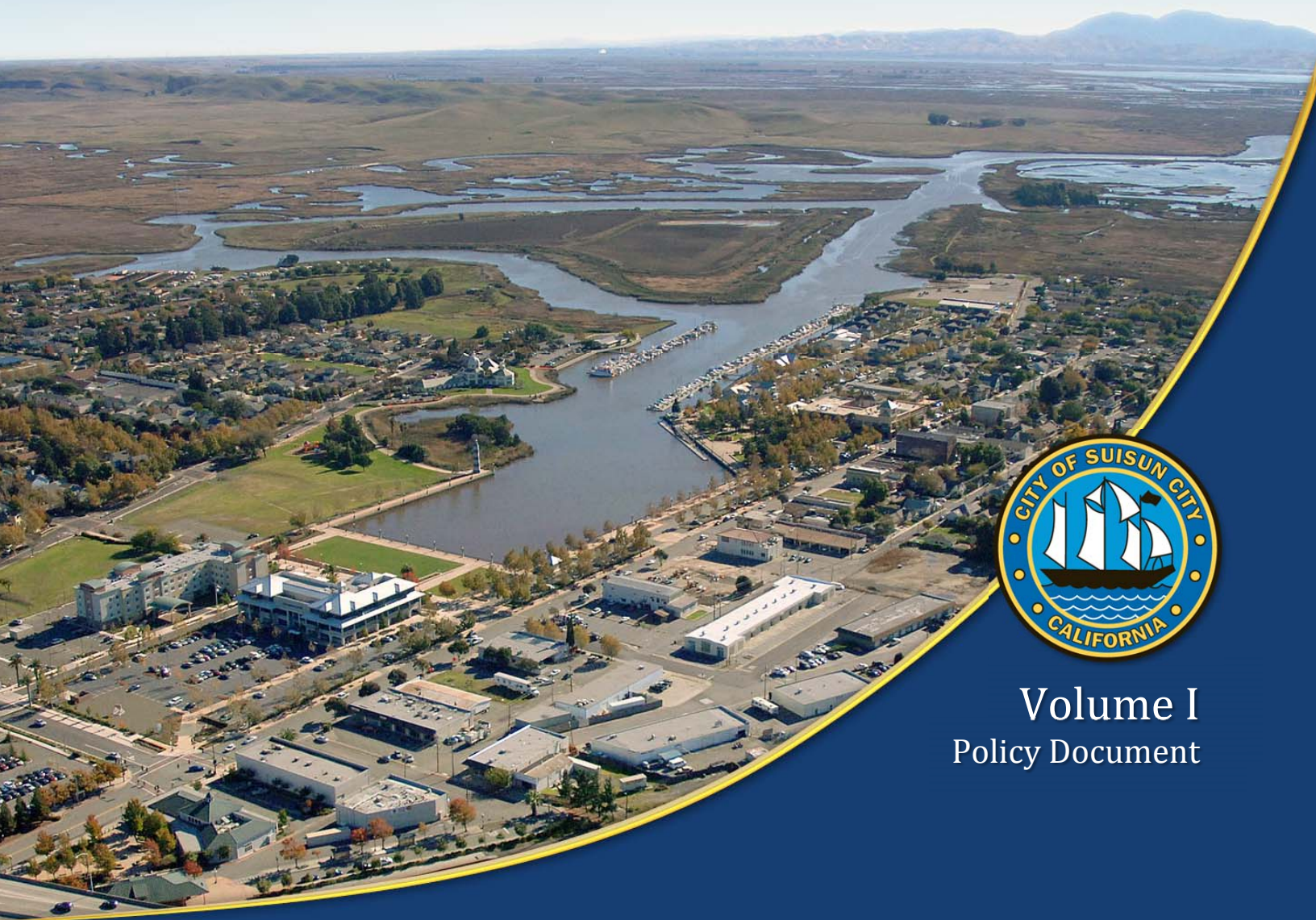


City of Suisun City

2035 General Plan



Volume I
Policy Document

City of Suisun City

2035 General Plan

Adopted May 5, 2015



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Introduction

Purpose of the General Plan

The General Plan provides the basis for Suisun City's regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. As the City's "constitution," the 2035 General Plan fulfills state legal requirements for long-range comprehensive planning and provides a framework for the City to exercise its land use entitlement authority, as provided under state law. The General Plan is both comprehensive and internally consistent – it addresses a broad range of topics with policies that are mutually supportive.

The General Plan is intended to be implemented over the long-term. It identifies key locations within the City where there is capacity for future growth and identifies how the City will protect, enhance, and maintain a high quality of life along with growth and development. Because the General Plan includes projections of future development capacity, it serves as a tool for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

The 2035 General Plan is intended to be a decision making guide used on a daily basis. The City will rely on the General Plan when reviewing private development applications, public investments, and other important actions to ensure that they are consistent with General Plan goals. Actions taken by the City Council should help to achieve General Plan objectives. The General Plan also provides a guide for other public or private agencies or organizations that do business in the City's Planning Area.

Beyond its regulatory function, the 2035 General Plan articulates Suisun City's consensus vision for the future. Development of the 2035 General Plan was in part, to promote a shared understanding among decision makers, City staff, other public agency staff, property owners, developers and builders, and the general public of the

community's long-term goals. The General Plan addresses issues of great importance to the community, such as job creation, reinvestment, fiscal and economic sustainability, resource conservation, and the local quality of life.

The General Plan is meant to be a living document that is regularly reviewed and adjusted to remain consistent with the city's long term vision. The City will encourage projects that support General Plan goals, adhering to the framework presented in the General Plan to manage growth and development at a fiscally and environmentally supportable pace. Some variation from the policy language may be allowed, so long as such variations further General Plan goals. As conditions and needs change, the City may consider proposed amendments to the General Plan. Some of these will be policy changes, while others may be changes to land use designations.

Consistency with the General Plan

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

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

In accordance with State law, the City may adopt specific plans for properties within the boundaries of the Planning Area. All property owners in a specific plan are encouraged to participate in the specific planning process. If properly designed and implemented, a specific plan, as set forth in California Government Code, is a helpful tool for providing a transition between Citywide goals and policies contained in the 2030 General Plan and subsequent entitlement requests (e.g., tentative maps, conditional use permits).

Collaboration with other Agencies

Regional governmental agencies, such as the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and the Metropolitan Transportation Commission (MTC), and Solano Transportation Agency (STA), have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as air and water quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The policies adopted by Suisun City will be affected by these plans, and will in turn have effects on these other plans.

The 2035 General Plan and the accompanying General Plan EIR both make reference to laws, plans, and regulations administered by other public agencies. In many instances, the City's policies are specifically designed to achieve consistency with regulations of another public agency. In other cases, the City commits to seeking input from other agencies on issues that may arise over the course of implementing the 2035 General Plan. Unless otherwise specified, any reference to "consulting with" or "coordinating



with" other agencies in no way delegates the City's responsibility for land use entitlement or lead agency responsibilities for managing land use change.

Contents of the General Plan

This General Plan is a fully integrated policy and California Environmental Quality Act (CEQA) document that combines policy guidance and environmental impact analysis and mitigation into a single, consistent document presented in three volumes:

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

The Policy Plan

The Policy Plan (Volume 1) includes goals, objectives, policies, and programs that comprehensively guide development and conservation efforts in Suisun City through 2035.

- **Goals** articulate the desired future state or express community values;
- **Objectives** specify interim steps toward achieving a goal; normally, objectives measurable (though not necessarily quantified);
- **Policies** are specific statements that guide decision-making for the City in managing land use change, prioritizing public investments, mitigating environmental effects, and other related actions;
- **Programs** (or "implementation programs") are proactive activities designed to implement General Plan policies.

General Plan Elements

State law requires that general plans cover seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Cities or counties can combine mandatory topics in single elements and include optional elements to address issues of particular local interest.

Volume 1 of this General Plan addresses open space and conservation in a single element and noise and safety in the Public Health and Safety Element. Optional elements address community character and design, economic development, and community facilities. General Plan chapters include:

1. Setting, Central Issues, and Guiding Principles
2. Community Character and Design Element
3. Land Use Element
4. Transportation Element

5. Economic Development Element
6. Housing Element
7. Open Space and Conservation Element
8. Community Facilities Element
9. Public Health and Safety Element
10. Glossary

Technical Background Reports

The Technical Background Reports (Volume 2) provide an inventory of existing conditions, a summary of relevant regulatory requirements, and an analysis of trends that are important to the development of City policy.

The Technical Background Reports represent a detailed and comprehensive understanding of existing conditions in the Suisun City area. This information was compiled and analyzed at the beginning of the General Plan Update process to educate and inform the public and policy makers on key issues, challenges, trends, and opportunities. The information derived through preparation of these reports is an important foundation for the City's goals, objectives, policies, and programs.

Technical Background Reports address:

1. Air Quality
2. Biological Resources
3. Cultural Resources
4. Geology and Soils
5. Greenhouse Gases and Climate Change
6. Hazards and Hazardous Materials
7. Hydrology and Water Quality
8. Local Economy and Demographics
9. Noise
10. Transportation
11. Community Facilities and Services
12. Land Use

Environmental Impact Report

The Environmental Impact Report (Volume 3) includes environmental analysis and reporting of impacts attributable to buildout of the 2035 General Plan. In law and in practice, the environmental analysis is an integral part of the local planning, development review, and decision making process.

Defined as a "project" under CEQA, the general plan adoption process is subject to environmental analysis and disclosure. The General Plan Update process has provided the City with the opportunity to respond to changes in the State's CEQA statutes, CEQA Guidelines, and relevant and applicable CEQA case law.



The City conducted policy development and environmental analysis for the General Plan as a part of a single cohesive process. The City considered narrative policy, programs, and policy diagrams that could feasibly reduce or avoid environmental impacts. The 2035 General Plan provides guidance and sets standards for several areas of environmental review for other “projects” undertaken by local governments and the private sector. These policies and programs are identified in the Policy Plan (Volume 1). Detailed information related to the environmental analytical methods and impact analysis is included in Volume 3.

The Planning Area

The General Plan goals, objectives, policies, and programs apply to all lands within the current City limits and projects that propose annexation to the City of Suisun City. For the purpose of the 2035 General Plan, the City’s policies are focused on areas within the City limits and the City’s Sphere of Influence (SOI). The SOI represents the future probable physical boundary and service area of the City.¹ The City’s jurisdictional limits and SOI represents the “Planning Area” for the 2035 General Plan (see Exhibit 1-1).

As noted elsewhere, the 2035 General Plan included compilation and analysis of a large amount of data related to existing conditions. For certain topics, such as air pollution and regional economic trends, the scope of analysis supporting the General Plan is more extensive than the City’s Planning Area.

Development of the General Plan

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

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

Input from the public and decision makers was collected throughout each phase of the General Plan Update. In June of 2010, the City conducted a public workshop, which involved both the Council and Planning Commission, to discuss policy issues and priorities for the General Plan Update. The City conducted a public workshop with the

¹ Changes to the City’s SOI and annexations are considered through separate processes, subject to approval by a separate agency known as the Solano Local Agency Formation Commission (LAFCo). However, the General Plan (including the environmental analysis) will be used to support changes to SOIs or annexation requests.

