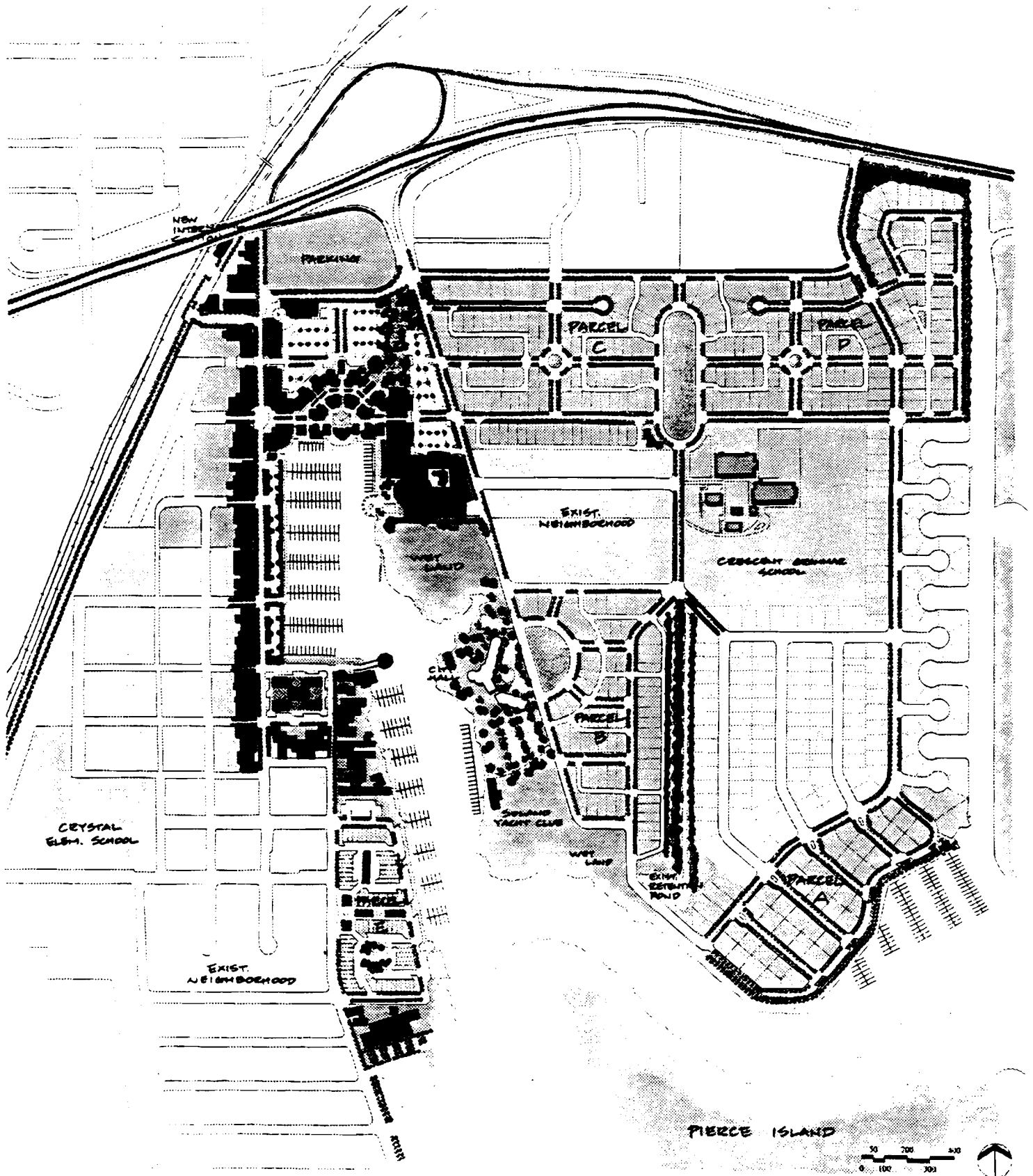
The Guidelines are pedestrian-oriented. Fundamentally, their intent is to reduce the impact of the automobile on a neighborhood by encouraging narrower streets, smaller rear-loaded lots, and more limited on-street parking than allowed under conventional zoning standards. The Guidelines also emphasize the creation of a sense of identity and orientation for both pedestrian and visitor to the Downtown by encouraging a grid pattern, a hierarchy of streets and the creation of a comprehensive open space system.

The Commercial Guidelines are intended to preserve and enhance the historic character of the Downtown commercial area and to ensure that new developments are compatible. All are intended to implement the Goals, Objectives and Policies of this Plan. Figure 7-1 (Redevelopment Concept Plan), is an illustration of the overall character of the entire Specific Plan area after build out of the major redevelopment sites.

### ***VII. Design Standards & Guidelines***

- ➡ ***7.1 Intent***
- 7.2 Community Design Approach***
- 7.3 Design Review Process***
- 7.4 Residential Development Guidelines***
  - A. Streets***
  - B. Motorcourts***
  - C. Open Space/Parks***
  - D. Parcel and Lot Sizes***
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**FIGURE 7-1: REDEVELOPMENT CONCEPT PLAN**



## 7.3 DESIGN REVIEW PROCESS

The adopted Standards and Guidelines outline the parameters of development for designated redevelopment parcels in Downtown Suisun City. They include guidelines for both residential-and commercial areas.

These Standards and Guidelines are intended to guide development of the major redevelopment sites identified in Chapters 1 and 4, and to ensure the compatibility of new construction, alterations, and other exterior improvements, with the existing character of the buildings on Main Street and in the Town Square area. These Standards do not apply to the Historic Residential District, where comprehensive historic preservation standards are already contained in the Zoning Ordinance (e.g., the Historic Residential District). The established residential neighborhoods known as the Marina and Pierce Gardens are governed by the Standards specified in the RS District and the Citywide Development Guidelines.

This Chapter provides a combination of specific standards and general guidelines, as appropriate. Guidelines are usually delineated by the presence of the word "should" and represent 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. Standards are delineated by the use of prescriptive verbiage, such as "shall", "must", "required", or it prohibited". Standards may be deviated only where the applicant can demonstrate that a clearly superior design solution would result. The reviewing authority is responsible for determining if a specific deviation is equal or superior to the guideline or standard in question. Conversely, the reviewing authority may also apply more stringent requirements than those listed, if necessary, to meet the intent of these Guidelines and Standards.

## 7.4 RESIDENTIAL DEVELOPMENT GUIDELINES

### A. Residential Streets

- 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.
- Neighborhood street rights-of-way shall be a maximum of sixty (60) feet. Where appropriate, right-of-way widths of less than 50 feet are allowed if motor courts or alleys provide alternative vehicular access to lots.
- Streets with rear loaded lots should have a roadway width of twenty-seven (27) feet, allowing for parking bays on alternative sides of the street and increased landscaping in wider planting strips (Figure 7-2).
- Each side of a neighborhood street shall have a minimum planting strip width of six (6) feet and minimum sidewalk width of four (4) feet. There should be a continuity of landscaping within the planting strip, with trees spaced on average every thirty (30) feet. Street lighting should not exceed twenty (20) feet in height to maintain a pedestrian scale.

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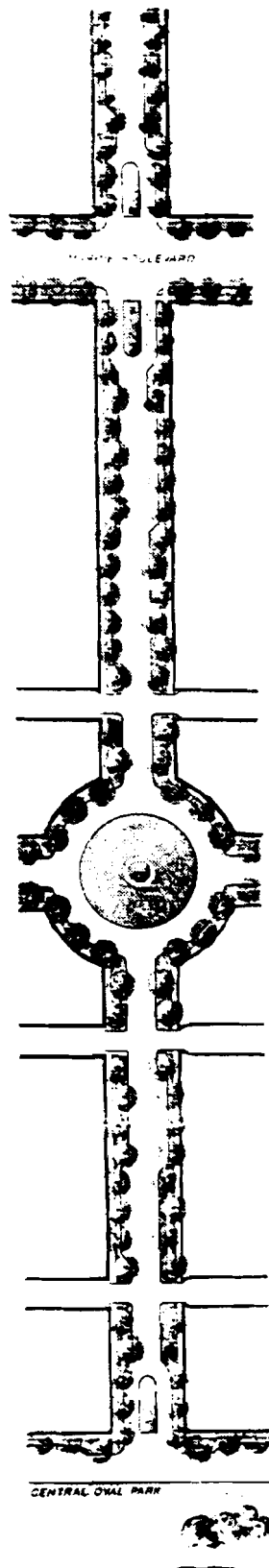
#### F. Parking

#### G. Streets and Sidewalks

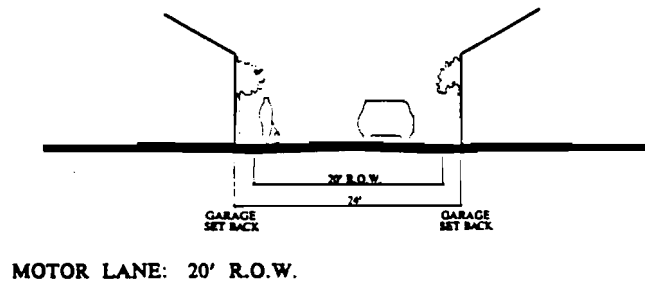
#### H. General Requirements

#### I. Minimum Standards

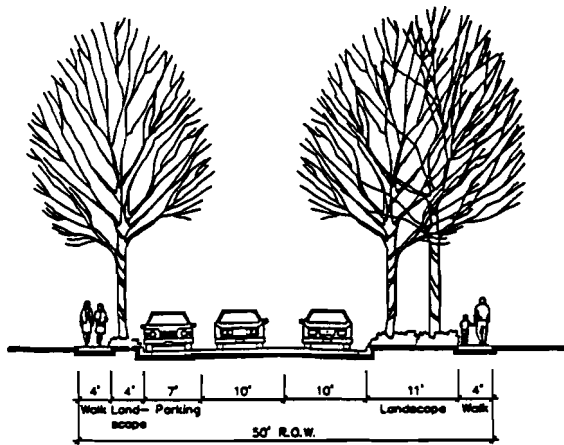
**FIGURE 7-2: CONCEPTUAL NEIGHBORHOOD STREET**



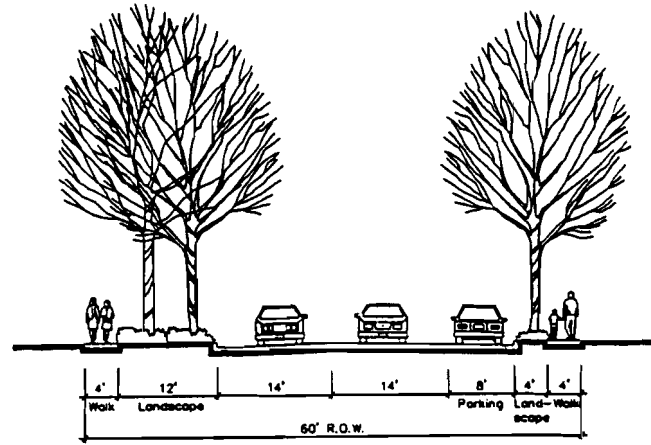
**FIGURE 7-3: STREET SECTIONS**



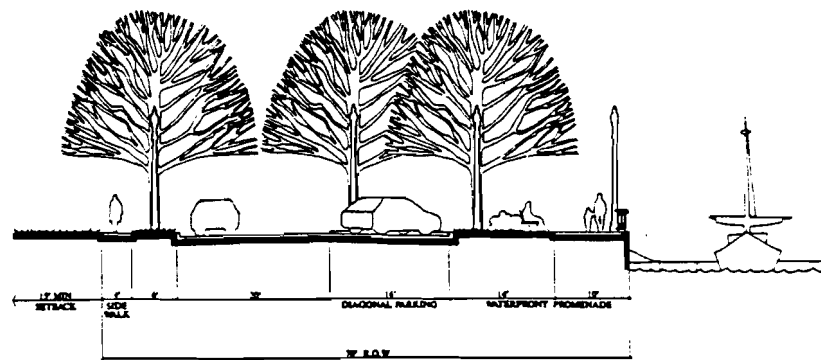
**MOTOR LANE: 20' R.O.W.**



**Neighborhood Street (Typical)**



**Louisiana Street**



**WHISPERING BAY DRIVE: 70' R.O.W. 2 LANES**

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*Alley in Victorian Harbor, Suisun City*

- Gateway islands, neck downs at intersections and other traffic control devices should be utilized to slow traffic through the neighborhood. The use of gateway islands is particularly encouraged for neighborhood streets that intersect with Civic Center and Marina Boulevards.