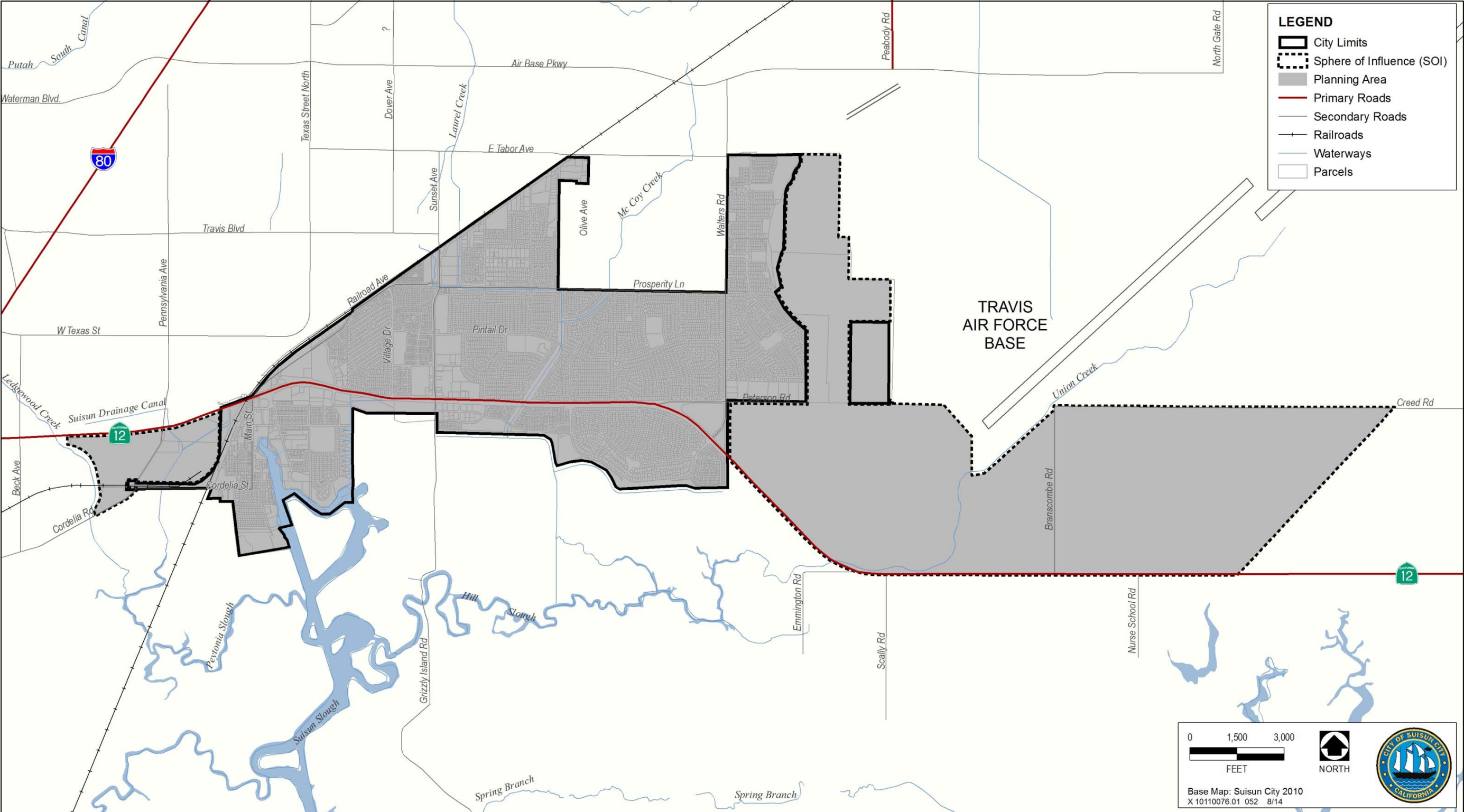
Planning Commission on August 10th, 2010 to discuss the organization and look of the General Plan and key policy issues. City staff held a meeting with residents of the Tolenas area in the unincorporated County adjacent to the City limits of Suisun City on December 9th, 2010. Staff discussed the General Plan Update process with residents. During this meeting, those in attendance made it clear to City staff that there is no interest at this time in becoming a part of the City. The City held two public workshops to solicit public input on the General Plan Update (May 10th, 2011 at a Planning Commission meeting and May 12th, 2011 at the Suisun City Library). Both of the workshops were publically noticed. Valuable input was received regarding land use, transportation, and other relevant issues.

Based on input from the Planning Commission, City Council, and the public, the City prepared a set of Guiding Principles for the General Plan Update (please see Chapter 1 of the General Plan Volume 1). The Guiding Principles represent shared community values. The City Council reviewed the Guiding Principles on August 17th, 2010, and directed staff to use this document to guide development of the draft General Plan.

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

A Technical Advisory Committee was assembled to review and provide feedback on issues related to the General Plan and environmental analysis. The Technical Advisory Committee included representation from the Association of Bay Area Governments, the Fairfield-Suisun Sewer District, the Suisun Resource Conservation District, Solano Irrigation District, Solano Transportation Authority, Solano County Water Agency, San Francisco Bay Conservation and Development Commission, Solano LAFCO, the City of Fairfield, Solano Community College District, the US Fish & Wildlife Service, Fairfield-Suisun School District, Solano County, and various City department representatives. The Technical Advisory Committee conducted a series of meetings in 2010 to review the Technical Background Reports and discuss the relationship between existing physical and regulatory conditions and policy development in the General Plan.

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



Source: AECOM 2011
Exhibit Intro-1

Suisun City Planning Area



Chapter 1

Setting and Central Issues

Historic Context

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

The train depot opened in 1914. Historic homes are located throughout the Old Town area, including the Lawler House, which now houses and art gallery, but was building in 1857 as a ranch house on the land now occupied by Dover Terrace South. The Lawler House was moved to its current location by a track and barge in 1979.

In the 1960s and 1970s, Suisun City experienced rapid growth as the San Francisco Bay Area's suburban ring expanded to formerly rural Solano County. Most of that growth was east of the historic Downtown in suburban-style single-family neighborhoods. In the 1960s, Interstate-80 (I-80) was constructed two miles outside the City, which shifted a substantial amount of regional commercial traffic from State Route 12 (SR 12) to the new facility.

In 1987, the San Francisco Chronicle labeled Suisun City as the worst city in the Bay Area. The City was spending about 70 percent of its entire police budget on the Crescent neighborhood, and the historic waterfront was an industrial backwater with little to no public access. The City designated a redevelopment zone to promote

revitalization. Using tools of redevelopment first created in the 1940s, Suisun City invested \$65 million in blight elimination and infrastructure improvements, including construction of the entire Marina and Promenade. The City replaced dilapidated housing and built new affordable units, the Civic Center, the Nelson Community Center, the Lambrecht Sports Complex, and Suisun City Library (Exhibit 1-1).

Funding created by bonding for the increased property values was provided to the Fairfield-Suisun Unified School District to help refurbish or rebuild every school campus in Suisun City. Crime dropped by 60 percent and new businesses, restaurants, and houses brought people to Downtown Suisun City.



Exhibit 1-1

Joseph A. Nelson Community Center

Suisun City Today

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

The City's historic Downtown is designated by the state as historically significant, where beautifully preserved buildings are built along narrow, pedestrian-friendly streets adjacent to the newer commercial and mixed-use Downtown core (Exhibit 1-2).

Suisun City continues to offer a prime location for housing and employment along the Capitol Corridor commuter route, with a beautiful and unique waterfront setting. SR 12 and Interstate 80 provide bus transit, truck, and vehicular access to the Bay Area and Sacramento metropolitan areas.

**Exhibit 1-2****Downtown Waterfront Area**

With its location just south of Fairfield (population of 110,018 as of 2014), City residents have close access to many employment opportunities and businesses have access to Fairfield labor and consumer markets.¹ City decision makers have shown a determination to invest in improving public plazas and parks, improving infrastructure Downtown, and seek grant funding to remediate properties affected by hazardous materials, in order to grow as a more vibrant community

Local Reinvestment Efforts

In this General Plan, the City commits to further policies and programs intended to encourage development in the City's Downtown and in existing commercial and mixed-use areas, create new transit-oriented development opportunities around the train/intermodal depot, connect the historic and newer sections of the community, and enhance access to waterways and the Suisun Marsh.

Much of the developable land remaining within the City consists of infill properties that have already had development or are surrounded by existing development. These properties will become more and more valuable with Citywide and regional growth.

¹ California Department of Finance. 2014 (May). E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2014.

There is vacant and underutilized land in the vicinity of the train depot – an area designated by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) as a regionally important Priority Development Area (PDA). The Housing Authority owns approximately 30 acres of land along a SR 12 on-ramp just north of the train depot and west of Marina Boulevard. There are substantial long-term benefits to the City and the region as a whole associated with the development of lands near the train depot for transit-oriented use.

The City's intent for development and conservation, including reinvestment efforts, is outlined throughout the Elements of the 2035 General Plan. These key policy issues were developed based on direction from the City Council in the 2035 General Plan Guiding Principles.

Guiding Principles

The City's Guiding Principles were developed to set a framework for the 2035 General Plan. They provide a yardstick by which City Council can measure future actions to ensure that the City grows consistent with its values. The Guiding Principles are referenced throughout the General Plan Elements to set the stage for goals, objectives, policies, and programs.

Community Character

Suisun City will strive to enhance the City's authentic, local identity as a vibrant waterfront community.

- Preserve and restore historic resources and utilize design review to ensure compatibility with existing development.
- Focus higher density development and mixed-use projects in areas adjacent to the train/intermodal depot.
- Provide regional leadership by working cooperatively to improve the economy and the quality of life in Solano County.

Destination Tourism and Entertainment

Suisun City will encourage the development of uses and protection of resources that attract visitors, enhancing the community as a tourism destination.

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

Downtown

Suisun City will continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.



- Develop the Downtown as the social and cultural heart of the community.
- Provide convenient linkages from the train depot and other regional connectors to bring patrons to the Downtown.
- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the Downtown neighborhood.

Economic Vitality

Suisun City will strive for economic vitality, providing jobs, services, revenues, and opportunities.

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

Infrastructure

Suisun City will provide quality community services and sound infrastructure.

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

Neighborhood Vitality

Suisun City will ensure that neighborhoods maintain their character and vitality.

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

Public Safety and Emergency Preparedness

Suisun City will strive to protect the community and minimize vulnerability to disasters.

- Foster neighborhood safety through community planning practices, fire safety measures, building codes/seismic requirements, and effective code enforcement.

- Protect life and property through reliable law enforcement and fire protection, as well as active, sensitive service to members of the community in need.
- Minimize the City's vulnerability to natural and man-made disasters and strengthen the City's emergency response systems.

Quality of Community Life

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

- Foster volunteerism and encourage and recognize our service, non-profit, and faith-based organizations and their impact on the community.
- Encourage our community to live, work, and play locally, while supporting social and cultural activities, facilities and programs.
- Provide a full-spectrum of activities and services to meet the needs of the entire community, including youth and seniors.

Sustainability

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

- Utilize sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.
- Encourage a healthy living environment.
- Preserve and enhance natural resources and minimize negative environmental impacts.

Transportation

Suisun City will provide choices for attractive, convenient transportation.

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

**Exhibit 1-3****Suisun City Train Depot**

Central Issues

The central issues for this General Plan are multi-faceted, and require a balanced and multi-disciplinary approach. The following discussion highlights the major issues that are addressed among the multiple Elements of the General Plan.

The central issues were uncovered through the development and review of General Plan Technical Background Reports and through discussions with City staff, other public agency representatives, community members, and other stakeholders. The General Plan comprehensively addresses these central issues, mindful of the important co-benefits and interrelationships associated with the City's policy response on each issue.

Improving Fiscal Sustainability

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

City revenues come from a variety of sources. Property tax revenue increases as property values increase. Property values increase as the desirability of the community increases. Factors include good public safety, quality schools, proximity to retail and service businesses, low commute times, pedestrian amenities, proximity to "walk and ride" fixed rail transit depots, and other factors. Sales tax is also an important source of local revenue. Retail location decisions depend on local household composition, disposable income, access to labor and markets, and existing retail competition.

The ability of the City to attract additional retail activity will depend on attracting a concentration of additional households and associated household incomes. Population growth, including an increased daytime working population, will create opportunities for new retail and commercial services to serve expanding local needs, which will, in turn provide opportunities to increase City revenues.