- Streets should be oriented towards the Waterfront whenever possible, in order to provide both public access and views down the street to the water. This applies to most streets in Parcels A (Whispering Bay), Parcel B (Civic Center) and Parcel E (South of Town Square).

## **B. Motor Courts/Alleys**

- Motor courts/alleys, which provide rear-loaded access to lots, are encouraged in order to reduce the amount of land devoted to driveways and garage frontage along a neighborhood street.
- Motor courts/alleys right-of-ways shall be a minimum of twenty (20) feet wide in order to accommodate vehicles. Landscape strips along each side of the right-of-way must be a minimum of two (2) feet.
- Garages must be set back a minimum of two (2) feet on each side from the right-of-way and provide wall hung light fixtures facing on to the right-of-way.

## **C. Open Space/Parks**

- A variety of green spaces are required for each development site (Figure 7-1).
- For Parcel A (Whispering Bay), a Waterfront promenade and green strip is required for the entire length of the parcel along the water's edge. The promenade shall be a minimum of ten feet wide and constructed of a durable hard pack surface. The green strip shall be minimum of fourteen (14) feet wide, accommodating landscaping and trees.
  - For Parcel B (Civic Center), a semi-circular open space/park is required. This open space serves two functions — as the formal open space in front of City Hall and as a major amenity for new housing around it. The open space shall be a minimum of 3/4 of an acre and open space along the edge of Civic Center Boulevard. In addition, the existing retention pond and ditch and the wetland south of the Solano Yacht Club are preserved as open space.
  - For Parcels C and D (Former Crescent Neighborhood), an oval shaped open space/park is required to be located in the geographical center of the new neighborhood. This space should be approximately two (2) acres.
  - Public access is required along the slough, which stretches north from Whispering Bay. This greenbelt and path (minimum width of twelve (12) feet from the sloughs edge) should be incorporated into the parcel's development.
  - For Parcel E, south of Town Square, public access to the Waterfront is required. A simple path and greenbelt (minimum width of twelve (12) feet) should be incorporated into the parcel's development along the channel's edge.



- Parks should be located centrally, and easily accessible to the entire neighborhood.
- Pocket Parks (1/2 acre or less) and traffic islands are encouraged as landscape amenities and as means to structure residential neighborhoods.

## **D. Residential Parcels and Lot Sizes**

- Residential lots in Whispering Bay (Figure 7-1, Parcel A) shall be a minimum of 6,000 square feet.
- In the former ballfields (Parcel B), Crescent Neighborhood (Parcel C) and expanded residential neighborhood areas north of Driftwood Drive (Parcel D) lots shall be a minimum of 4,000 square feet. A variety of lot and house sizes within residential neighborhoods are encouraged. Larger lots and houses shall be incorporated into parcels, which are adjacent to the existing Marina Neighborhood and Marina Boulevard.
- South of the Town Square neighborhood (Parcel E), lots shall be a minimum of 2,750 square feet.
- The maximum Floor Area Ratio (FAR) for any lot is 60% (e.g., 4,000 square feet x 60% = 2400 square foot maximum floor area).
- A mix of front loaded and rear loaded lots is encouraged in all areas except Whispering Bay (Parcel A) where front loaded lots are required. The width of driveway pavement on front loaded lots shall not exceed eight (8) feet within the front yard setback area.
- Garage frontage facing the neighborhood street shall cover no more than 1/3 of the entire lot frontage. For instance, in the case of a 6,000 square foot lot, the garage may not be wider than twenty (20) feet. There is no frontage limit for garages along a motor court or alley.
- Boats and camping trailers may be parked within the twenty (20) foot setback required for backyards in the case of rear loaded lots. Boats and trailers should not be parked indefinitely on driveways of front loaded lots.

## **E. Siting Requirements and Setbacks - Single-Family**

### **1. Frontage Lots (Parcel D):**

- The front of a house shall be set back a minimum of ten (10) feet from the property line. A maximum encroachment of two (2) feet is permitted for front porches and bay windows, which are encouraged to add variety to facades.
- A house shall be set back from side property lines a minimum of five feet on one side and ten (10) feet on the other side.

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### **On Floor Area Ratio (FAR).....**

*FAR is the ratio of floor area to total lot area. FAR restrictions are used to limit the maximum floor area allowed on a site (including all structures on the site). The maximum floor area of all structures shall be determined by multiplying the Floor area ratio by the total area of the site.*

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- A garage shall be set back a minimum of thirty (30) feet from the front property line.

- The backyards shall be a minimum depth of 15 feet as measured from the back property line.

### **2. Former Crescent Neighborhood, Ballfields and Expansion Sites (Parcels B, C and D); Lots not fronting on Marina Boulevard:**

- The front of a house shall be set back a minimum of ten feet from the front property line. A maximum encroachment of two (2) feet is permitted from front porches and bay windows, and other architectural features.

- One side of a house shall be set back a minimum of ten feet from the adjacent property line. An encroachment within five feet of the property line is permitted provided any such projection is also setback thirty (30) feet from the sidewalk. The other side of the house has no minimum setback, so long as reciprocal easements are recorded.

- Garages shall be located a minimum of twelve (12) feet from the centerline of the motor court/alley. Garages may be attached or detached.

## **F. Townhouses (Parcel E)**

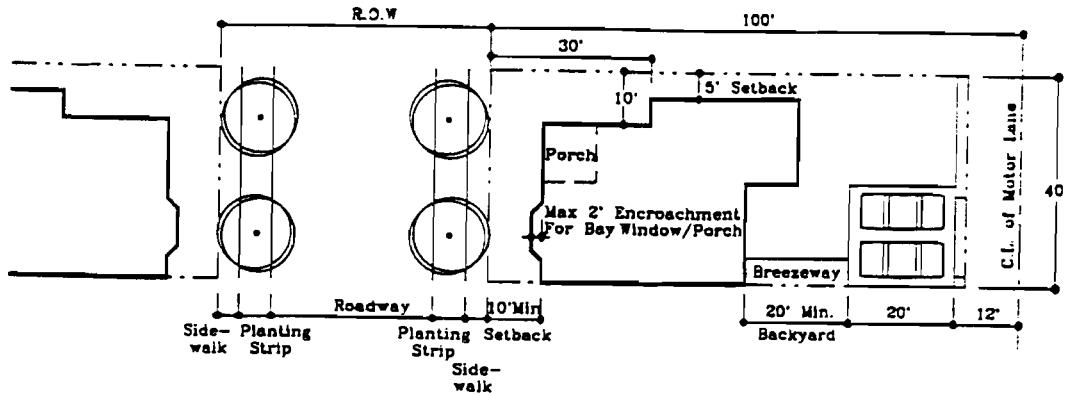
For lots less than 4,000 square feet, the following requirements apply:

- The front of the house shall be set back a minimum of ten feet from the front property line. A maximum encroachment of two (2) feet is permitted for porches and bay windows. At the entrance, a minimum of ten feet of the front of the house must be set back a minimum of twenty-five (25) feet from the sidewalk property line.

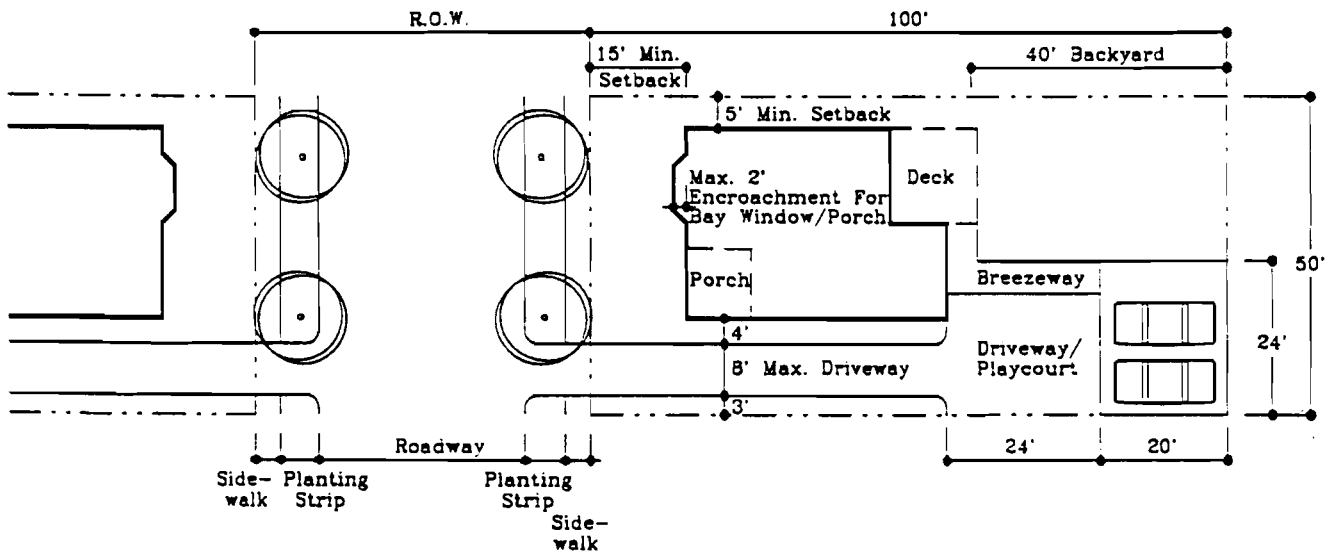
- No setback from the side property lines is required.

- Garages must be setback twelve (12) feet from the centerline of the motor lane/alley. The number of units attached in a row shall vary within a development, but shall not exceed six (6). Building separations should be twenty-five percent (25%) of the adjacent building face and should provide for views from neighborhoods to the water.

FIGURE 7-4

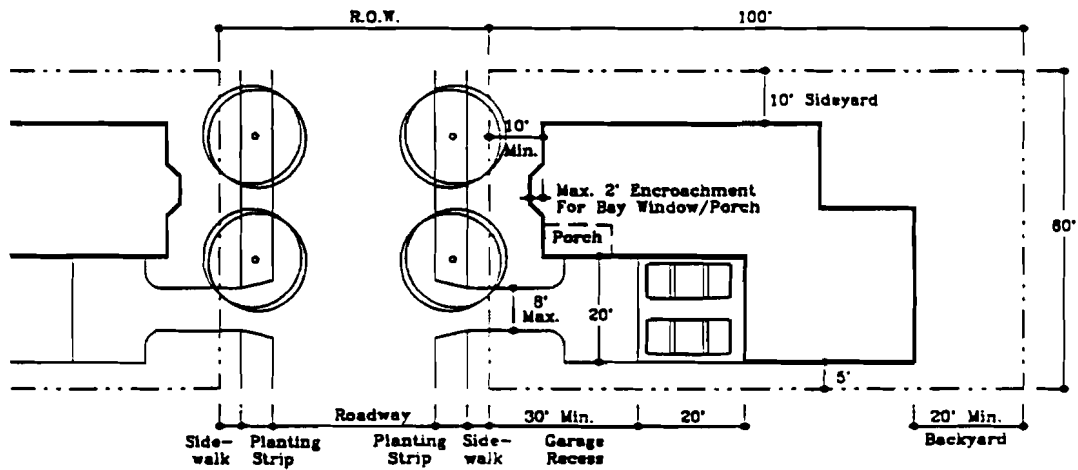


Lot Size: 4,000 s.f. (Min.)