Promoting Suisun City as a Destination

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

Taking Best Advantage of the Capitol Corridor

Regional rail transit and bus (intermodal) service is available in Suisun City from the Downtown train depot. The train depot represents an extremely important economic and transportation asset. Both work trips and recreational trips are available to City residents and employees by rail. This asset gives the City a distinct advantage over many other communities for attracting employers interested in transit access and offering residents access to Bay Area attractions without having to worry about traffic congestion.

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

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

Promoting Reinvestment

The City has had many successes in reinvestment and redevelopment. There are further opportunities for community revitalization, which could be promoted by actions by the City, collaborations with other public agencies, and public/private partnerships. Such coordinated efforts can help identify and remove constraints to development, invest in infrastructure and streetscape improvements, identify matching grants for property



owners to make façade improvements or other on-site improvements, provide favorable fee structures for infill development, in addition to other strategies.

Planning with Travis Air Force Base

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

Connecting Local Jobs with the Local Labor Force

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

Increasing Certainty in the Entitlement Process

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

Accommodating Compact Development Patterns

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

Reducing Traffic

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

Managing Flooding and Tidal Inundation

Flooding, tidal inundation, and sea level rise attributable to climate change is a very important issue for Suisun City. The City is largely built out and there is limited opportunity to relocate buildings, facilities, and infrastructure to be more resilient in the face of sea level rise. During this General Plan time horizon, the City will explore options to adapt to, and prepare for the effects of climate change. This will require vulnerability assessments of critical infrastructure, civic buildings, and other municipal facilities, as well as neighborhood assets. The City will need to examine options and determine the best strategies to increase the long-term integrity and function of important physical community assets.

In addition to sea level rise, the City will also need to incorporate community design strategies to reduce stream flooding, since the Planning Area contains natural floodplains. Adding impervious surfaces (rooftops, driveways, streets, parking lots) increases runoff during rain events, which can be a source of surface-water pollution and could alter drainage patterns and result in localized flooding. Impacts can be addressed through stormwater management approaches, such as rain gardens, filter strips, swales, and other natural drainage strategies, which absorb stormwater, reduce pollution, recharge groundwater, and reduce flood risk.

Considering Wildlife Habitat and Movement Corridors

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



guidance in this regulatory review process in order to streamline future projects that are consistent with the General Plan.

Addressing Air Quality and Greenhouse Gas Emissions

Land use planning decisions directly affect local air quality. Since transportation is a major source of criteria pollutants and toxic air contaminants, land use and transportation planning policies must be coordinated in order to protect the public health and the environment. Transportation is also the primary source of greenhouse gas (GHG) emissions in Suisun City, in Solano County, and in California.

Even for jurisdictions where reducing GHG emissions is not a high priority, it is very important to take advantage of co-benefits of planning to reduce GHG emissions. Land and transportation policies that reduce VMT and promote alternatives to automobile travel also reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, and reduce time spent commuting. Measures that promote energy efficiency reduce GHGs, but also save on household and business utility costs. Encouraging revitalization can reduce VMT and GHGs, but also helps to conserve important open space functions, such as agriculture, recreation, watershed protection, and others.



Chapter 2

Community Character & Design

Introduction

The goals, objectives, policies, and programs of the Community Character and Design Element provide guidance on the form and character of new private development and public improvements in order to ensure the right sense of place and identity for Suisun City.

“Community character” represents how a community looks and feels to residents, workers, and visitors. Community character is greatly influenced by the pattern and fabric of the built environment. “Community design” refers to the principles that create the shape, form, and appearance of districts and neighborhoods. Community design policies are intended to ensure that the community character reflects the vision and goals of residents and decision makers. Suisun City’s community design can be viewed as a statement of the community’s values and ideally should be a source of community pride and a positive impression for visitors.

Suisun City’s character and design affects, and is affected by, issues addressed throughout this General Plan. Land use and community character are indelibly connected in both the built and natural environments (see the Land Use Element). The City’s distinctive waterfront draws people from other communities to live and visit,

bringing in tax revenue and jobs and furthering the City's economic development goals (see the Economic Development Element). The approach to community design will, in part, determine the level of mobility and cost of transportation for the City's residents and employees (see the Transportation Element). The design principles provided in this Element are important not only to guide private development, but also planning for community facilities (Community Facilities Element). Community character is also shaped by natural vegetation, landscaping, and open spaces. Incorporating natural vegetation and open space into the built environment provides recreational and aesthetic benefits, preserves water quality, reduces air pollution, and preserves habitat and important cultural amenities (see the Open Space and Conservation Element).

Distinguishing Characteristics

Suisun City's most distinguishing visual features are located in the historic waterfront area. The small blocks and gridded street pattern make for Downtown Waterfront Area a comfortable and attractive place for pedestrians. Buildings and building entrances are located near the front property lines and oriented to the pedestrian.



Suisun City's most distinguishing visual features are in the Downtown Waterfront Area.

Exhibit 2-1

Downtown Waterfront

The Suisun Marsh and other waterways also help to define the community's aesthetic environment. Nearby hills and mountains provide a beautiful visual backdrop for midrange and distant views available in Suisun City.

**Exhibit 2-2****Suisun Marsh and Potrero Hills**

Since the City's founding, the community has expanded beyond the Downtown Waterfront Area. Most of the developed areas outside of the Downtown Waterfront Area were built in the 1970s and early 1980s. Unlike the Downtown Waterfront Area, the design of more recently developed areas reflects the needs of motorists, with wider, curvilinear streets and buildings that are more oriented to parking lots and driveways.

The Union Pacific Railroad line serves as the northern boundary for much of Suisun City and largely defines Suisun City's urban interface with Fairfield. The railroad is a great asset for the City, but also a barrier to connectivity with Fairfield. Transit access to Bay Area and Sacramento area destinations via the Capitol Corridor will continue to enhance the local quality of life and economic competitiveness of Suisun City. Through its community design policies, the City can take greater advantage of this important community asset.

Another factor contributing to Suisun City's character is the City's historic and cultural role as transportation center at the interface of rail, water, and transportation routes. The City's historic core is linked to its role in transportation over a century ago. As with the waterfront, however, the historic design elements of the City are limited to the Downtown Waterfront Area, and there is little design relationship between the Downtown Waterfront Area and the remainder of the community.

Related General Plan Guiding Principles

Prior to initiating work on the 2035 General Plan, the City Council directed staff to incorporate a set of Guiding Principles into the Update. Several of these Guiding Principles are relevant to this Element, including the following.

Community Character

Suisun City will strive to enhance the City's authentic, local identity as a vibrant waterfront community.

- Preserve and restore historic resources and utilize design review to ensure compatibility with existing development.
- Focus higher density development and mixed-use projects in areas adjacent to the train station.
- Provide regional leadership by working cooperatively to improve the economy and the quality of life in Solano County.

Downtown

Suisun City will continue to develop the downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.

- Develop the downtown as the social and cultural heart of the community.
- Provide convenient linkages from the train station and other regional connectors to bring patrons to the downtown.
- Ensure safe and efficient walking, biking, driving, and parking in the downtown.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.
- Foster transit-oriented development around the train station.

Neighborhood Vitality

Suisun City will ensure that neighborhoods maintain their character and vitality.

- Maintain complete, well-designed, and walkable neighborhoods, with active gathering places, nearby services, and multi-modal access to jobs, recreation, and other community and regional services.
- Create policies and programs to maintain the character and vitality of neighborhoods.



Goals, Objectives, Policies, and Programs

Following are the City's goals, objectives, policies, and programs addressing community character and design.

Distinctive Design and Development

Thoughtful design helps to set a community apart from its neighbors. Good design can enhance the community's identity and represent a source of community pride.

The redevelopment of Suisun City's historic waterfront is one of the most important accomplishments in the community's history. The Downtown now hosts popular civic events and provides a unique, walkable commercial and entertainment district. Other neighborhoods feature primarily single-family residential neighborhoods that were developed in the 1970s and early 1980s. There is a pronounced contrast between the small, pedestrian-oriented grid pattern of Downtown and the broad, curvilinear streets in most of the central and eastern portions of the City. The more recently developed areas of the City tend to have wider roads, garages that dominate the façade of homes, and little mixing of land uses.

However, the City has had recent developments that embody a more traditional design approach, with connected street patterns, inviting frontages that feature porches instead of garages, somewhat narrower streets that calm traffic, and more two-story than one-story homes that create more of an "outdoor room" aesthetic for the public street rights-of-way (Exhibit 2-3).

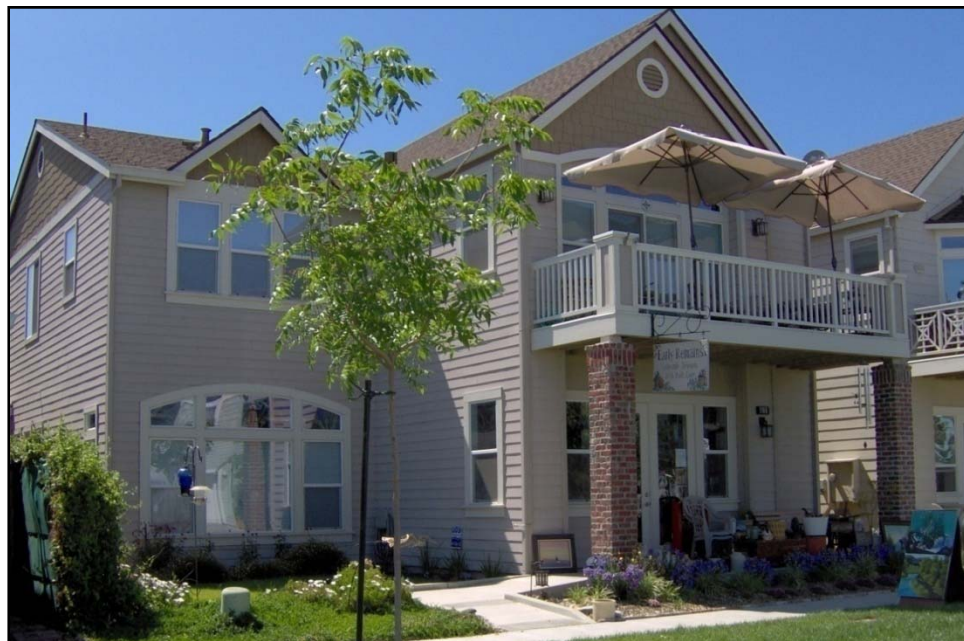


Exhibit 2-3 New Residential Development Incorporating Traditional Design

Goal CCD-1 Maintain and Strengthen the Character of Suisun City through Changes in the Built Environment.

Objective CCD-1 Enforce design policies and standards that ensure a unique sense of place in new developments so that the City's overall design character is improved between present and 2035.

Policy CCD-1.1 The City will review and condition new developments, as necessary, to ensure that development is consistent with the desired future character of the City. This review will take into consideration the size, location, orientation, and height of buildings, as well as proposed signs, fences, drainage, walls, landscaping, and lighting.

Policy CCD-1.2 The City will require the use of durable, high-quality building materials to reduce maintenance and replacement needs and ensure the aesthetic appeal of new developments.

Policy CCD-1.3 The architectural style, exterior materials, and other design features of accessory buildings, including garages, shall complement the primary structure.

Policy CCD-1.4 Large-scale retail projects proposed on sites of more than 20 acres in land area shall provide shops that are of a smaller scale compared to the site's anchor businesses, with separate entrances along the perimeter of the site.



Exhibit 2-4

Retail Development with Shops on the Site Perimeter

Policy CCD-1.5 New developments should locate and size proposed surface parking areas in a way that reduces the visual dominance of parking as viewed from the front property line. In general, street frontages should be composed of building fronts and complementary landscaping, with parking located to the side or rear of the site.