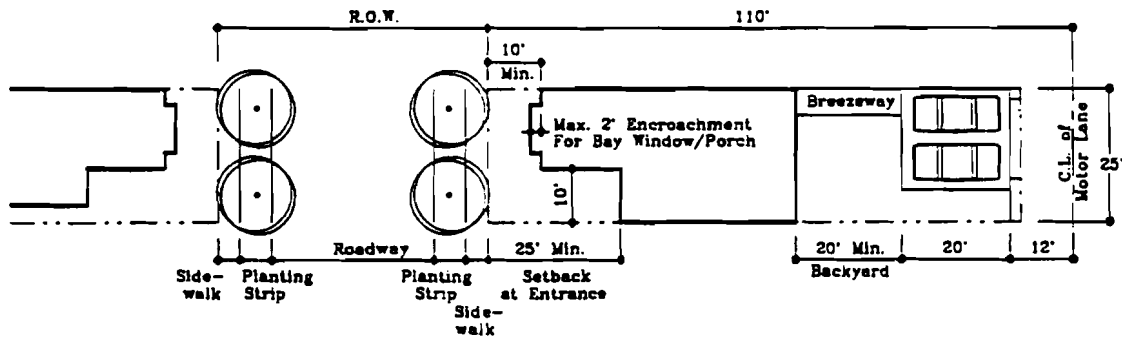


Lot Size: 5,000 s.f. (Min.)

FIGURE 7-4 (Continued)

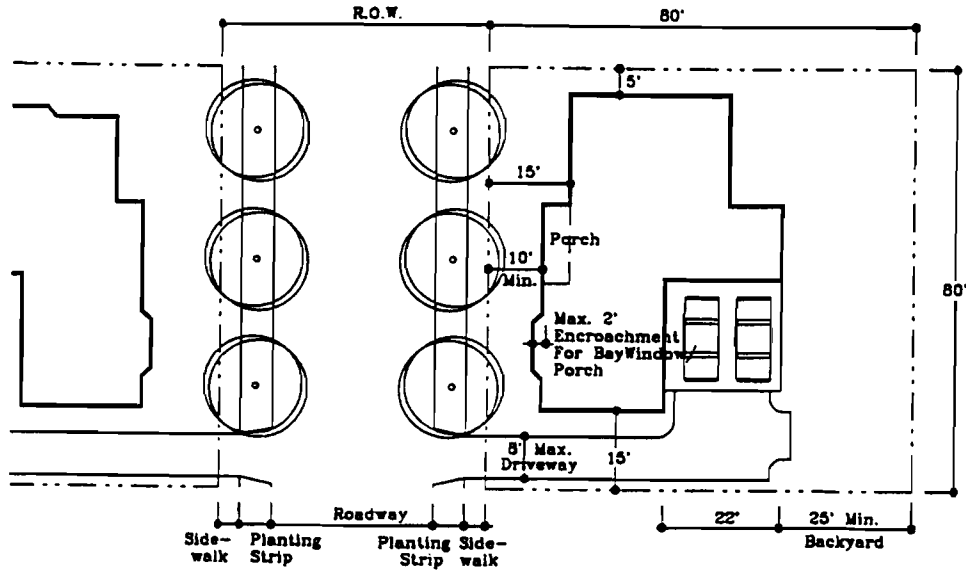


Lot Size: 6,000 s.f. (Min.)

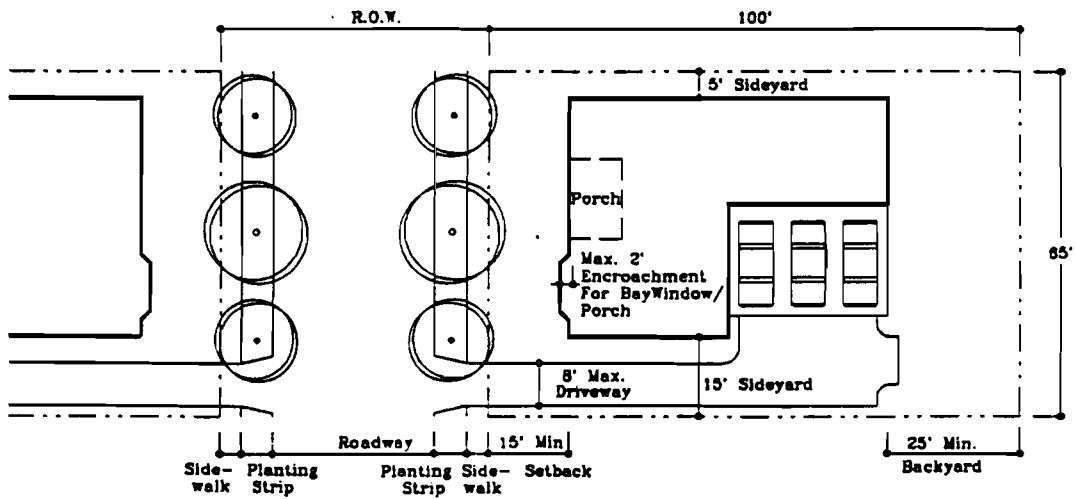


Townhouse Lot Size: 2,750 s.f.  
(Typical)

FIGURE 7-4 (Continued)



Lot Size: 6,400 s.f. (Min.)



Lot Size: 6,500 s.f. (Min.)

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*Example of new architecture  
reflecting old style*

## **G. Buildings**

- The architectural character of the new neighborhoods should reflect elements of historic residential styles in a modern context. Each neighborhood should include a variety of styles. Architectural elements such as front and side porches, bay windows, roof lines, front door entrances, massing, and facade detailing are important elements and should be incorporated in all houses. These features and exterior colors should be varied from house to house along a street. A "tract" appearance shall be avoided by incorporating significant changes in massing and rooflines between elevations of the same floor plan.
- Basic-building colors should be subdued. Compatibility of color with the soft browns, blues and greens that dominate the Waterfront should be emphasized.
- Buildings should not 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 house with a more substantial presence to the street.
- The height of a house should be limited to 35 feet as measured from the peak of the roof to grade, allowing for two (2) full stories plus a roof. Flat roofs should be avoided on both houses and garages.
- Garages should be tucked back into the house with limited exposure on the street or be placed at the rear of the lot when motor courts/alleys are provided.
- Garage doors should be recessed for greater articulation, and trash and storage areas incorporated within the garage where appropriate.

## **H. Landscape**

- Backyard fences are encouraged along motor courts/alleys. The height of rear yard fences should not exceed six (6) feet. Side yard fences may extend to seven (7) feet. Side yard fence setbacks on corner lots shall be a minimum of five (5) feet from the property line. The setback area shall be landscaped. Fence setbacks along major streets (Lotz Way, Civic Center Boulevard, Marina Boulevard) shall be at least fifteen (15) feet.
- Deciduous plant materials are encouraged to allow maximum winter sun and summer shade
- Drought resistant landscaping is encouraged.
- Outdoor lighting on private lots should be designed so that it does not intrude on neighboring uses or shine directly into the street.

The use of impervious paving surfaces (concrete, asphalt) should be minimized to the extent feasible. Generally, the ratio of total impervious surface area (building coverage, driveways, sidewalks, etc.), to total lot area should not exceed 60%.

## 7.5 COMMERCIAL DEVELOPMENT GUIDELINES

### A. Purpose and Intent

The following Guidelines apply to the Commercial Districts of Downtown and Waterfront. Their intent is to preserve the historic character and small town flavor of Old Town Suisun City. The Guidelines and Standards set forth basic design principles, which address elements such as building height, form and composition, storefront design and signage, which should be coordinated throughout the Downtown and Waterfront areas.

### B. Main Street and Town Square - North Of Morgan Street

This consists primarily of traditional commercial buildings. These structures are typically built up to the sidewalk edge, are rectilinear in form and generally include large storefronts in the ground floor facade. Where residential structures exist on the west side of Main Street, the standards and guidelines in Section 7.5.C. shall govern.

#### 1. Building Height, Placement and Setbacks

- a. The height of new street-facing facades should be greater than sixteen (16) feet but no more than forty (40) feet, as measured from the sidewalk to the top of the cornice.
- b. 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.
- c. Buildings and facades shall be constructed to the property line facing 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.

#### 2. Building Form and Style

- a. Building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings. Oblique, polygonal and circular - shaped buildings are prohibited.

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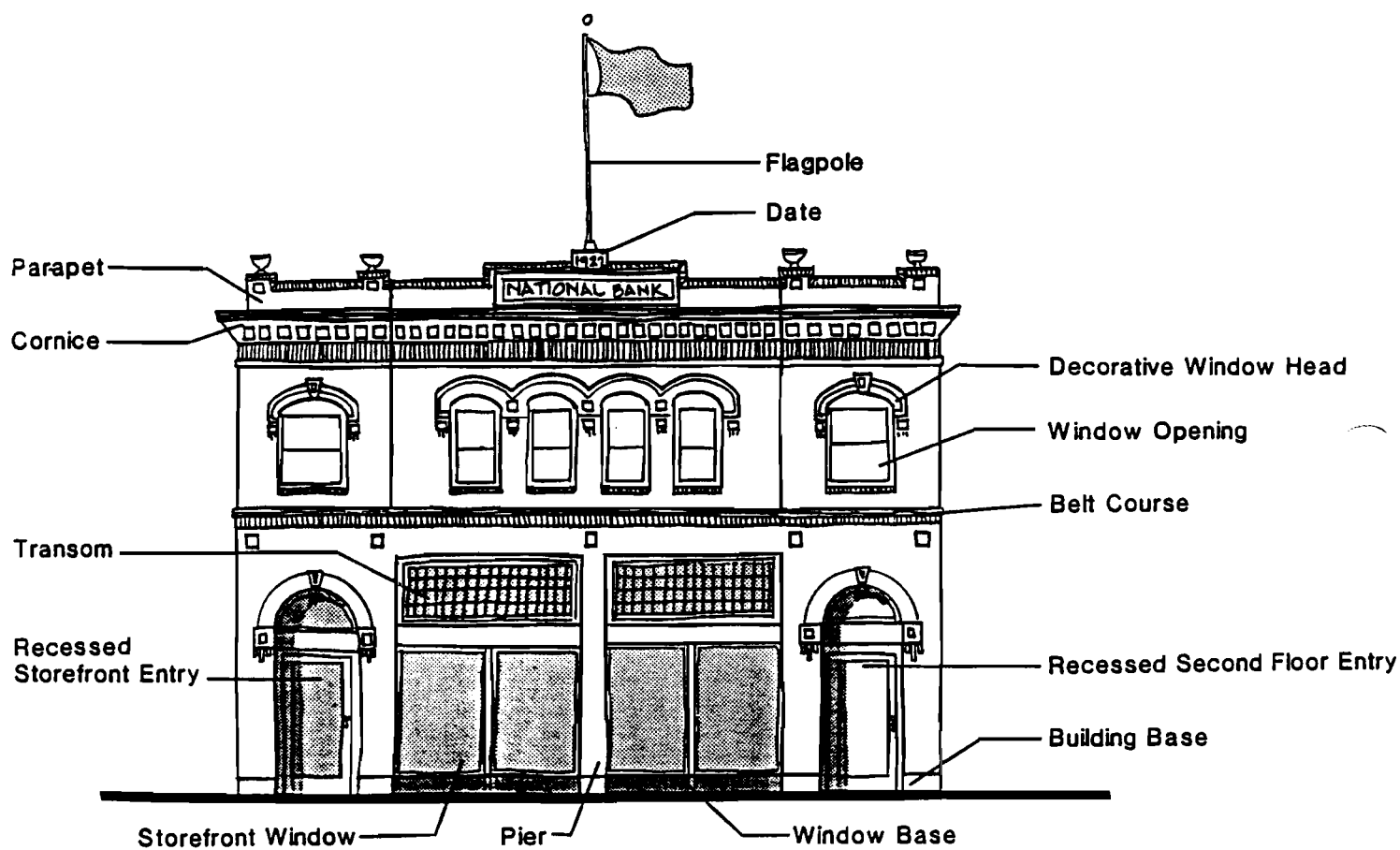
#### H. General Requirements

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Height Regulation in the  
Main St./Town Square Areas

**FIGURE 7.5: FACADE ELEMENTS**





- b. Unique architectural features of buildings shall be maintained and respected in any renovation or remodeling work.
- c. 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.
- d. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of historic Suisun by containing design elements, which produce a similar visual image. Highly contemporary and articulated building forms are not permitted. Further, "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.

### 3. Roofs

- a. Building roofs 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. Flashing should be unobtrusive.
- b. Pitched roofs should usually be dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.

### 4. Exterior Walls

- a. Exterior walls should usually be of brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted).
- b. 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.
- c. 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: A transom band, a band of display windows and a small spandrel or paneled band under 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, a second floor with windows, and cornice. All of the above bands should align with those of adjacent buildings to the extent possible.

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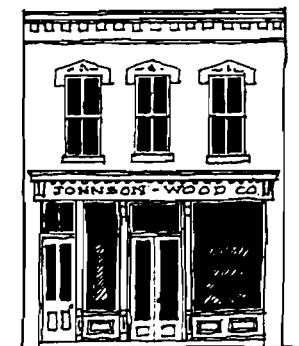
#### G. Streets and Sidewalks

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*Awning Example*



*Windows should be vertical and upper floor windows should have special treatment at the head*

d. Canvas awnings attached above street-level storefronts and over individual windows are encouraged. 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 insure compatibility with the building's architecture and the character of adjacent structures.

e. 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 insure that they faithfully produce features based on documentary evidence. Other important architectural features should not be obscured or destroyed in the building of these features.

f. Retailing 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.

g. 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 forty (40) feet, provided the design is in keeping with the overall character of the structure and surroundings.

h. Backs and sides of buildings, which 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.

## 5. Windows and Doors

a. Except on narrow building fronts, windows should be organized in multiple bays. The directional expression of windows and doors should be vertical, though several vertical elements may be combined to form a horizontal opening.

b. Fenestrations should be heavy wood rectilinear assemblies. Metal window assemblies or metal window frames are discouraged. Fenestration's should be well proportioned and should be of compatible, if not identical, dimensions within a given wall.

c. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.

c. 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.

d. 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 which 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.

e. 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.

#### **6. Color**

a. 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. Exterior colors should compliment the colors of neighboring buildings and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.

b. Where brick has been painted, repainting is appropriate. Where brick was unpainted and remains unpainted, use of paint on the exterior is prohibited, since unpainted brick is a strong design tradition.

c. Colors for building walls and storefronts should be uniform for shops, which occupy multiple storefront buildings.

d. The use of different colors to mark individual shops within a building is visually disruptive and obscures the overall composition of the facade. Where existing buildings have been painted in this manner, they should be repainted a uniform color when rehabilitation or change in tenancy occurs.

e. 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.

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Maximum Height in the HLC District

## C. South Main Street and The HLC - Historic Limited Commercial

### 1. Purpose and Intent

The buildings that front on Main Street between Morgan Street and Cordelia Road and the areas within the HLC District, 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 which they adjoin.

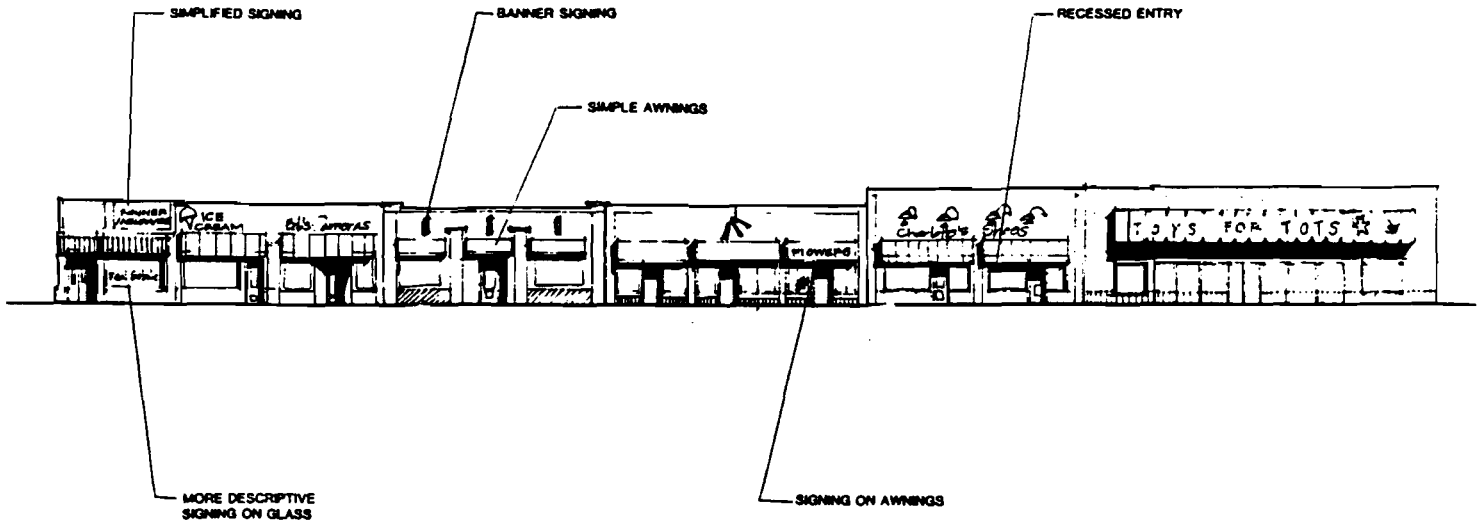
### 2. Building Height, Placement and Setback

- a. The maximum height of any new building or addition to an existing building shall be thirty-five (35) feet.
- b. 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 districts.
- c. Additions to existing structures shall be of a height and scale which does not overwhelm that of the original building.
- d. Building setbacks should be provided from all property lines. The setback from the street should approximate that of adjacent residential buildings on the block, with a minimum setback of ten (10) feet to be provided. 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.
- e. Setback areas shall be adequately landscaped to provide a residential character to the street and to form green buffers between buildings.

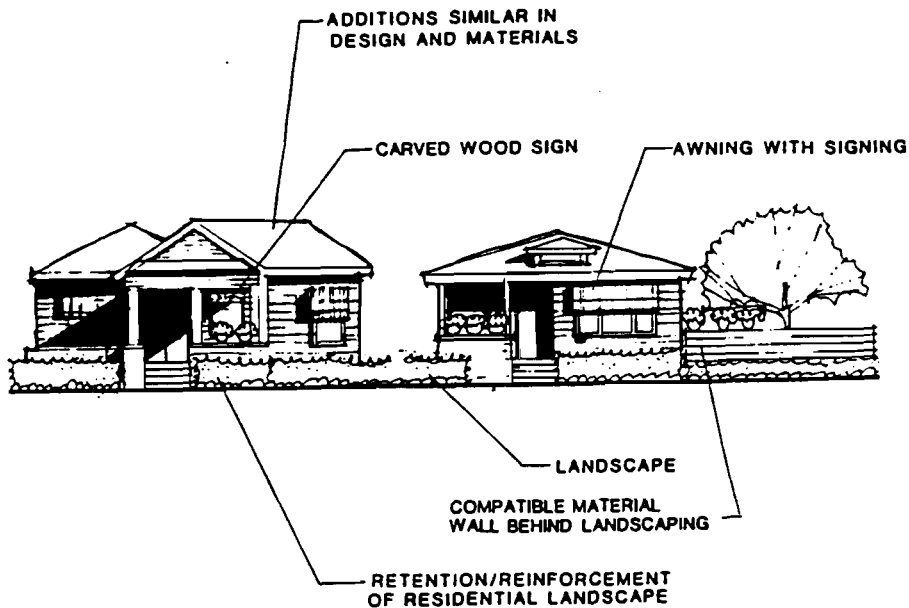
The presence of trees and planting around buildings is typical of residential areas and will provide an appropriate transition between them and the commercial area.

FIGURE 7-6

## Commercial Facades



## Residential Conversions



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*The conversion of a residential structure to commercial use need not destroy the residential character of the building.*

## 3. Building Form and Composition

- a. 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.
- b. The conversion of a residential structure to commercial use need not destroy the residential character of the building. Where modifications are necessary to improve access, they should be done in a manner, which is least disruptive of the original building fabric. Closing or filling porches or window openings destroys the building's character and is inappropriate.
- c. New construction and additions to existing buildings should utilize the major residential form-giving elements described above.
- d. 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. 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 smaller elements which approximate the scale or form of the existing residential structures.
- e. In order to avoid changes in scale which would overwhelm adjoining residential structures, new buildings should use smaller scaled elements as building blocks. Devices such as partial or setback upper floors, building projections or recesses and changing or articulated roof forms help to reduce the apparent mass of a building.

## 4. Materials, Finishes, and Colors

- a. Exterior wall materials should be limited to those commonly used for residential buildings including stucco, wood siding and brick.
- b. Additions to existing buildings should be finished in the same material as the original structure. Complimentary materials such as wood shakes with wood siding or brick with stucco may be used for architectural accents or special details.
- c. Existing window openings and multipaned windows should be retained. Large expanses of glass should be avoided in building additions and new construction in favor of individual window openings with multipaned windows or multiple window units.

- d. 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.
- e. Metal window grilles or other exterior devices which imply security problems are discouraged.
- f. 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.
- g. Appropriate paint colors for building wall surfaces include white or light, neutral pastels similar to those called for in other Commercial Districts, 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.
- h. 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.

#### **D. Consolidated Redevelopment Parcels - C/O/R, Mixed Use And WC, Waterfront Commercial Districts**

##### **1. Intent and Purpose**

The larger redevelopment parcels adjacent to the Waterfront at the northerly and southerly extremes of the commercial area (Parcels F and I Figure 2-5) are at once directly related to the historic Downtown and yet have very different characteristics. Both will have substantial vacant areas to develop, in comparison in the small infill lots on Main Street. This alone creates the need for greater design flexibility. The proposed uses of these parcels are also different in character and function and the physical design and layout of the sites and buildings must reflect this. The following sections address these two distinct development sites.

##### **2. C/O/R Mixed Use District**

- a. Perimeter frontage sites along Main Street, Driftwood Drive, Lotz Way and Civic Center Boulevard should generally be developed in conformance with the Guidelines for the Main Street Commercial District. Additional flexibility in the application of these Guidelines is attained through the PUD process required prior to site development.

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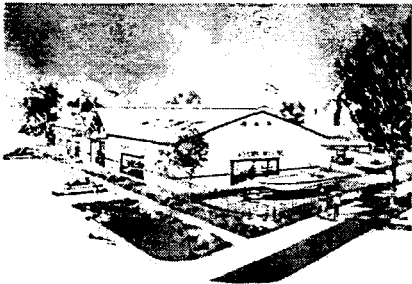
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*The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine related industries.*

b. 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 buildings north of Driftwood Drive may be larger and exceed fifty (50) feet in frontage. The design of the building should still emphasize the vertical appearance of smaller increments of building frontage, even if there is actually just one building.

c. All commercial buildings should have facades built right to the sidewalk in order to maintain an active and interesting edge for window shoppers, strollers and passerby. Setbacks on the street level of the building are prohibited.

### **3. Waterfront Commercial District**

a. The area located north of the RM, Median Density Residential District and south of the Town Square is a transitional area between the Waterfront residential development and the traditional Main Street Commercial buildings. As such, this area should be developed in a more residential character, consistent with the adjacent existing and proposed neighborhoods. New commercial development in this area shall be governed by the Standards and Guidelines of Section 7.4.2 (South Main Street and HLC transitional areas).

b. The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine related industries. These uses require buildings 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.

c. The following Guidelines should be observed in this area:

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

- Extensive areas of glazing, or storefronts, shall be utilized where the building faces a public street or common area.

- Maximum building height is thirty (30) feet where visible from a public street or common view.

- Additional design criteria and flexibility may be applied through the PUD process.



## **E. Signs**

### **1. Intent and Purpose**

The following Standards address the number, location, size and types of allowable signs throughout the planning area. Within a C/O/R District, a specific signage program shall be established through the PUD process. Additional signage standards included in the Suisun City Zoning Ordinance may also apply. In the event of a conflict, the more restrictive standard shall apply. Where this section is silent, the standard of the Zoning Ordinance, if any, shall apply.