- Policy CCD-1.6 Proposed buildings of more than 20,000 square feet in gross floor area shall use balconies, bay windows or other window treatments, pitched roofs, arcades, or other architectural features to provide visual interest.*
- Policy CCD-1.7 Residential developments should incorporate porches, stoops, active rooms, and operable windows oriented to the street.*
- Policy CCD-1.8 Multi-family housing should incorporate building forms and architectural features of adjacent single-family homes, as feasible.*
- Policy CCD-1.9 Retail developments shall provide building façade treatments and activities that generate pedestrian interest and comfort, such as windows, canopies, arcades, plazas, and/or outdoor seating areas.*



Picture windows, awnings, outdoor seating areas and other features create pedestrian interest and comfort.

Exhibit 2-5

Frontage Treatments

- Policy CCD-1.10 The City will encourage the use of public art within new development projects.*
- Policy CCD-1.11 The City will require that development projects outside the Downtown incorporate improvements that improve connectivity with the Downtown.*
- Policy CCD-1.12 New developments in the Downtown Waterfront Specific Plan Area shall incorporate design elements that are complementary with the historic character of this area.*
- Policy CCD-1.13 The City will maintain and enhance a strong pedestrian orientation in the Downtown Waterfront Specific Plan Area through the design of buildings, streets, and sidewalks.*
- Policy CCD-1.14 The City will not allow drive-through features within the Downtown Waterfront Specific Plan Area or Priority Development Area.*

- Policy CCD-1.15 For new higher-density residential, mixed-use, and non-residential development proposed in the Downtown Waterfront Specific Plan Area and Priority Development Area, the City will encourage applicants to provide buildings along the property frontage that are at least 3/4ths as tall as the adjacent street right-of-way is wide.*
- Policy CCD-1.16 Walls and landscape buffers are not encouraged between residential and nonresidential uses unless there is no feasible alternative through site planning and design to address noise, vibration, light, glare, air pollution, and or other demonstrated physical compatibility issues between adjacent land uses.*
- Policy CCD-1.17 Trash bins, HVAC equipment, and other required mechanical equipment should be located in areas that are accessible for their intended use and screened from view along public rights-of-way.*
- Policy CCD-1.18 Colors and logos associated with a company shall not be a significant architectural element in any new development. Commercial signage should be restrained in size and height and shall not involve any more than one square foot of building signage for each linear foot of building frontage facing a public street.*

Program 1-1 Revise Zoning Ordinance.

The City will revise the Zoning Ordinance, consistent with the policy direction included in the 2035 General Plan, to provide updated design guidance for new developments.

Program 1-2 Revise Downtown Waterfront Specific Plan Design Guidelines.

The City will seek funding to amend the Downtown Waterfront Specific Plan, including an update to the design guidelines.

Program 1-3 Development Guidelines for Architecture and Site Planning.

The City will seek funding to update the Development Guidelines for Architecture and Site Planning to be consistent with the 2035 General Plan. Updated Design Guidelines could be for the entire City, with a chapter to address the Downtown Waterfront Specific Plan Area, or could be separate from the Downtown Guidelines.

Goal CCD-2 Improve Design Quality in Existing Neighborhoods and Business Districts.

Objective CCD-2 Enhance design and character in existing neighborhoods.

- Policy CCD-2.1 The City will support projects in existing developed areas to add and enhance pedestrian connections, public art, natural drainages, shade trees and other landscaping, and make other improvements to the public realm, as needed, to improve the quality of design in existing neighborhoods and business districts.*
- Policy CCD-2.2 The City should upgrade older developed areas with the planting of shade trees and landscaping along roadways and in surface parking areas, installation of decorative low walls and fences, street furniture, decorative lighting, and the screening of trash bins and HVAC equipment.*



- Policy CCD-2.3** *The City will support the construction of new pedestrian bridges, roadways, trails, as appropriate and as funding is available to increase connectivity between Downtown and other areas of Suisun City and between Suisun City and Fairfield. As new connections are created, they should add appropriate landscaping, drainage, and pedestrian and bicycle amenities.*

Program 2-1 Public Improvements to Enhance Existing Developed Areas.

The City will seek grant funding from regional, state, and federal sources, as available, to identify and make priority improvements that enhance the design environment in existing neighborhoods and business districts and help to leverage private investment.

Key Community Gateways

From the west, the first impression of a visitor to Suisun City is shaped by the elevated views of the Downtown Waterfront Area. Along SR 12 from the east, the visual impression of the City is shaped by newer residential and commercial developments. The northern gateways into the Suisun City Planning Area are along Pennsylvania Avenue, Sunset Avenue, and Walters Road from Fairfield. Other gateways into the community include the pedestrian crossing from downtown Fairfield and the Suisun Slough. Suisun City has the opportunity to create distinctive design environments in these areas to welcome people and distinguish the City from its neighbors. Exhibit 2-6 illustrates the locations of Key Community Gateways.

Goal CCD-3 Increase the Visual Attractiveness of Key Community Gateways.

Objective CCD-3 **Provide a visual environment at important gateways that gives visitors an immediate positive impression of Suisun City.**

- Policy CCD-3.1** *Key Community Gateways include SR 12 east of the City limits, Sunset Avenue at the Southern Pacific Railroad tracks, Walters Road between Tabor Avenue and Prosperity Lane, SR 12 near Ledgewood Creek, Cordelia Road in the western edge of the Planning Area, Pennsylvania Avenue at SR 12, the pedestrian crossing from downtown Fairfield, and the Suisun Slough.*
- Policy CCD-3.2** *Key Community Gateways should provide distinctive entrances to Suisun City that enhance the image of, and reflect the natural environment, history, culture, and identity of the community.*
- Policy CCD-3.3** *New developments visible from Key Community Gateways should provide an attractive streetscape environment; preserve healthy native vegetation and add new landscaping to enhance aesthetics; and frame views of waterways and surrounding hills and mountains, where possible.*
- Policy CCD-3.4** *The City will support construction of attractive civic landmarks, public artwork, and other public improvements in areas near Key Community Gateways.*
- Policy CCD-3.5** *New private developments shall provide attractive building façades and locate surface parking in a way that reduces the visual dominance in areas adjacent to, and visible from Key Community Gateways.*

Policy CCD-3.6 The City will support the installation of attractive signage and lighting in Key Community Gateways that directs visitors to the Downtown, parks, schools, and other important civic areas.

Program 3-1 Design Guidelines for Key Community Gateways.

The City will prepare and implement design guidelines for Key Community Gateways, consistent with General Plan policy. This will include landscaping requirements, building materials and orientation, lighting, signage, and other important physical elements of development. These guidelines should be incorporated into the Zoning Ordinance or Citywide design guidelines.

Streetscapes

Like entryways and gateways, streetscapes contribute greatly to a visitor's visual impression of a city. Since streets are the most abundant of public spaces and provide the major connections between places in Suisun City, they help to define the City's sense of place. The Circulation Element provides guidance for the circulation network itself, but the Community Character and Design Element focuses on the improvement of the character of the City's streetscapes and contributing to the local quality of life. High-quality streetscapes will improve the community character of Suisun City and make travel through the City more pleasant and convenient for all residents, business owners, and visitors.

Goal CCD-4 Design Streetscapes to Create Attractive and Comfortable Spaces for People.

Objective CCD-4 Provide a comfortable visual environment along streetscapes throughout the community.

Policy CCD-4.1 New streets shall provide comfortable travel areas for pedestrians, bicyclists, and drivers to facilitate multi-modal travel for people of all ages.

Policy CCD-4.2 New developments shall provide connecting streets with short blocks that create a pedestrian-scale environment.

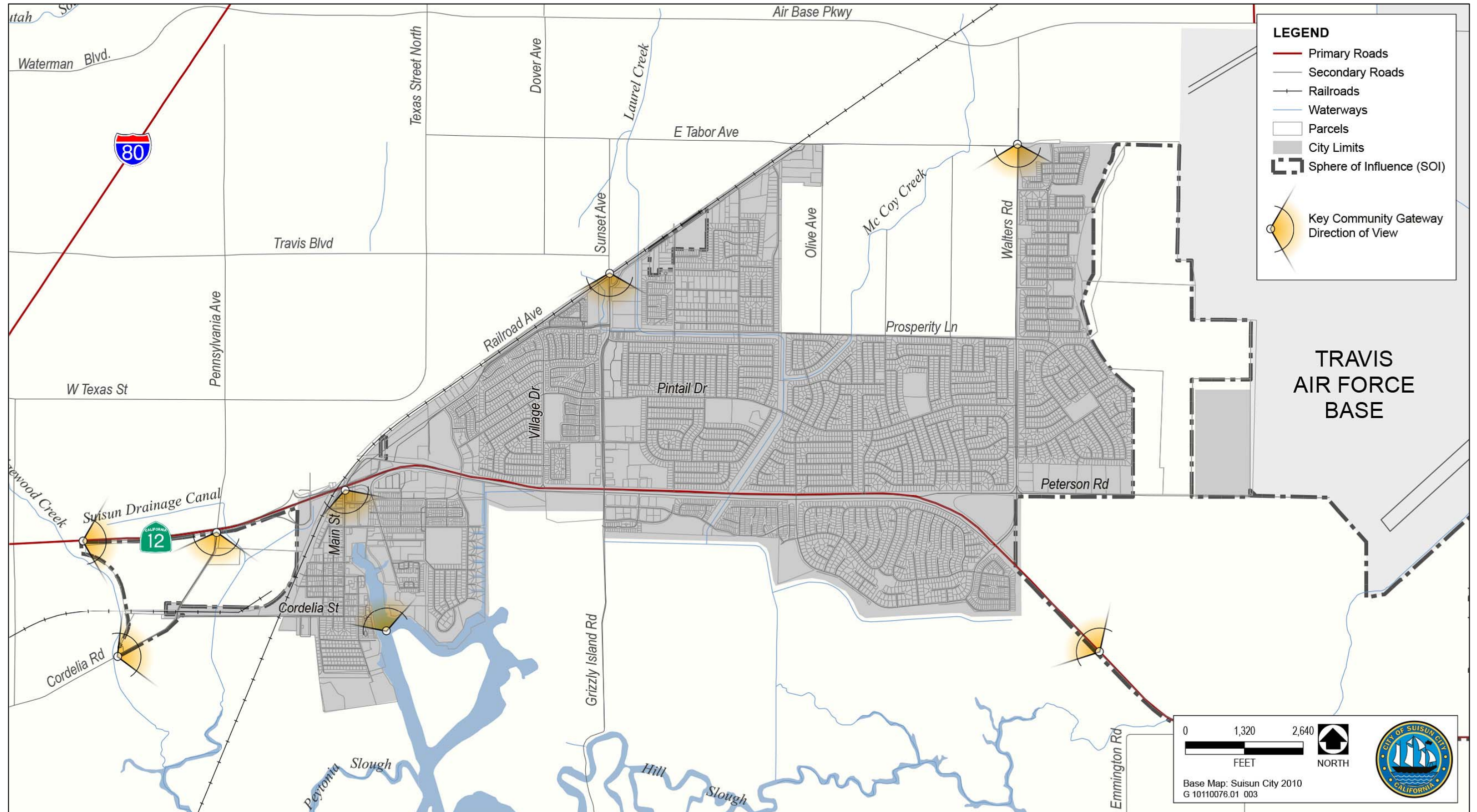
Policy CCD-4.3 New developments shall provide direct access routes to buildings from sidewalks and parking areas for pedestrians and bicyclists.

Policy CCD-4.4 The City will require visually attractive streetscapes with street trees, planting strips, attractive transit shelters, benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.

Policy CCD-4.5 New developments shall provide for trees at an average frequency of one every 20 feet on center along City streets.

Policy CCD-4.6 Redevelopment projects should incorporate new trees into project design, as feasible.