### **2. Type and Placement**

- a. 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.
- b. 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.
- c. 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.
- d. Free-standing 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.
- e. 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:
  - The sign is historically accurate or appropriate for the building.
  - The sign does not impair the visibility of adjacent signs.
  - The size, location and materials of the sign are compatible with the building and conform to the requirements of this section.
  - 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.
- f. 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.
- g. Neon signs are permitted only when all of the following Standards are met:
  - The sign does not impair the visibility of adjacent signs.

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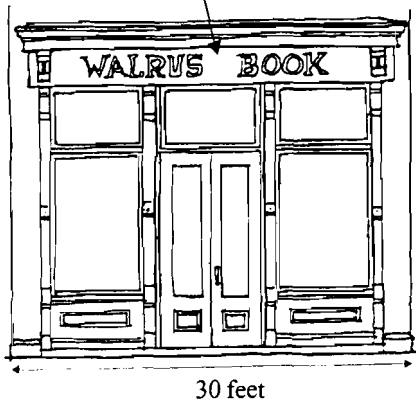
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Sign area 30  
square feet  
maximum



*A maximum area of one (1) square foot of signing may be permitted for each linear foot of a business on a primary frontage*

- The sign, location and materials of the sign are compatible with the building and conform to the other requirements of this Chapter.
- The sign is more appropriate than an otherwise illuminated sign.

### 3. Sign Area

- 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.
- 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.
- 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.
- 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.

### 4. Materials

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.

### 5. Graphics

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

### 6. Illumination

- Illumination should generally be indirect such as that provided by "goose necked" light fixtures. In some instances, signs may be flood-lighted or may utilize exposed incandescent light bulbs.

- b. No interior - illuminated signs are permitted. Fluorescent, flashing, and intermittent illumination is not permitted.

#### **7. Temporary Signs**

- a. 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.
- b. 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.
- c. 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.

#### **8. End of permitted nonconformity**

Nonconforming signs or sign structures shall be removed upon change in tenancy or ownership of the business identified by the sign. No change in copy and/or reuse of nonconforming sign or sign structure shall be permitted in order to identify a new business, product, tenant or occupant. Ordinary maintenance and repair may be made to any nonconforming sign provided no structural alterations are made and providing that such work does not exceed fifteen percent (15%) of its appraised value, the sign shall conform to the provisions of this Title. Any nonconforming sign that is removed, destroyed or damaged to the extent of more than fifty percent (50%) of its appraised value shall not be reestablished.

#### **9. Unused Signs**

- a. Any sign existing as of or after the effective date of these Standards which not longer advertises a bona fide business conducted or a product available for purchase by the public, shall be taken down and removed by the owner, agent or person having the beneficial use of the building or structure or land upon to do so form the Administrator.
- b. Upon failure to comply with such notice within the time specified in such order, the Administrator is authorized to cause removal of such sign and any expense incident thereto shall be paid by the owner of the building or structure to which such sign is attached or, if the sign is not attached to a building, then such expense shall be paid by the owner of the sign.

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## **10. Illegal Construction.**

If the Administrator finds that any sign has been constructed or erected, or is being maintained in violation of the provisions of this Chapter, they shall give written notice of such conditions to the permittee or in the event no valid permit exists to the owner 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 by the Administrator at the expense of the permittee or the owner of the property upon which the sign is located.

## **F. Parking**

1. Dimensions, geometries and landscaping of parking areas shall be as specified by the Citywide Development Guidelines unless otherwise specified in this Section.
2. Where on-site parking is utilized it shall be provided in a location which is least visually disruptive. The preferred location is at the rear of the property, screened from view by the building. An alternative location would be at the side of the building. Parking shall not be sited in front of the building or the setback area between the street and the building line, where such setback exists. Access drives should be located beside the building or at the rear on corner lots.
3. Parking lots should be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas which abut residential uses or districts should be screened with a dense hedge and/or a fence. Lighting should be directed away from residences.

## **G. Streets and Sidewalks**

1. Consistent street trees and light fixtures should be utilized on Main Street, Driftwood Drive, all side streets intersecting Main Street and around the Town Square. Trees should be planted at intervals of thirty (30) 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.
2. 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.

3. Sidewalks adjacent to storefronts along Main Street and around the Town Square should be a minimum of fifteen (15) feet wide in order to allow adequate space for trees, light fixtures, pedestrian movements, window shopping and cafe seating.
4. Sidewalks that are not along Main Street or around the Town Square should be a minimum of ten feet in order to allow adequate room for trees, lights, and two people to walk side-by-side.

## **H. General Requirements**

### **1. Buildings**

- a. The architectural character of new and rehabilitated buildings should be compatible with the general small scale historic character of Main Street. The use of masonry materials, cornices, window and entrance detailing, transoms and other architectural elements will add interest to the street and maintain continuity along the street's retailing frontage.
- b. Where originally constructed building facades remain, their appearance shall not be altered. Such facades shall be repaired and preserved. Where facades have been altered, as much original material and detail shall be retained in the rehabilitation as possible.

### **2. Landscaping**

Landscaping shall be provided in front yard areas, where these exist, and 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.

Landscaped frontyards, especially lawns, are an important feature of the transitional areas which should be maintained. 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.

### **3. Mechanical - Equipment**

All mechanical equipment whether on roof tops or at ground level, shall be adequately screened from view.

### **4. Trash Enclosures**

Trash disposal areas shall be enclosed and screened with walls or fences which are compatible with the color, character and design of the building and site improvements.

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**I. Minimum Standards Required**

No new Certificate of Occupancy, business license, or utility connection shall be approved unless or until the Administrator finds that the structure for which application is being made for one or more of the above actions, complies with the following minimum Standards:

**1. Maintenance of Structure and Premises**

All property owners and tenants 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 chapter. 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 decay is characterized by lack of paint, peeling, chipping, crumbling, breakage, lack of window glazing, accumulation of dirt and/or similar evidence. This Section 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 Uniform Building Code or Historic Building Code, as may be the case.

**2. Signage**

All nonconforming signs shall be removed and all new signs shall comply with the provisions of Section 7.4.4.

**3. Windows and Doors**

Existing windows and door openings which have been boarded up or painted over shall be restored and reglazed. Replacement windows and doors shall meet all of the requirements of Section 7.5.B.5.

**4. Color**

The structure must be in compliance with the requirements of Section 7.5.B.4 and 7.5.C.4., depending on location.

**5. Treatment of Inappropriate Features or Appurtenances**

Where solid or permanent marquees, awnings or other appurtenances have been added to the structure which are inappropriate to the character of the building and its surroundings, these shall be removed or covered by a fabric awning meeting the requirements of Sections 7.5.H.3 and 7.5.H.3.

## **6. Mechanical Equipment and Trash Enclosures**

Unscreened 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 as required by Sections 7.4.7.C. and D. 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 or to reduce their visibility as much as possible.

## **7. Fences**

Inappropriate existing fencing, such as chain link, shall be replaced by fencing of a material that is compatible with that of the adjacent structure and improvements.

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#### **D. Redevelopment Parcels**