Policy CCD-4.7 The City will add street trees in existing developed areas, as feasible, with the goal of a complete street tree canopy.



Source: AECOM 2011
Exhibit 2-6

Key Community Gateways



Exhibit 2-7 **Street Furniture in High Pedestrian Activity Area**

- Policy CCD-4.8 New utilities shall be installed underground. Aboveground utilities along public rights-of-way should be undergrounded, as feasible.*
- Policy CCD-4.9 Benches, trash receptacles, drinking fountains, bus shelters, signage, and other improvements should be located along sidewalks and designed to enhance the visual environment and provide a welcoming place for pedestrians.*
- Policy CCD-4.10 The City will work with Caltrans to install aesthetic and functional improvements along the SR 12 corridor, including landscaping, trees, pedestrian and bicycle pathways separated from the travelway, and noise attenuation improvements.*
- Policy CCD-4.11 The City will support efforts to reduce the visual impact of surface parking lots on the character of streetscapes.*

Program 4-1 Street Tree Planting Program in Reinvestment Areas

The City will identify funding to support planting street trees in the Downtown Waterfront Specific Plan Area and other existing developed areas in order to provide shade, aesthetic relief, and other benefits.

Opportunity Areas

While Suisun City is largely built-out, it does have several areas where the City is promoting development or redevelopment as a part of the 2035 General Plan. Please see the Land Use Element for map and a description of the allowable uses for these "Opportunity Areas." Following is guidance for the design of these areas.

The Opportunity Areas are:

- 1) **Northwest Downtown.** The Northwest Downtown Opportunity Area is located in the northwestern portion of the Downtown area. This Opportunity Area includes Suisun City's train station.
- 2) **Northeast Downtown.** The Northeast Downtown Opportunity Area is located north and northeast of Downtown. Much of the area is bordered by the railroad, and the area has easy access to SR 12.
- 3) **Downtown Marina.** The Downtown Marina area is located at the southern end of the Downtown area directly adjacent to the water on the eastern side of Suisun Slough.
- 4) **South Sunset Avenue.** This area is near the intersection of SR 12 and Sunset Avenue. Part is located south of SR 12 between existing residential developments, and part is located on an existing shopping center north of the highway.
- 5) **North Sunset Avenue.** The North Sunset Avenue Opportunity Area is located in the northern central portion of the City, east of Sunset Avenue and directly south of the railroad.

Development of these Opportunity Areas could involve new uses on vacant or underutilized properties, as well as rehabilitation and renovation of existing structures and properties. The City's intent is to promote compact, mixed-use development in these Opportunity Areas in order to improve to overall design character, provide additional revenue to the City, add jobs, and offer new housing opportunities. Development in the Opportunity Areas should use design approaches that create vibrant and attractive places to live and do business.

Goal CCD-5 Develop Opportunity Areas to Enhance the City's Character

Objective CCD-5 Improve the overall design character of each of the Opportunity Areas during General Plan buildout.

- | | |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Policy CCD-5.1</i> | <i>The City will encourage – through entitlement streamlining, flexibility in development standards, fee structures, and other incentives – infill development of vacant or underutilized properties within Opportunity Areas.</i> |
| <i>Policy CCD-5.2</i> | <i>The City will encourage creative design approaches, where necessary, to allow for mixed-use development within Opportunity Areas.</i> |
| <i>Policy CCD-5.3</i> | <i>The City will encourage the reuse of buildings of historical or architectural value in Opportunity Areas.</i> |
| <i>Policy CCD-5.4</i> | <i>The Northwest Downtown and Northeast Downtown Opportunity Areas shall be designed to accommodate transit use by residents of future projects within these areas, as well as patrons and employees of future residential projects. Site planning and building design should reduce exposure to air pollutants and noise associated with the railroad and SR 12 for future residents.</i> |
| <i>Policy CCD-5.5</i> | <i>New residential developments in the Downtown Marina Opportunity Area should incorporate residential designs that are present in the area directly to the north.</i> |
| <i>Policy CCD-5.6</i> | <i>The City encourages the construction of additional buildings to replace underutilized parking in the South Sunset Avenue Opportunity Area. Additional commercial</i> |



buildings could be constructed adjacent to Sunset Avenue. New buildings should be placed close to the front property line throughout the South Sunset Avenue Opportunity Area, both north and south of SR 12.

Policy CCD-5.7 *The City encourages attractive building façades constructed near the front property line in the North Sunset Avenue Opportunity Area in areas visible from this Key Community Gateway. Site planning and building design should reduce exposure to air pollutants and noise associated with the railroad and SR 12 for future residents.*

Program 5-1 Facilitate Development of Opportunity Areas

The City will proactively coordinate with property owners to facilitate development of Opportunity Areas in a way that is consistent with the 2035 General Plan. As a part of this program, the City will investigate regional, state, and federal funding that may be available to make public realm improvements, increase infrastructure capacity, and rehabilitate and reuse of buildings of historical or architectural value.

Views and Visual Access

Suisun City's unique waterfront location and proximity to Suisun Marsh, the Vaca Mountains, Cement Hill, and the Coastal Range, provide for scenic views (see Exhibits 2-8 and 2-9). The City has the opportunity during buildout of the 2035 General Plan to preserve and enhance scenic views in the context of development and conservation efforts.

The City does not necessarily consider changes to the existing visual character through urban development to be an adverse change. In fact, the City's built environment, such as the historic architecture around the Downtown Waterfront Area, makes a very important and positive contribution to the community's visual character. New development can be designed with existing scenic views in mind and can even increase public access to important aesthetic resources.

Thoughtful site planning and design can provide residents with surveillance, territorial control, and community policing. The more people and "eyes on the street," the more that crime can be prevented through community design.

Goal CCD-6 Preserve and Enhance Scenic Views in Suisun City.

Objective CCD-6 **Increase visual access to the Suisun Marsh, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains.**

Policy CCD-6.1 *Locally important scenic resources include the Suisun Marsh, the Coastal Range, Cement Hill, the Potrero Hills, and the Vaca Mountains. Locally important scenic vistas are those available from public properties and rights-of-way of locally important scenic resources.*

Policy CCD-6.2 *New developments shall be designed to retain or enhance views along existing public rights-of-way of locally important scenic resources, to the extent feasible.*



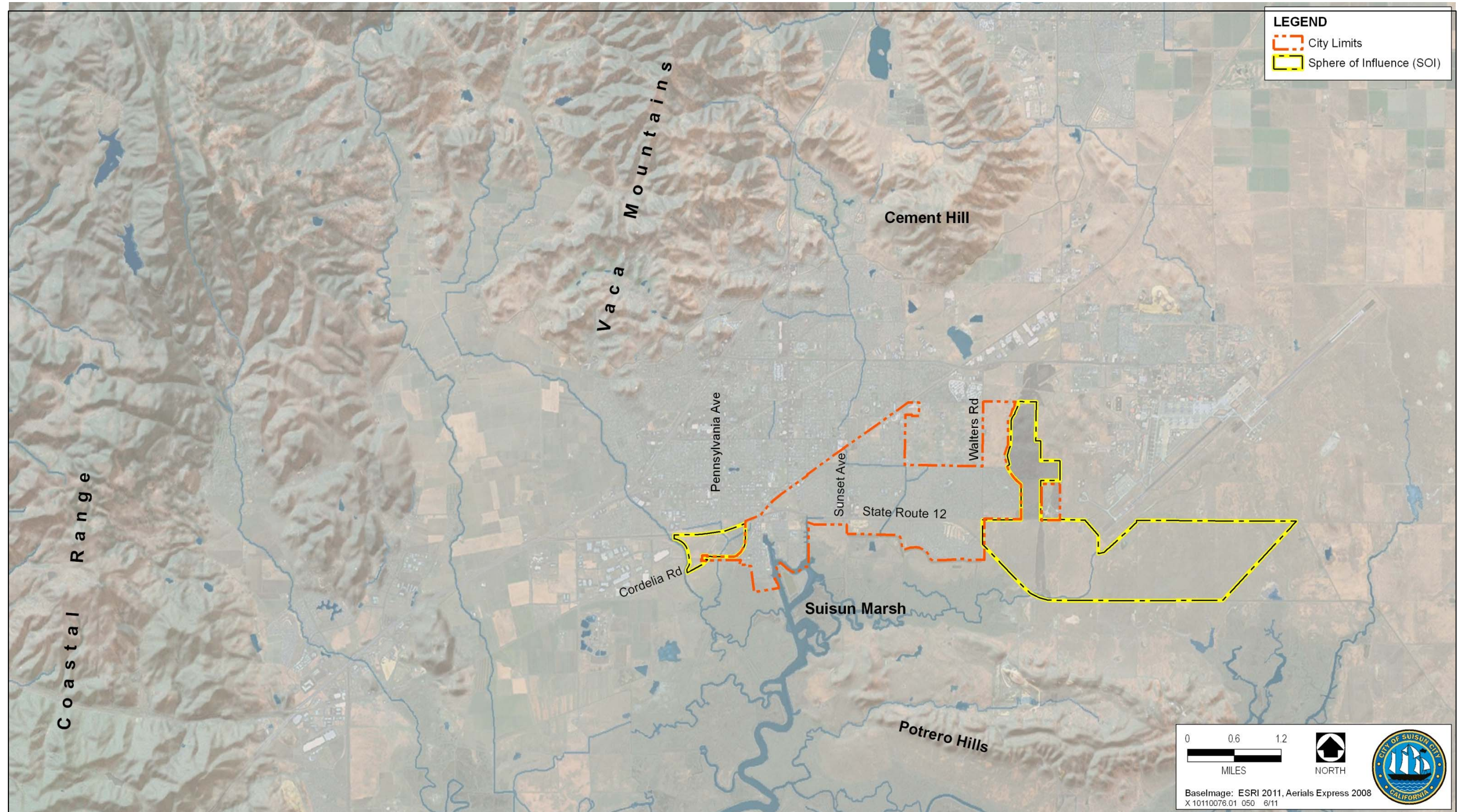
Exhibit 2-8

Suisun City's Unique and Scenic Waterfront

- Policy CCD-6.3 New developments should be designed, where feasible, to frame views of locally important scenic resources, by providing direct lines of sight along public rights-of-way and open space in areas where these features are prominently visible.*
- Policy CCD-6.4 The City will not consider urban development that is consistent with General Plan community design policies to represent a degradation of visual character for the purpose of environmental impact analysis.*
- Policy CCD-6.5 The City will preserve and enhance visual connections to Suisun Marsh, including the development of environmentally-sensitive recreational facilities, as funding is available.*

Goal CCD-7 Promote casual surveillance of public and semi-public spaces.

- Objective CCD-7 Implement design solutions that establish a sense of security in neighborhoods, recreational areas, and business districts.**
- Policy CCD-7.1 Windows and active rooms in new buildings should allow occupants to view yards, corridors, entrances, streets, alleys, and other public and semi-public places.*
- Policy CCD-7.2 New developments should front onto adjacent parks and open space, or provide windows, outdoor seating areas or other orientation to these features.*
- Policy CCD-7.3 New commercial development shall provide secure locking of bicycles in locations that can be observed from inside proposed buildings.*



Source: Suisun City 2011

Exhibit 2-9

Scenic Resources



Light and Glare

Nighttime lighting sources include security lighting on buildings, street lighting, lighting for parking areas, lighting for sports fields, vehicle headlights, and other sources, which can affect nearby properties and directly and indirectly contribute to skyglow and light pollution. Lighting is needed to provide for security and allow mobility and activities at night. However, policy guidance is also needed to ensure that lighting used in new development is attractive, and that light and glare associated with existing and proposed development does not create safety or aesthetic problems.

Goal CCD-8 Avoid light spillage and adverse effects of glare.