#### **E. Signs**

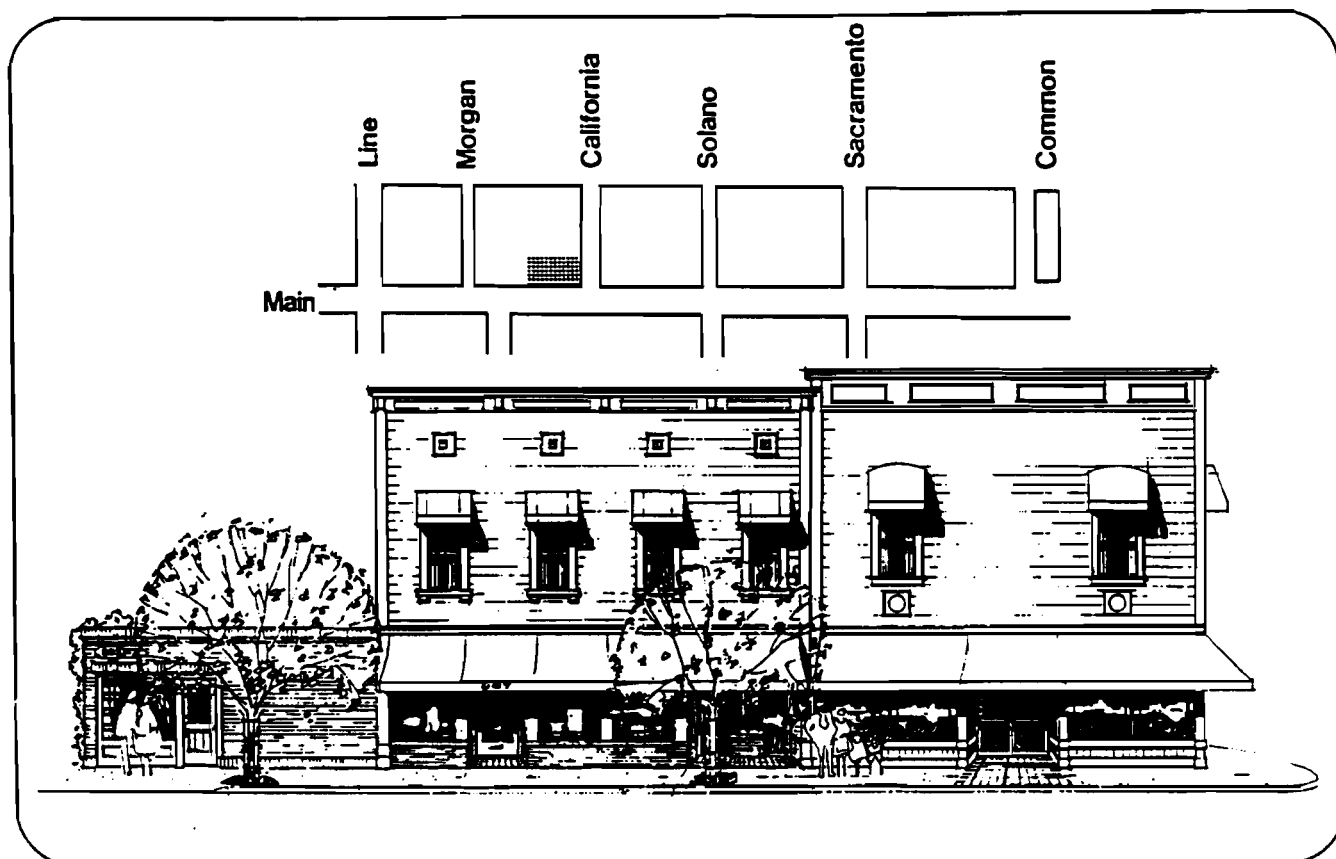
#### **F. Parking**

#### **G. Streets and Sidewalks**

#### **H. General Requirements**

#### **➡ I. Minimum Standards**

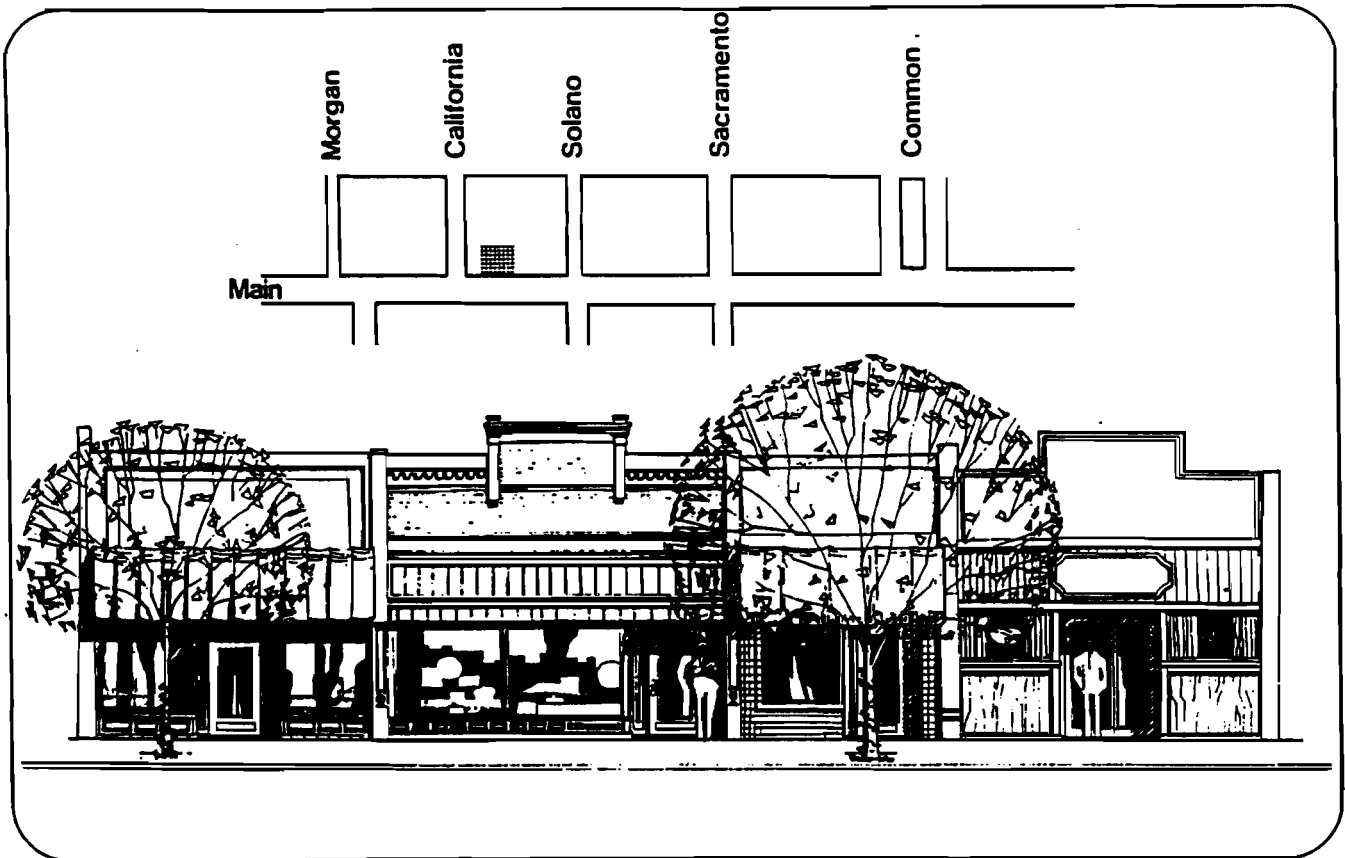
**FIGURE 7-7**



## **Rehabilitation Concepts Suisun City**

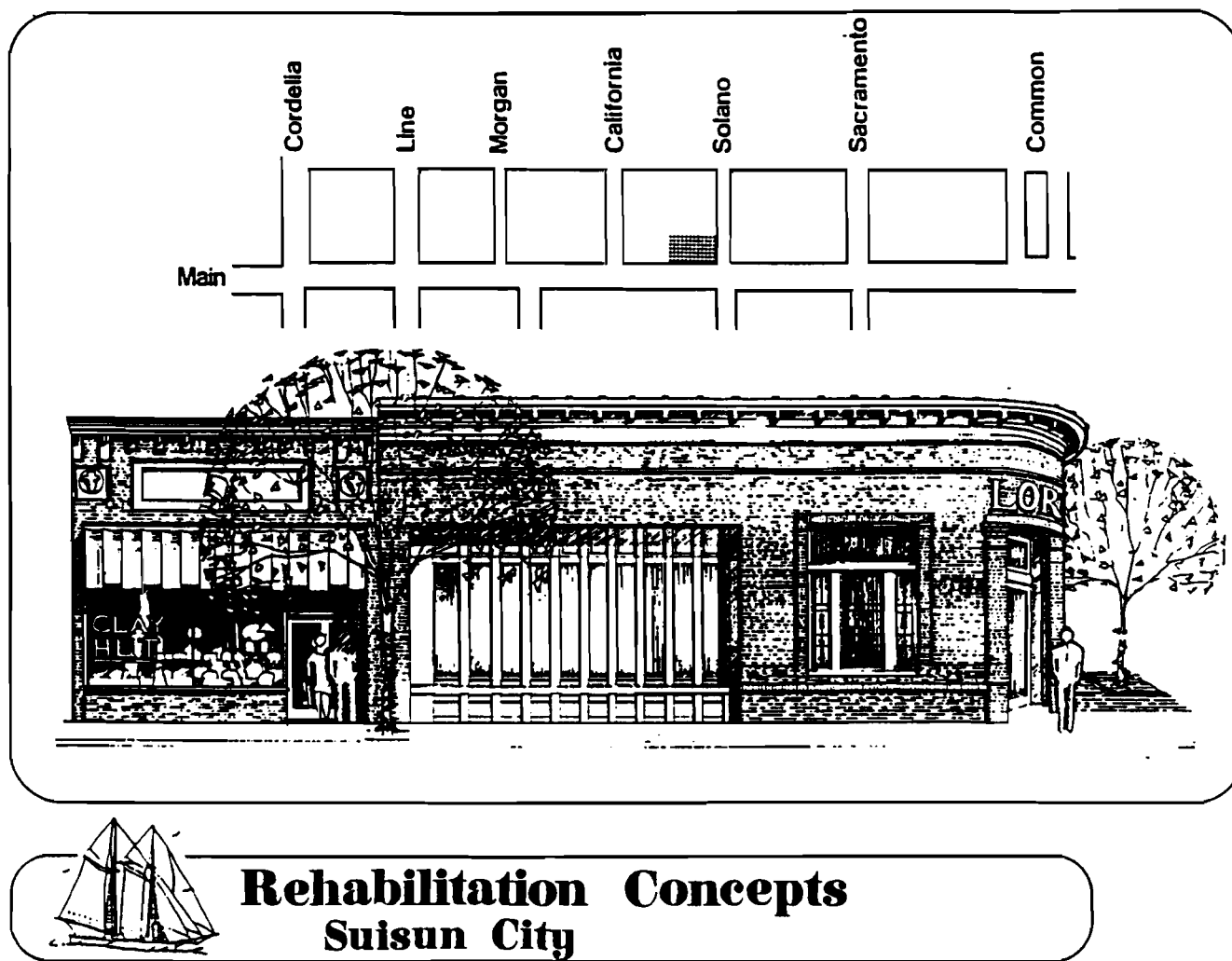


**FIGURE 7-8**



## **Rehabilitation Concepts Suisun City**

**FIGURE 7-9**



## **Rehabilitation Concepts Suisun City**

## ***VIII. SPECIFIC PLAN ADMINISTRATION***

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### **8.1 ADMINISTRATION**

#### **A. Administrator - Designation**

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

#### **B. Administration**

The Community Development Department shall administer this Specific Plan in accordance with the provisions of this Plan and the instructions of the Planning Commission.

### **8.2 SPECIFIC PLAN ADOPTION**

A Specific Plan is similar to a Zoning Ordinance 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, Article 8 of the California Government Code provides the requirements for the contents of a Specific Plan as well as the basis for the following adoption process:

- **Certification of the Environmental Impact Report or other appropriate environmental analysis, consistent with the provisions of the California Environmental Quality Act (CEQA).**
- **Public hearing by the Planning Commission after providing a minimum of ten (10) days' notice published in the local newspaper.**
- **Recommendation to the City Council through resolution with a minimum affirmative vote of the majority of the total voting membership of the Commission (3).**
- **Public hearing by the City Council in accordance with the above notice requirements.**
- **Adoption by ordinance of the City Council.**

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**8.3 SPECIFIC PLAN AMENDMENT**

**A. In General**

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, an amendment shall require public hearing and notification as specified by Section 8.8.

**B. Application Requirements**

The following constitute the requirements of an application for a specific plan amendment.

- A map drawn to equivalent scale showing the revision.
- A written outline substantiating the requested change.
- A fee as established by the City.
- An environmental assessment form and filing fee.
- Other information as may be deemed necessary by the Community Development Department.

**C. 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. Minor amendments shall be decided by the Planning Commission, subject to appeal to the 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.
- Major changes to the layout of land use (affecting one acre of land or more) or other changes, which may significantly affect a planning concept, spelled out in this Plan.
- Major changes to the proposed street system that would significantly alter land use or circulation concepts spelled out in this Plan.
- Changes or additions to design standards which could significantly change the stated intent of this Specific Plan.
- Any change to the Plan, which could significantly increase environmental impacts.

## **D. Findings**

In considering any amendment to the Plan or its Standards the following findings shall be considered by the appropriate decision-making body:

Changes in the community or other significant factors have occurred since the adoption of the Specific Plan warranting an amendment as requested.

The change will benefit the Specific Plan area.

- The change is in conformance with the adopted General Plan.
- The change will not adversely affect adjacent properties and can be properly serviced.
- The physical constraints of the property are such that the change is warranted.

## **8.4 CONFLICTS AND INTERPRETATIONS**

### **A. In General**

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 Plan.

### **B. Conflict With Other Regulations**

Whenever the provisions of this Specific Plan impose more restrictive regulations upon buildings or structures, or on the use of lands, or require larger open spaces, yard, 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.

### **C. 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 to ascertain all pertinent facts and interpret the applicability of the provisions of this Plan.

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## **D. Use Determination**

The characteristics of a particular use may be contrary to the policies and intent of a particular district, even though it is listed as a Permitted or Conditional Use. Similarly, some desirable uses may not be found on the Permitted or Conditional Use lists for a particular district. Whenever a question arises regarding whether any particular use meets the intent of a particular district, the Administrator, subject to appeal to the Planning Commission, will determine whether the use in question is permitted, conditional, or disallowed within that district.

## **E. General Interpretation**

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

## **8.5 NONCONFORMING USES & STRUCTURES**

### **A. Purpose and Intent**

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.

### **B. Continuation and Maintenance**

1. A use lawfully occupying a structure or a site that does not conform with the use regulations or the development standards for the district in which the use is located shall be deemed to be a nonconforming use and may be continued, except as otherwise limited in this Section.
2. 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 district in which the structure is located, shall be deemed to be a nonconforming structure and may be used and maintained, except as otherwise limited in this Section.

## **C. Alteration and Additions to Nonconforming Uses and Structures**

No nonconforming use shall be enlarged or extended in such a way as to occupy any part of the structure or site or any other structure or site which it did not occupy at the time it became a nonconforming use, or in such a way as to displace any conforming use occupying a structure or site, except as permitted in this Section B. 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 district in which the structure is located. In no event shall any structural alterations, additions, or reconstruction be made. The value of all work on a nonconforming structure shall not exceed twenty-five percent (25%) of the value of the structure within any one year period.

## **D. Discontinuation of Nonconforming Use**

Whenever a nonconforming use has been changed to conforming use or has been discontinued for a continuous period of 180 days or more, the nonconforming use shall not be reestablished, and the use of the structure or site thereafter shall be in conformity with the regulations for the district in which it is located. Discontinuation shall include termination of a use, regardless of intent to resume the use.

## **E. Restoration of a Damaged Structure**

1. 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 district in which the structure is located, or the use of which does not conform with the regulations for the district 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 district in which it is located and the nonconforming use shall not be resumed.
2. 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.

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**8.6 PERMITS**

**A. Planned Unit Development (PUD) Permit**

**1. Purpose and Intent**

- a. To provide for development of larger parcels which are designated for a mix of residential and/or commercial uses. Primarily, these parcels are located within the C/O/R, Mixed Use; the WC, Waterfront Commercial; and the RM, Medium Density Residential districts. The specific location, layout, design and phasing of these districts shall be determined through the PUD process.
- b. 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.
- c. 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.

**2. Procedure for Approvals and Amendments**

PUD Permits shall be approved and amended by the same procedure specified for adoption and amendments of the Specific Plan in Sections 8.2 and 8.3, except that a PUD Permit may be approved by a resolution of the City Council.

**3. Application**

- a. The approval of a PUD Permit under the provisions of this chapter for any property shall be accomplished only following application of the property owner or his authorized agent, or by initiation of the Planning Commission or by direction of the City Council for the Planning Commission to initiate such permit process.
- b. To apply for a Planned Unit Development Permit, the applicant shall file with the Community Development Department an application for a PUD Permit, together with a preliminary development plan as described in the following Section. Such application shall be processed in the manner prescribed for Conditional Use Permits by this Chapter.



#### **4. Preliminary Development Plan**

An application for a PUI) Permit shall be accompanied by a preliminary development plan, drawn to scale, together with supporting data, and which shall include at least the following:

- The boundaries of the property, together with the names, locations and width of surrounding streets, existing easements and the present use of adjacent properties;
- A site plan depicting the location, elevation and dimensions of all existing and proposed structures, parking areas and other proposed uses on the subject property supplemented by a narrative description of all improvements proposed to be installed and the types of uses on each portion of the property;
- A landscape plan denoting the major landscape elements and concepts;
- Schematic drawings, elevations and rendering depicting the architectural design of buildings and structures proposed to be constructed and written development standards which detail exterior construction materials and design;
- Other data requested by the Community Development Department relative to those requirements set forth in Section 8.6.I., which may be applicable to the proposed development or any previously approved application;
- A schedule of time for construction for various portions of the development if the construction is proposed to occur in stages;
- A completed and approved environmental document.

#### **5. Required Findings**

A PUD Permit shall be approved only upon the following findings being made by the City Council:

- That the proposed development is consistent with the applicable Goals, Objectives and Policies of the General Plan and this Specific Plan; and
- That granting the PUD Permit will provide for a dearly superior design and community environment than would be achieved by the application of the standard district regulations above.

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## **6. Precise Development Plan - Contents**

- a. The Precise Development Plan shall consist of a map or maps together with supplemental descriptive data which shall show the location of all buildings and structures to be constructed upon the property and such other information as may be needed to fully describe and locate all features of the proposed development. It shall substantially conform to and comply with the provisions of the preliminary development plan as approved and adopted by the Planning Commission.
- b. Where phased development is to occur, the Precise Development Plan may be filed in separate units or stage.

## **7. Precise Development Plan - Review**

Unless otherwise specified by the resolution of approval for the preliminary development plan, the Community Development Department shall review the Precise Development Plan for consistency with the preliminary development plan and completeness of its contents. Where it is determined by the Community Development Department that a precise development plan is consistent with the preliminary development plan, the Division shall so certify in writing and within thirty days of that determination, send such certification to the applicant, any affected agency and City department necessary.

## **8. Precise Development Plan - Compliance**

The Precise Development Plan and all supplemental data thereto shall be filed as a permanent record with the Community Development Department. After the effective date of the permit, no grading shall be commenced nor shall any building or structure be erected, moved, altered, enlarged or rebuilt on such property except in compliance with the precise development plan as approved.

## **9. Limitations and Restrictions**

The Planning Commission may recommend and the City Council may adopt as part of the permit, requirements, regulations, limitations and restrictions either more or less restrictive than those specified elsewhere in this Plan. Such requirements, regulations, limitations and restrictions may include, but are not limited to the following:

- The number of the residential dwelling units per acre subject to the land use and housing elements of the General Plan;
- Percentage of coverage of land by buildings and structures;
- Height and bulk limitations, arrangements and spacing of buildings and other improvements;

- Traffic control and arrangement, design and dimensions of streets, alleys, and pedestrian ways, parking and loading areas;
- Screening of uses from each other and from adjacent areas, including use of fencing, walls and landscaping for those purposes;
- Establishment and continuous maintenance of open space and other areas provided for use in common by deed, easement or other form of agreement;
- Architectural design and color of buildings and structures, including signs;
- Planting and maintenance of trees, shrubs, plants and lawns;
- Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibrations, glare of radiation which would have an adverse effect on the present or potential development of various portions of the property and surrounding properties;
- Schedule of time for construction of the proposed buildings and structures, or any stage or phase of development thereof;
- Location and installation of utilities, public facilities and easements.

## **10. Subdivisions**

Where the Planned Unit Development Permit is used to impose special provisions regarding the design and development of a residential subdivision, the Tentative Subdivision Map as described in Division I of Title 17 (Subdivision Ordinance) shall be considered to constitute a part of the applicant's preliminary development plan. The Final Subdivision Map as described in Division I of Title 17 shall constitute a part of the Precise Development Plan.

## **11. Changes In Development Plans**

Following adoption of the preliminary development plan or Precise Development Plan, as the case may be, the plan shall not be changed, amended or altered in any manner except as set forth in this section. Any substantial change or alteration in the actual physical characteristics of the Plan, its configuration or uses shall amount to a new permit and shall only be accomplished pursuant to a new application. The Planning Commission either with or without a public hearing may approve any minor changes or alterations.

## **12. Termination**

Any permit issued under the provisions of this chapter shall automatically terminate and the affected property shall automatically revert to its prior status at the end of two (2) years following the effective date of the permit or amendment if a Precise Development Plan has not been filed and approved in accordance with the preliminary development plan. The Planning Commission may extend the

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term of a preliminary plan upon a showing of good cause by the applicant.

## **B. Use Permits, Variances and Exceptions**

### **1. Purpose**

#### **a. Use Permits**

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 district but the characteristics stated above might preclude their compatibility in every location within a district. Use Permits provide the flexibility to allow such uses where appropriate, while disallowing where conflict with surrounding uses or the purposes of the district would occur.

#### **b. 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.

Variance 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.

Authorization to grant Variances does not extend to use regulations because the flexibility necessary to avoid results inconsistent with the land use objectives of this Plan is provided by the Use Permit process for specified uses and by the authority of the Planning Commission to determine whether a specific use belongs within one or more of the land use districts described in Chapter 4.

#### **c. Exceptions**

Exceptions may be made within the HR and HLC Districts for the same purpose as Variances, where the strict findings of a Variance cannot be made. Exceptions may also be made for parking requirements as discussed in Section 4.4.4. Exceptions are only granted for development standards in the HR and HLC Districts and for parking requirements in other districts.

### **2. Authority to Grant**

The Administrator shall have the authority to grant the Use Permit, Variances and Exceptions, subject to appeal to the Planning Commission by any person or

persons affected by the Use Permit, Variance or Exception. The Administrator shall also have the discretion to schedule these items for review and action by the Planning Commission. 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.

### **3. Application**

Application for Use Permits, Variances and Exceptions shall be filed with the Community Development Department upon such forms and accompanied by such data as may be prescribed by the Community Development Department so as to assure the fullest practicable presentation of the facts for the permanent record. A fee set by resolution of the City Council shall accompany each such application.

### **4. Public Notice**

At least ten (10) days prior to the granting of any Use Permit Variance or Exception notice shall be given by a newspaper of general circulation in the City, or by posting in the three public places designated for posting in the City, or by posting on the property involved. Notices shall also be provided to all property owners within 300 feet of the property, which is the subject of the application.

### **5. Public Hearing**

- a. No Public Hearing need be held: provided that the Planning Commission shall hold a Public Hearing when the Administrator, as a result of response to the Public Notice or other considerations, deems such hearing is advisable in the public interest.
- b. Should a Public Hearing before the Planning Commission be scheduled, an additional Public Notice of the application in question shall be given in the same manner as prescribed in Section 8.6.B., at least ten (10) days in advance or the regular meeting of the Planning Commission at which the hearing is scheduled.

### **6. Findings Required to Grant**

#### **a. Use Permits**

- That the proposed location of the use is consistent with the Goals, Objectives and Policies of this Plan and the purposes of the district in which the site is located;
- 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.

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- 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.

#### **b. Variances**

- 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.
- 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 district.
- 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 district.
- That the granting of the Variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

#### **c. Exceptions**

- For general development standards within the HR Historic Residential and HLC Historic Limited Commercial Districts: As specified by Section 4.2.A.4. and 4.2.B.
- For parking standards: As specified by Section 4.4.E.

## **7. Conditions Approval**

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

- Achieve the general purposes of this Title or the specific purposes of the zoning district in which the site is located;
- Protect the public health, safety and general welfare;
- Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties or in the surrounding area.

## **C. Temporary Use Permit**

A Temporary Use Permit authorizing certain temporary use classifications shall be subject to the following provisions:

• **Application and Fee.** A completed application form and the required fee shall be submitted to the Community Development Department. The Community Development Department may request any other plans and materials necessary to assess the potential impacts of the proposed Temporary Use.

• **Duties of the Administrator.** The Administrator shall approve, approve with conditions, or deny an application within five working days of submittal of a complete application. No Notice or Public Hearing shall be required.

## **D. Site Plan/Architectural Review**

### **1. Purpose and Intent**

Site Plan/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/Architectural Review process are provided in Chapter 7.

### **2. Applicability**

Site Plan/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:

- **In all commercial land use districts and the HR, Historic Residential District.** For all projects or purposes that include demolition, construction changes in exterior colors or materials, signs and changes in use, occupancy or tenancy of an existing building or portion of a building. Demolition requests shall follow the procedures stated in Appendix A. of this Specific Plan.
- **In all other Districts.** 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.

### **3. Procedure**

Site Plan/Architectural Review shall consist of the following procedures:

- Preliminary consultation between the project sponsor and Community Development Department to discuss Development Standards, establish design criteria applicable to the site, building and use, and determine the reviewing authority.

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- In the case of a change of occupancy or tenancy, where no exterior change is proposed, the Administrator shall determine whether the structure is in compliance with the minimum standards of Chapter 7. If the structure is not in compliance, the Administrator shall provide the applicant with a written statement of the steps to be taken to bring the structure into compliance. No Occupancy Permit, Business License or utility connection shall be approved until the Administrator has found the structure to be in compliance.

- Site Plan/Architectural Review conducted by the Community Development Department or Planning Commission, as prescribed by this Chapter.

## **4. Scope of Review**

- **Required Finding.** Site Plan/Architectural approval shall require a finding that the design of a project is consistent with the Goals, Objectives and Policies of this Plan.
- **Limits on Conditions Required.** Changes in a project required as a condition of design approval shall not include use, density, Floor Area Ratio, private open space, parking, or loading requirements more restrictive than those prescribed by applicable district regulations, Development Standards of Chapter 7, Planned Unit Development, Conditional Use Permit or Variance.

## **5. Reviewing Authority**

### **a. Community Development Department**

The Community Development Department shall be responsible for review of all signs and projects that involve the following:

- In the Main Street Commercial (MC) District: Determinations of compliance only.
- In the HR and HLC Districts: Residential projects that involve minor alterations and/or construction of 500 square feet or less. In the HLC District, such projects include exterior paint.
- In all other districts: New construction of individual single family residences, all residential alterations and additions to existing single-family homes and all other projects involving construction or alteration of 2,000 square feet or less.



**b. Planning Commission.**

The Planning Commission shall be responsible for review of Site Plan and conceptual architectural plans for all signs and projects not under the responsibility of the Community Development Department, as shown in Section 8.6.D.5.a.

**6. Effective Date; Lapse and Renewal: Alterations**

**a. Lapse of Approvals.**

Approval shall lapse one year from its effective date unless:

- A Building Permit has been issued and construction diligently pursued; or
- An Occupancy Permit has been issued; or
- The approval is renewed.

**b. Renewal.**

The Community Development Department or the Planning Commission, as the case may be, may renew Site Plan/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.

**c. Changed Plans.**

The Community Development Department 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.

**7. Appeals**

**a. Rights of Appeal and Review.**

Site Plan/Architectural Review decisions of the Community Development Department may be appealed by any interested party to the Planning Commission. Planning Commission decisions may be appealed to the City Council.

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**5. Procedures: Public Hearings.**

Procedures for appeals shall be as prescribed by Section 8.10.