Objective CCD-8 Incorporate design approaches, as necessary, to provide attractive lighting and ensure that new developments do not create significant effects related to light or glare.

Policy CCD-8.1 Low, pedestrian-scaled, ornamental lighting should be emphasized in new developments in order to avoid adverse effects on adjacent uses.

Policy CCD-8.2 New developments shall use attractive lighting that is complementary to the design of proposed structures.

Policy CCD-8.4 Light fixtures shall aim light sources downward and provide shielding to prevent glare and reflection.

Policy CCD-8.5 Permanent lighting cannot blink, flash, or be of unusually high intensity or brightness. Lighting standards shall avoid the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for lighting of public areas or for lighting within residential neighborhoods.

Policy CCD-8.6 New developments shall not include reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists. Bare metallic surfaces, such as pipes, vents, and light fixtures shall be painted to minimize reflectance.

Policy CCD-8.7 Sports lighting shall be located and designed to direct lighting to playfields and avoid light spillage outside of the property.

Program 8-1 Site Design for Lighting and Glare

The City will review and condition new developments, as necessary, to avoid introduction of light and glare that would adversely affect motorists, bicyclists, and pedestrians using public travelways. New developments have several design options that can be used, as appropriate to avoiding substantial adverse light and glare effects, including: carefully planning the location and orientation of on-site lighting, use of non-reflective paint and building materials, use of vegetation screening or shielding of light at the source, use of directional or lower-intensity lighting, use of timing devices or sound/motion-controlled lighting, or other techniques.



Exhibit 2-10 Attractive Lighting Consistent with the Design Character



Chapter 3

Land Use

Introduction

The Land Use Element sets guidelines for managing land use change. Land use designations define allowable density and land uses. The Land Use Diagram illustrates the location of each of these uses. Goals, objectives, policies, and programs in this Element guide land use change to achieve many goals: maintaining and enhancing quality of life in neighborhoods; promoting revitalization and economic development; encouraging development in Opportunity Areas; accommodating destination land uses; and ensuring orderly and efficient long-term growth.

The Land Use Element is critical for achieving goals and objectives of other General Plan elements. For example, land use and density policies in this Element are important aspects of design, as defined in the Community Character and Design Element. The Land Use Diagram (in this Element) and Transportation Diagrams (Transportation Element) were drafted in tandem so that transportation facilities can serve demand generated by local development. Land use programming in this Element is used to plan infrastructure and facilities, as noted in the Community Facilities and Services Element. Land use change allowed under this Element will be subject to policies and programs in the Open Space and Conservation Element, so that growth is managed in a way that preserves important open space and conserves natural resources. The Housing Element describes the City's ability to provide for a variety of housing needs, keyed to the Land Use Designations in this Element. Regulating land use in specific areas is also important to achieving the goals and objectives of the Public Health and Safety Element.

Related General Plan Guiding Principles

Prior to initiating work on the 2035 General Plan, the City Council directed staff to incorporate a set of Guiding Principles into the Update. Following are select Guiding Principles from this list that are relevant to the Land Use Element.

Community Character

Suisun City will strive to enhance the City's authentic, local identity as a vibrant waterfront community.

- Focus higher density development and mixed-use projects in areas adjacent to the train/intermodal depot.

Destination Tourism and Entertainment

Suisun City will encourage the development of uses and protection of resources that attract visitors, enhancing the community as a tourism destination.

- Promote a vibrant downtown that provides both daytime and nighttime activities to attract visitors.
- Provide a variety of high-quality passive and active recreation and leisure activities.
- Promote arts and culture in the community, including theaters, galleries, museums, music venues, and other activities.

Downtown

Suisun City will continue to develop the downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront character.

- Develop the downtown as the social and cultural heart of the community.
- Strategically develop the Priority Development Area to provide convenient, attractive housing, shopping, services, and employment in the downtown neighborhood.

Neighborhood Vitality

Suisun City will ensure that neighborhoods maintain their character and vitality.

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



Quality of Community Life

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

- Encourage our community to live, work, and play locally, while supporting social and cultural activities, facilities and programs.
- Provide a full-spectrum of activities and services to meet the needs of the entire community, including youth and seniors.

Sustainability

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

- Use sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.



Exhibit 3-1 **Downtown Suisun City and Surrounding Neighborhoods**

Diagrams and Standards

The following discussion defines General Plan Land Use Designations in detail. Please refer to the Community Character and Design Element for additional information on building orientation, site layout, bulk, and other design guidance.

Density and Intensity

California planning law requires that General Plans include standards of density and building intensity. These standards describe the desired size of buildings and intensity of use compared to the size of parcels of property.

As used in the General Plan, “density” refers to the relationship between the number of housing units and land area (for example, dwelling units per gross acre). Similarly, “intensity”

refers to the relationship between gross floor area and land area for nonresidential development (for example, floor area ratio [FAR] of 1.0) (See Exhibit 3-2). Allowable density and intensity for each General Plan Land Use Designation is described in Table 3-1.¹

Gross acreage and net acreage are commonly used measurements of area in planning and zoning. A gross acre is all land (including streets, other rights-of-way, and easements) designated for a particular use, while net acreage excludes streets, other rights-of-way, and other areas not included within legal lots. Gross acreages are more often used in general plans and net acreages are typically used in zoning codes and other regulatory documents containing specific development standards. The General Plan uses gross acreage to define allowable residential density and FAR for non-residential density. The Zoning Ordinance requires compliance with the General Plan’s density and FAR standards.²

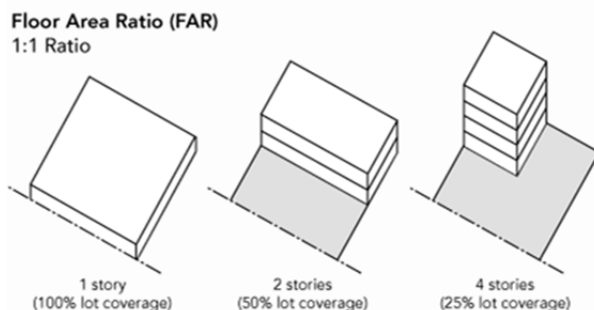


Exhibit 3-2 Floor Area Ratio of 1.0

Land Use Diagram and Designations










The Land Use Diagram (Exhibit 3-3) shows the location, distribution, and extent of allowable land use within the City and Sphere of Influence. Development proposals will be evaluated against the Land Use Diagram, as well as narrative policies and other policy diagrams. The Land Use Diagram illustrates the location of each of Suisun City’s Land Use Designations. Table 3-1 describes the City’s intent and allowable land use within each Land Use Designation. Land Use Designations are broad enough to allow an appropriate level of flexibility, but clear enough to provide sufficient direction to carry out the 2035 General Plan.

¹ The actual density and intensity of development projects will depend on the physical constraints inherent in the property, the design creativity exhibited by the development, and the need to meet landscaping, parking, open space, and other requirements that apply independently of the allowed building density.

² In addition, the Zoning Ordinance regulates building height, building site area and depth, lot width, side yards, and other development features that relate to maximum allowable density and intensity.



Table 3-1
Land Use Designations, Allowable Land Use, Density, and Intensity

Land Use Designation		Allowable Land Use	Density / Intensity
		<u>Downtown Waterfront Specific Plan</u> Provides for a wide range of uses allowed by the Downtown Waterfront Specific Plan, including “horizontal” (same site) and “vertical” (same building) mixed retail, commercial service, professional office, public services and facilities; research, assembly, fabrication; low-, medium-, and higher-density dwelling units; and other compatible uses. Mixed-use projects may use FAR to regulate intensity of combined residential and nonresidential sites or may use the FAR and density (units per acre) separately for the nonresidential and residential portions of the project.	0.5 to 3.0 FAR 8 to 45 units per gross acre
		<u>Lower-Density Residential</u> Provides for single-family, attached and detached residences, secondary dwelling unit, public services and facilities, home occupations, and other compatible uses.	4 to 10 units per gross acre
		<u>Medium-Density Residential</u> Provides for attached and detached single-family residences of all types, including small-lot and zero-lot line homes, ‘pull-apart’ style and attached townhomes, clustered homes around a courtyard, “six-pack” lots, and other designs. Also provides for garden apartments, rowhouses, townhomes, condominium projects in different configurations and other types of single- and multi-family housing, second accessory units, public services and facilities, live-work units, home occupations, other compatible uses.	10 to 20 units per gross acre
		<u>Higher-Density Residential</u> Provides for townhomes, apartments, condominiums, other types of multi-family housing, public services and facilities, live-work units, home occupations, and other compatible uses.	20 to 45 units per gross acre
		<u>Commercial Mixed Use</u> Provides for retail and service commercial operations; research, assembly, fabrication, storage, distribution, and processing uses; professional offices; public services and facilities; and other compatible uses, such as higher-density dwelling units.	0.25 to 1.0 FAR
		<u>Mixed Use</u> Provides for “horizontal” (same site) and “vertical” (same building) mixed-use development. Allows retail, commercial service, professional office, public services and facilities, and other compatible uses. Allows higher-density residential uses, as described in the “Higher-Density Residential” Land Use Designation. Mixed-use projects may use FAR to regulate intensity of combined residential and nonresidential sites or may use the FAR and density (units per acre) separately for the nonresidential and residential portions of the project.	0.3 to 1.0 FAR 10 to 45 units per gross acre
		<u>Civic</u> Provides for a variety of public services and facilities, such as recreation, public gathering spaces, schools, child care, agency offices and service centers, health clinics, fire stations, police stations, community halls and centers, other infrastructure, places of worship, and other cultural and civic land uses.	0.10 to 1.0 FAR
		<u>Park</u> Provides for developed active and passive public parkland, linear parks, and associated recreation facilities and services. Land within this designation may also be used for stormwater management, stormwater retention, natural areas, and buffering between incompatible uses, public facilities and services, and other compatible uses.	0.10 to 0.50 FAR
		<u>Agriculture and Open Space</u> Provides for conservation of natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural resources, wetlands, and other resources for sustainable use, enjoyment, extraction, and processing. Allows for mitigation banking, as well as environmentally sensitive developed uses, including agriculture, recreation, cemeteries, cultural uses, and public facilities, services, and infrastructure.	1 dwelling unit and 1 second unit per parcel Up to 0.5 FAR

Note: Maximum residential density does not apply to second units.