**8.7 APPROVAL TO EXTEND WITH THE LAND OR  
APPLICANT**

**A. Approvals**

Except where otherwise specified by the approving authority, approvals of all discretionary permits governed by this Plan shall extend with land. The Administrator, Planning Commission, or City Council, as the case may be, may specify that an approval runs with the applicant, owner and/or operator. Where so specified, the approval shall cease to be effective upon a change of ownership or operating control of the land, structures or business to which the approval applies.

**B. 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 and unless one of the following actions occur:

- A Building Permit is issued in accordance with the approved entitlement and construction is commenced and diligently pursued toward completion; or,
- A Certificate of Occupancy is issued.

**C. Extensions**

An Extension may be issued for lapse of approval for projects described in the previous sections. The Administrator may extend approvals originally granted by the Administrator. The Planning Commission may extend approvals 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 Community Development Department 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 has 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.

## **8.8 HEARINGS**

### **A. In General**

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.

### **B. Notice of Hearing**

The Community Development Department 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:

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

### **C. 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.

### **D. 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.

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**8.9 ENFORCEMENT AND INTERPRETATION**

**A. Enforcement Duty**

It is the duty of the Administrator and the Planning Commission to enforce and interpret the provisions of this Plan pertaining to the use of any parcel of land and the erection, construction, reconstruction, moving, conversion, alteration or addition to any building or structure. It is the duty of all officers of the City, charged in this Plan or otherwise charged by law with the enforcement of this Plan, to enforce this Plan and all its provisions.

**B. Permit and License Conformance**

All departments, officials and public employees of this City who are vested with the duty or authority shall issue no such permits or licenses for uses, buildings or purposes where the same would be conflict with the provisions of this Plan; and any such permits or licenses, if issued in conflict with the provisions of this Plan, shall be null and void.

**C. Planning Commission Interpretation of Provisions**

The Planning Commission shall have power to hear and decide questions involving the enforcement of this Plan when such questions are based upon the interpretation of this Plan.

**D. Each Day a Separate Offense**

Each person found guilty of a violation shall be deemed guilty of a separate offense for every day during any portion of which any violation of any provision of this Plan is committed, continued or permitted by such person and shall be punishable therefore as provided for in Section 8.9.7. Further, any use, occupation or building or structure maintained contrary to the provisions hereof shall constitute a public nuisance.

**E. Violation is a Public Nuisance**

Any building or structure erected, constructed, altered or maintained by any use of property contrary to the provisions of this Plan is hereby declared to be unlawful and a public nuisance, and any failure, refusal or neglect to obtain a permit as required by the terms of this Plan shall be a prima facie evidence of the fact that a nuisance has been committed in connection with the erection, construction, alteration or maintenance of any building or structure erected, constructed, altered or maintained or used contrary to the provisions of this Plan.

**F. Remedies Cumulative**

All of the remedies provided for in this Section shall be cumulative and not inclusive.

## **G. Violations - Infraction**

A violation of any provision of this Plan shall be prosecuted as an infraction, punishable by fines as authorized by Government Code Section 36900. Said fine is not to exceed fifty dollars (\$50.00) for the first conviction; one hundred dollars (\$100.00) for a second conviction within one year; and two hundred fifty dollars (\$250.00) for a third or subsequent conviction within one year. Upon conviction, each day on which any violation of this Plan is committed or permitted may be considered a separate offense, punishable as specified by this Section.

## **8.10 APPEALS**

### **A. Planning Commission Jurisdiction**

The Planning Commission shall have power to hear and decide appeals when it is alleged by the appellant that there is error in any order, requirement, permit, decision or determination made by an administrative official in the administration or enforcement of this Plan.

### **B. Filing - Hearing Scheduling**

Any person, firm or corporation aggrieved or affected by any determination in the administration of this Plan may, within ten (10) days, file an appeal in writing with the The Community Development Department. Filing of an appeal shall stay all proceedings on furtherance of the action appealed from until the determination of the appeal. Upon receipt of such appeal by Commission, the Commission shall set a date for a public hearing. Notices of such hearing shall be made as provided by Section 8.8.1.

### **C. Transmissions of Record**

The Administrator shall transmit to the Commission copies of all papers constituting the record of action appealed from, including a written statement setting forth the reasons for this decision.

### **D. Planning Commission Decision**

Upon hearing the appeal, the Planning Commission shall find that the decision appealed from shall be affirmed, changed or modified. Notice of the Commission's decision shall be mailed to the original applicant, the person making the appeal, and to any other person who has filed with the Commission a written request therefore.

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**E. Appeal to City Council**

In case the applicant or any interested party is not satisfied with the decision of the Planning Commission, they may, within ten (10) days, appeal in writing to the City Council. A copy of the appeal shall be submitted to the Planning Commission. The City Council shall consider the appeal and render its decision within sixty (60) days after receipt of the appeal.

**F. Calls for Review**

A Call for Review may be filed by two members of the City Council with the Community Development Department within ten (10) days of the Commission's decision. No fee shall be required. The City Council shall consider the item called for review and render its decision within sixty days after the filing of the request for review.

**G. Effect on Decisions**

Decisions that are appealed or called up for review shall not become effective until the appeal or review is resolved.

**8.11 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.

# ***Appendix A: Architectural Review, Demolition and Renewal Procedures in the HR Zone***

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## **A.1. In General**

Architectural Review in the HR District of any proposed alteration, enlargement, construction, removal or demolition of any structure in the HR district shall be subject to Architectural Review, prior to issuance of building permits or commencement of any work. Architectural Review shall be conducted as prescribed by this Section. Architectural Review and approval shall be the responsibility of the Community Development Department.

## **A.2. Applicability**

Architectural Review shall not apply to the following types of Building Permit applications:

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

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

## **A.3. Criteria**

Specific standards and criteria for any activity subject to review as stated above, are found in Section 7.3 of Chapter of this Plan. The Community Development 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. These considerations shall include the visual relationship of proposed architectural design elements to the surrounding area, including scale, height, rhythm of building spacing, pattern of windows and doorways, building siting and landscaping, roof pitch, architectural style, and structural details, materials, and textures.

### **A. 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 District without prior review and approval by the Planning Commission. To assist in this evaluation, the Community Development 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 until environmental review is completed, whichever occurs later.

During the 180 days, the Planning Commission may direct the Community Development staff to consult with recognized historic preservation organizations and other civic groups, public agencies and interested citizens, 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 reasonable measures.

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, and all requirements of this Chapter are met. The permit may also be issued if there are found to be substantial environment impacts, and specific health, safety, or welfare considerations are also found to make unfeasible 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.

## **B. For new improvements.**

The Community Development 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 District. In reviewing an application, the following general design principles shall be considered:

- **Height and Scale:** New buildings should be constructed to a height, which bears a reasonable relationship to the average height of existing adjacent buildings.
- **Spacing of Buildings on Street:** The existing rhythm of the recurrent 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.

## **C. 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 which requires the issuance of a Building Permits for a publicly owned and publicly accessible structure. In reviewing an application, the Community Development 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 when possible.



- All buildings, structures, and sites shall be recognized as products of their own time. Alterations, which have no historic basis and/or seek to create an earlier or later appearance shall be discouraged.
- Changes, which 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 Community Development staff or Planning Commission finds that these changes have acquired significance in their own right, this significance shall be recognized and respected.
- Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site, shall be treated with sensitivity.
- 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.
- 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 The Community Development 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.

#### **A.4. Effective Date.**

Decisions of the Community Development Department staff or the Planning Commission shall be final on the tenth day after the date of the decision, unless appealed as prescribed by Chapter 8.

#### **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 Community Development Director or Planning Commission. If such conditions are not met within the stated time, the property owner shall be subject to the enforcement provisions of Chapter 8.

# ***Appendix B: General Use Regulations and Standards***

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## **B.1. Applicability**

The following regulations and standards apply to all land use districts.

## **B.2. Home Occupations**

No business license shall be granted where the proposed business address is located in any Residential District unless the conduct and operation of the proposed business meet all of the following criteria:

- A. The use is clearly incidental and secondary to the use of the dwelling for dwelling purposes.
- B. The use is conducted entirely within a dwelling and is carried on by the inhabitants thereof.
- C. No mechanical or contracting equipment shall be installed, stored or maintained other than such that is customarily incidental to domestic use.
- D. The use does not change the character of the dwelling or adversely affect the uses permitted in the residential district.
- E. The use creates no additional traffic and requires no additional parking space(s).
- F. Employment shall be confined to the residents of the dwelling unit except the Planning Commission may allow that one employee who is not a resident provided that the following Conditions are met:

- 1. The employee works under the direction of the resident of the dwelling and is not an independent or separate business enterprise;
- 2. The employee is necessary to the performance of the home occupation;
- 3. Employment is limited to the hours of 7:00 a.m. to 6:00 p.m.;
- 4. The allowance of an employee would not require the use of any parking required for the residence or create on-street parking problems in the neighborhood; and,
- 5. Under normal circumstances, the average residential neighbor would not be aware of the existence of the home occupation.

G. Exempted Activities: The following uses are not subject to the tests listed in "A" through "F" above:

- 1. Newspaper clipping service;
- 2. In-home sales, such as Tupperware, Avon, Fuller Brush and the like, provided there is no stock in trade kept at the licensed address;
- 3. Mail order services where no stock in trade is kept on the premises, and when all other tests set forth in Sections "A" through "F" are met;
- 4. Music lessons, tutoring and the like, when only one student is present at any one time;
- 5. The workplace of an artist, provided all tests set forth in Section "A" through "F" are met;
- 6. Janitorial services, provided all tests in Sections "A" through "F" are met;
- 7. Laundry and mending services, provided all tests in Section "A" through "F" are met;

H. Complaints/Appeals: Appeal procedures are provided in Chapter 8 are applicable when either of the following Conditions exists:

- 1. There is a written complaint about the conduct of a business for which a permit has been granted.
- 2. The applicant for a business license is not satisfied with the decision rendered by the Community Development Department.

## **B.3. Planning Commission Consideration**

Any request for a Business License in a residential district may be referred to the Planning Commission for their consideration and decision.

## B.4. Guesthouses and Second Residential Units

The following regulations shall apply to all guesthouses and second residential units in a residential district:

- A. A second unit may be established on any residentially zoned parcel, which permits single-family dwellings subject to obtaining a Conditional Use Permit.
- B. The owner of the property must reside in either the primary or the proposed second unit.
- C. The property must contain a single-family detached dwelling.
- D. The second unit shall be architecturally integrated with the existing building design.
- E. The proposed gross floor area of the second unit shall not exceed the smaller of either:
  - 1. Fifteen percent (15%) of the existing lot area; or
  - 2. Six hundred forty (640) square feet.
- F. Any such unit shall comply with and the resultant site shall conform to all other provisions of the district, including, but not limited to height, setback, open space, lot coverage and other applicable Development Standards pursuant to Chapter 7.
- G. Exclusive of the parking required for the primary dwelling, one covered parking space shall also be provided for the second unit.
- H. The applicant shall demonstrate that there are adequate public facilities including sewer, water, gas, electrical and telephone service capacities to serve the second unit.
  - 1. As part of any such Conditional Use Permit application, the applicant shall submit a copy of the deed to the property including a full and complete set of any Conditions, Covenants and Restrictions.
- J. Any such unit shall not be held or sold separately from the existing dwelling.
- K. The Planning Commission, when considering any such application for a second unit, shall consider the neighborhood in which the application is filed and existing character of the following criteria:
  - 1. The extent of overcrowded housing conditions, if any;
  - 2. The size and arrangement of existing and proposed units on the lot;
  - 3. Neighborhood residential density;
  - 4. Traffic congestion; and,
  - 5. Parking availability.

## B.5. Accessory Structures

Regulations for accessory structures are as follows:

- A. Accessory structures attached to the main building shall comply in all respects with the requirements of this Section applicable to the main building.
- B. An accessory structures shall be located 60 feet from the front property line or on the rear 50% of the lot.
- C. Accessory structures shall be located no closer than three (3) feet from any lot line.
- D. Accessory structures shall not exceed thirty percent (30%) of the area of the rear yard on which they are located.
- F. Accessory structures in any residential district shall not exceed a height of 15 feet.

## B.6. 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.

## B.7. Parking in Residential Front Yards

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