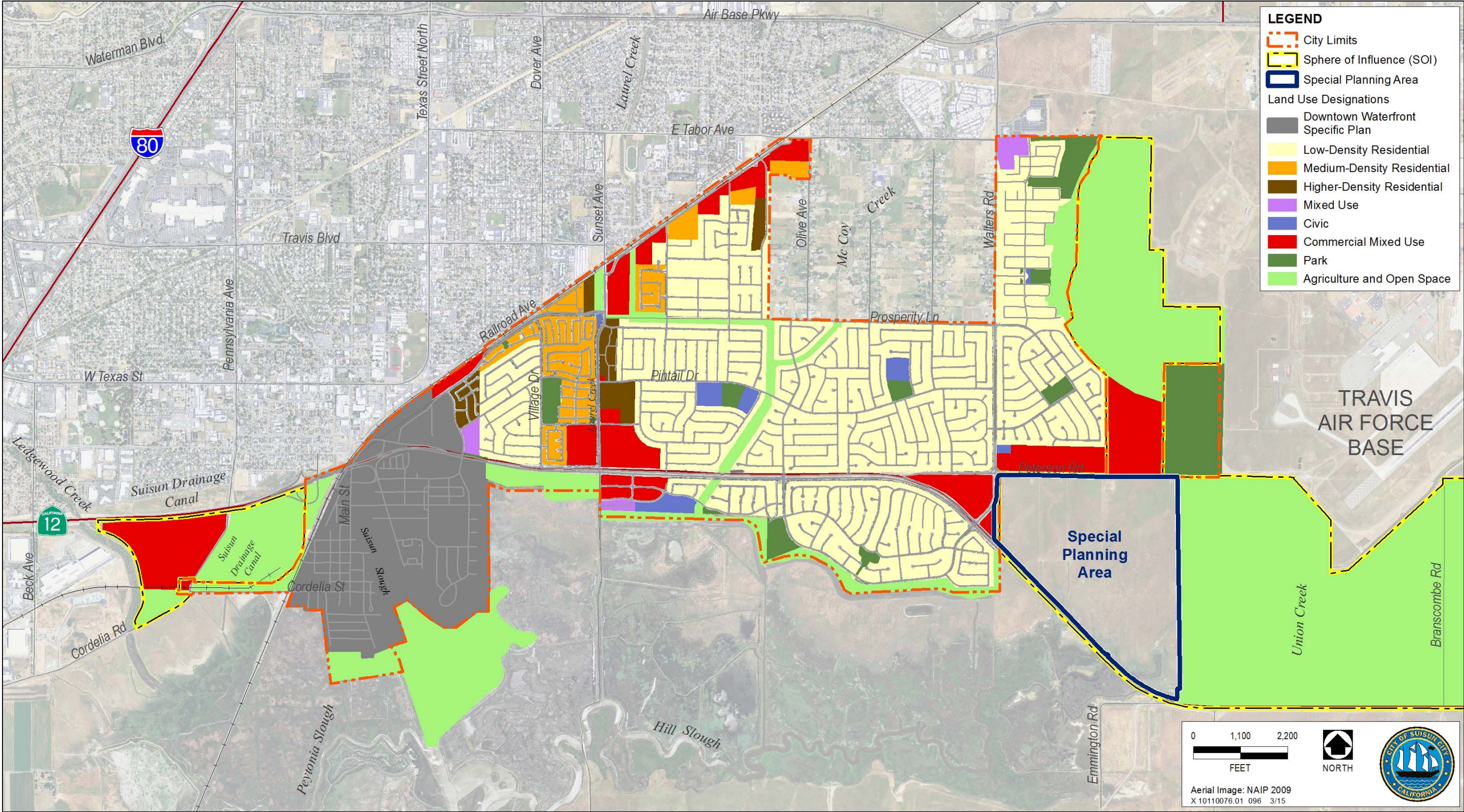


Exhibit 3-3

Land Use Diagram



Downtown Waterfront Specific Plan

The Land Use Diagram and Land Use Designations provided on the previous pages will guide development and conservation efforts over the long term throughout the City. In addition, the City has developed a plan to guide development and conservation in the historic downtown area: the Downtown Waterfront Specific Plan (DWSP).

The DWSP regulates land use and design downtown, with the intent of facilitating rehabilitation and revitalization of Old Town and the Waterfront, while preserving important elements of the historic character and protecting natural resources. The DWSP identifies residential, commercial, public, and mixed-use Land Use Districts that allow a range of uses at different densities and intensities. Please refer to the DWSP, under separate cover, for more detail.

Special Planning Area

The City has identified a "Special Planning Area" for follow-on planning consistent with the General Plan (Exhibit 3-3). The City prepared the following guidelines for the Special Planning Area, to be implemented through a program provided later in this Element.

- I. Promote development that enhances existing opportunities and builds on community vision and goals.
 - a. Encourage development that takes advantage of the Suisun Marsh, such as lodging and tourism activities.
 - b. Encourage development that takes advantage of traffic on Highway 12 and Jepson Parkway, resulting in spending by non-residents, such as a travel center or other transportation-related or visitor-serving uses.
 - c. Encourage development that assists Travis AFB, such as providing a travel center for truckers serving the Base.
 - d. Encourage development that provides job creation.
 - e. Encourage development of commercial and professional uses that support the nearby residential neighborhoods.
 - f. Consider the balance of land uses in the City at the time of proposed development and encourage development that addresses uses that are lacking.
- II. Foster development that benefits the City over the long term.
 - a. Demonstrate that proposed development either provides significant on-going revenue generation or provides other positive quantifiable benefits to the City.
 - b. Design future development that enhances the City's gateway, creating a sense of "arrival."
 - c. Focus efforts on developing retail opportunities that bring sales tax revenue and address retail leakage.
- III. Protect Travis AFB and its mission, while encouraging development that benefits the Base.
 - a. Demonstrate that proposed uses and physical development are likely to sustain the Base's mission and minimize negative impacts.
 - b. Design development to be consistent with the Travis Airport Land Use Compatibility Plan.
 - c. Design development that meets all security requirements of the Base.
- IV. Identify infrastructure needed to serve development anticipated through 2035.

- a. Design site access and internal circulation as part of initial development.
- b. Design infrastructure, such as water system, sewer system, and stormwater system as part of initial development.
- V. Plan development with sensitivity to environmental resources.
 - a. Encourage uses that are not only compatible with, but enhanced by the environmental resources on site.
 - b. Encourage clustering of development to minimize environmental impacts.
 - c. Encourage on-site mitigation, where possible.
- VI. Streamline the development application and entitlement review process.
 - a. Provide clear and complete information regarding the entire application and entitlement process, including impact fees and other costs.
 - b. Provide help to developer in negotiating the LAFCO annexation process.
 - c. Serve as the liaison between the City's various departments and Special Planning Area developer/s.
 - d. Foster an open and objective dialogue with Special Planning Area developer/s regarding City's interests and development requirements.

General Plan Buildout Estimates

The City has provided land with the appropriate designations to accommodate housing needs, jobs, and commercial and civic services through 2035. The 2035 General Plan could accommodate a total population of approximately 32,400, 11,300 dwelling units, 10,900 local jobs, and 5.8 million square feet of non-residential development at buildout of the Land Use Diagram (Exhibit 3-3). In addition, the 2035 General Plan accommodates additional parks and recreational facilities, school facilities and expansions, open space for conservation and for passive recreational use, open space buffers, drainage areas and non-vehicular trails, public infrastructure, and other improvements.

New development under the 2035 General Plan could add approximately 200 lower-density dwelling units, 500 medium-density dwelling units, and 1,100 higher-density dwelling units. The 2035 General Plan accommodates a wide range of non-residential development, as well, which could include 500,000 additional square footage of office space, more than 3 million additional mixed commercial square footage, and 500,000 square feet of new light industrial/assembly uses.

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

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



Goals, Objectives, Policies, and Programs

Neighborhoods

Most Suisun City neighborhoods are built out or nearly built out, and not likely to change substantially over the next couple of decades. The City will encourage reinvestment efforts that maintain and improve the functionality and attractiveness of these areas. In addition, there are neighborhoods with room to grow. The City's intent is for development under the General Plan to accommodate a diverse local economy and meet the housing needs of existing and future residents. Buildout of the General Plan will include a variety of new commercial operations and housing types. The City envisions that the diversity of development opportunities allowed under the General Plan will help make for more "complete neighborhoods" – those that integrate gathering places, shopping, services, parks and other civic amenities. Under the 2035 General Plan, neighborhoods will have better access to commercial and civic services, more places to bike and walk, more places to gather with friends and neighbors, and better access to jobs and public transit.

Demographic changes are very important in managing land use change. Among other trends, the City will need to plan for a greater number of smaller households and households without children. In general, these households are more interested in neighborhoods that are walkable, bikeable, and/or have transit access to employment and services, such as grocery stores, parks, restaurants, and other destinations. The City's land use, transportation, and design policies can help to meet the demand for such neighborhoods.³ In addition to the policies and programs below, please refer to the Transportation Element and Housing Element, which also describe the City's strategy to promote diversity of commercial opportunities, access to employment, mobility, housing options, and more complete neighborhoods.

Goal LU-1	Preserve and enhance the quality of life in Suisun City's neighborhoods.
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Objective LU-1	Allow incremental change in Suisun City's neighborhoods that accommodates demographic shifts and meets evolving resident needs.
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<i>Policy LU-1.1</i>	<i>The City will encourage reinvestment in existing buildings and development of vacant and underutilized properties within existing neighborhoods.</i>
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<i>Policy LU-1.2</i>	<i>The City will encourage renovation, remodeling, additions, and redevelopment of single-family homes in order to help add diversity to the existing housing stock.</i>
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³ With Baby Boomers aging, the population in California over 65 years in age will double between 2010 and 2030. In Solano County, the population aged 19 years and younger is anticipated to decrease from 28% to 25% between 2010 and 2035. The population aged 65 and older is anticipated to grow from 13% to 22% during the same period. For more details, please see: Association of Bay Area Governments, ABAG's Projections 2009.

- Policy LU-1.3 The City will guide land use change so that public gathering places, commercial services, recreational or other civic uses, and cultural destinations are within walking or biking distance, or accessible via public transit to as many Suisun City residents as feasible.*
- Policy LU-1.4 The City will collaborate with other service providers to invest in community centers, parks, and other public facilities and services, add street trees, and make other improvements to existing neighborhoods, as funding is available.*
- Policy LU-1.5 The City will work with neighborhood organizations, community groups, and residents to ensure efficient provision of services tailored to the needs and preferences of each neighborhood.*

Program LU-1.1 Neighborhood Investment

The City will maintain and publicize an inventory of vacant or underutilized properties and facilities. This list will be periodically reviewed to identify investment opportunities for future public facilities.

Program LU-1.2 Streamline Renovations

The City will encourage property owners to complete remodels, additions, and updates to facilitate the upkeep of neighborhoods. The City will create a free online permitting system for common activities, including but not limited to: interior renovations; installation of sprinkler systems; construction of decks; façade renovations; conversions to duplexes; and construction of second dwelling units.

Program LU-1.3 Integrate Civic Amenities

The City will periodically assess whether the location of public buildings and facilities is effectively serving residents and revise the Zoning Ordinance and facilities plans, if needed, to facilitate more convenient locations for civic uses within neighborhoods.



Exhibit 3-4

Park Integrated into Suisun City Neighborhood



Downtown Waterfront Area

The City has been phenomenally successful in revitalizing the Downtown Waterfront Area. Downtown represents a unique setting that can attract additional housing, retail, services, offices, and cultural uses. In addition to the historic architecture and pedestrian-friendly streetscape, Downtown has unique natural amenities, such as natural waterways and wetlands associated with the Suisun Slough.

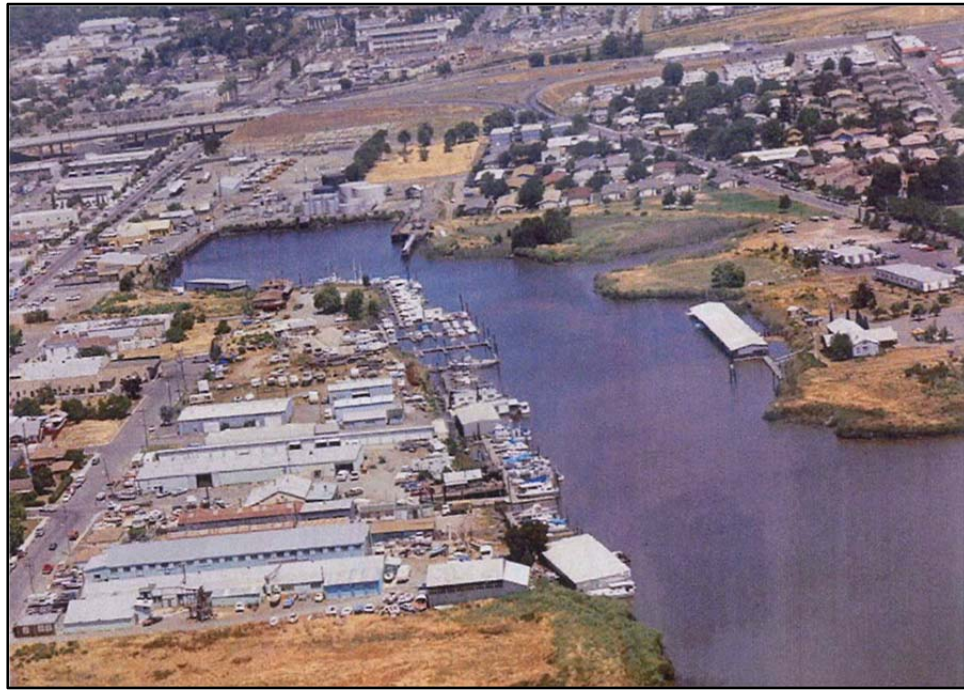


Exhibit 3-5 **Downtown Suisun City in 1987 (top) and 2007 (bottom)**

The Downtown Waterfront Specific Plan has guided land use change in Suisun City's historic downtown since 1990. Just as the General Plan requires updating from time to time, it will be necessary in the future to revisit the Specific Plan to ensure that it properly accounts for current economic, environmental, and social conditions; allows for change as market conditions, community needs, and community preferences evolve; and is consistent with the 2035 General Plan.



Exhibit 3-6

Train Depot in Downtown Suisun City

The City has vacant and underutilized land surrounding the train station, including areas designated by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission as a regionally important Priority Development Area. The Priority Development Area includes all areas within the City's Downtown Waterfront Specific Plan Area, as well as areas north of the Specific Plan Area near the train depot.

ABAG and MTC are responsible for developing a Sustainable Communities Strategy (SCS) that would coordinate land use and transportation planning in a way that reduces the dependence on personal use vehicles. The SCS was drafted with the goal of reducing per-capita automobile and light-duty truck greenhouse (GHG) emissions by 7% in 2020 and 15% in 2035 compared to 2005 levels. Future regional transportation plan and SCS updates would presumably revise these targets. Since regional transportation plans are a very important tool for dispersing regional transportation funding, the City has coordinated its land use, design, and transportation planning policies to enhance the share of regional resources to support local development priorities.

The SCS articulates how the region could grow in a more sustainable manner, identifying growth areas, including the area around the train depot in Suisun City.⁴ ABAG and MTC use "place types" to communicate the general characteristics of these growth areas. Suisun City's depot area is identified as a "Transit Town Center," which would function as a local-serving center of economic and community activity, with a mix of origin and destination trips. The Transit Town Center place type is consistent with the City's vision for the area around the train depot, as expressed in this General Plan and the Downtown Waterfront Specific Plan.

⁴ Association of Bay Area Governments and Metropolitan Transportation Commission. Bay Area Plan. Initial Vision Scenario for Public Discussion. March 11, 2011. Association of Bay Area Governments and Metropolitan Transportation Commission. 2013. Plan Bay Area. Available: <http://onebayarea.org/plan-bay-area.html>. Last accessed August 20, 2014.



Goal LU-2 Enhance the Downtown Waterfront Area as the cultural, civic, and economic center of Suisun City.

Objective LU-2 Increase commercial, visitor, and residential activity, including 1,200 new dwelling units within the City's Priority Development Area by 2035.

Policy LU-2.1 The City will facilitate expansion of commercial, cultural, and entertainment uses focused on the Suisun Channel in order to generate more visitor interest in the Downtown Waterfront Area.

Policy LU-2.2 The City will encourage business and personal services, government and other civic uses, professional offices, and high-density residential uses to locate within the Priority Development Area.

Policy LU-2.3 The City will accommodate transit-oriented, mixed-use, residential and employment development within the City's Priority Development Area between present and 2035.

Policy LU-2.4 The City will proactively encourage the use of regional, state, and federal grant funding to help leverage private investment in the Priority Development Area.

Program LU-2.1 Update the Downtown Waterfront Specific Plan

The City will review and amend the Downtown Waterfront Specific Plan to ensure consistency with the 2035 General Plan and account for current environmental, economic, and social conditions affecting the Specific Plan Area.

Program LU-2.2 Leverage Regional Funding and Support

City staff will proactively coordinate with ABAG, MTC, Solano Transportation Agency, and other interested agencies to direct funding for transportation and other infrastructure projects that increase development capacity and facilitate infill development within the City's Priority Development Area.



Exhibit 3-7

Downtown Suisun City

Opportunity Areas

Suisun City has a limited supply of vacant land, which, if efficiently planned and developed, will provide an adequate supply of retail, services, and local jobs during buildout of this General Plan. Although the General Plan broadly expresses support for reinvestment and infill development throughout the City, there are a few key locations with vacant and underutilized properties that represent priority Opportunity Areas for future growth (See Exhibit 3-8). Each Opportunity Area has different attributes, such as proximity to the train depot, waterfront, or major transportation corridors, that factor into its suitability for development.

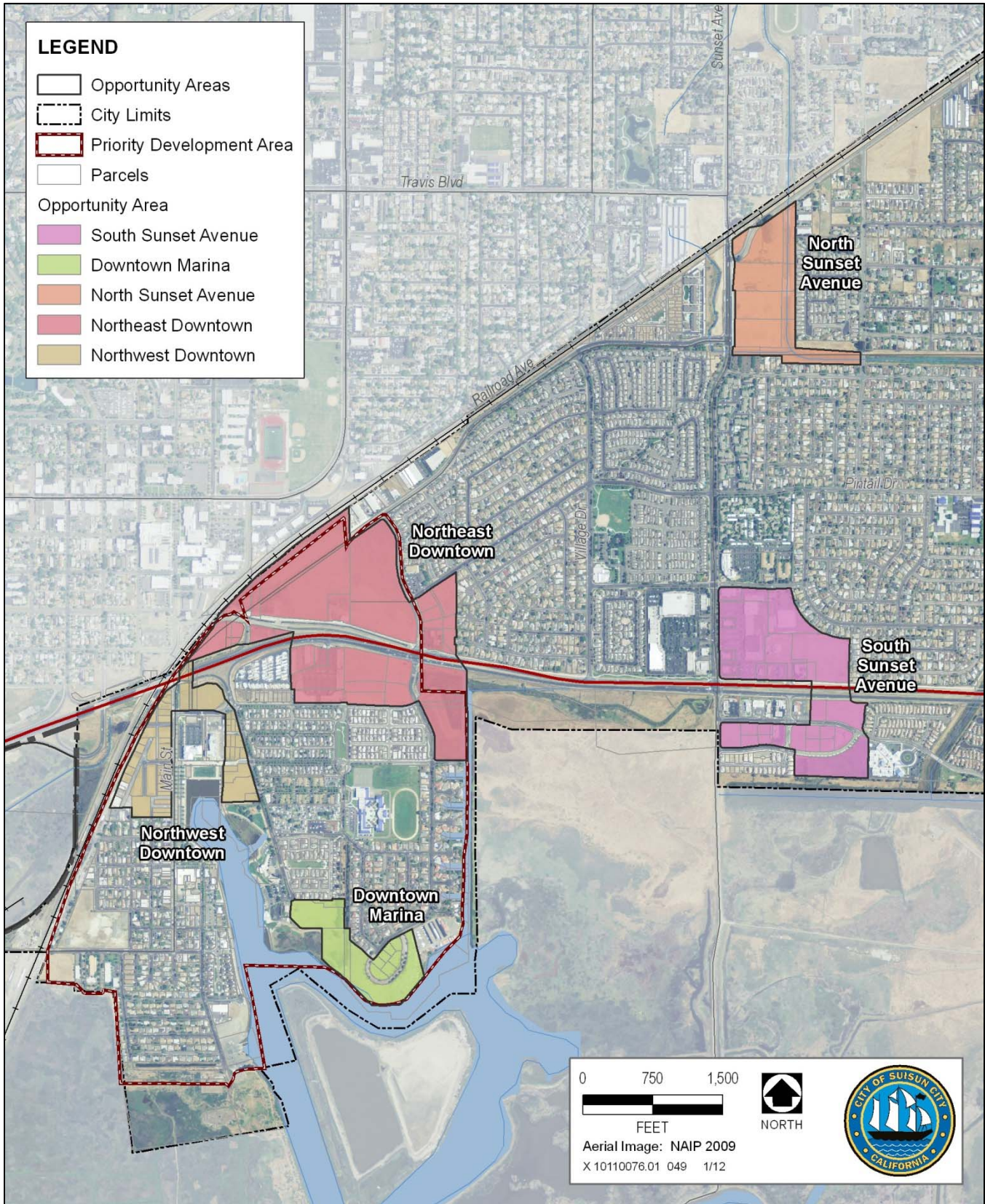
General Plan Opportunity Areas include:

- **Northwest Downtown.** The Northwest Downtown Opportunity Area is located northwest of Downtown and includes Suisun City's train depot.
- **Northeast Downtown.** The Northeast Downtown Opportunity Area is located north and northeast of Downtown and has access to SR 12.
- **Downtown Marina.** The Downtown Marina area is located at the southern end of Downtown, directly adjacent to the water on the eastern side of Suisun Slough.
- **South Sunset Avenue.** This area is near the intersection of SR 12 and Sunset Avenue. Part is located south of SR 12 between existing residential developments, and part is located on an existing shopping center north of the highway.
- **North Sunset Avenue.** The North Sunset Avenue Opportunity Area is located in the northern central portion of the City, east of Sunset Avenue, and directly south of the railroad.

The City's intent in this General Plan is to promote full development of each of these Opportunity Areas to create local jobs, retail and services, revenue from sales tax and property tax, and a diversity of housing opportunities.

Goal LU-3. Encourage development of Suisun City's Opportunity Areas.

Objective LU-3	Accommodate at least 500 dwelling units, 900,000 square feet of nonresidential building space, and 2,300 local jobs within Opportunity Areas between present and 2035.
<i>Policy LU-3.1</i>	<i>In the Northwest Downtown Opportunity Area, the City will promote transition of underutilized light industrial and service-oriented uses to entertainment, retail, higher-density residential, and professional office uses.</i>
<i>Policy LU-3.2</i>	<i>In the Northeast Downtown Opportunity Area, the City will encourage development that is specifically designed with an orientation to the train depot. This may include, but is not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.</i>
<i>Policy LU-3.3</i>	<i>In the Downtown Marina Opportunity Area, the City will promote land use change consistent with the Downtown Waterfront Specific Plan and explore the viability of recreation-oriented uses.</i>



Source: Suisun City 2011, AECOM 2011

Exhibit 3-8

Opportunity Areas

Policy LU-3.4 In the South Sunset Avenue Area, the City will encourage additional retail, commercial service, professional office, and similar development that is oriented to, and accessible by nearby residential development.

Policy LU-3.5 In the North Sunset Avenue Area, the City will facilitate higher-intensity retail, commercial service, and professional office development that is oriented to, and accessible by nearby residential development.

Program LU-3.1 Zoning Ordinance Revisions

The City will revise the Zoning Ordinance, as necessary, to implement the City's vision for land use change in Opportunity Areas.

Program LU-3.2 Development Review Process in Opportunity Areas

The City will explore a variety of incentives intended to induce development consistent with the General Plan in Opportunity Areas, which may include streamlined entitlement and environmental review, priority permitting, public/private partnerships, fee structures that create incentives for infill and compact development, reduced parking requirements, design flexibility, and other feasible approaches.



The City has various vacant and underutilized sites, including sites in and around the Downtown Waterfront Area.

Exhibit 3-9 Downtown Suisun City and Surrounding Neighborhoods



Orderly and Efficient Growth

The proper phasing, planning, and management of development in the City is vital to ensure efficient and effective provision of infrastructure and services. This section describes how the City will balance the timing, character, and location of future development to ensure service levels are maintained and that ongoing costs to the City associated with development are minimized.

Goal LU-4. Ensure growth patterns that promote long-term economic prosperity and make efficient use of resources.

Objective LU-4 Provide coordinated land use and public infrastructure planning in a way that increases service efficiencies, minimizes environmental impacts, and reduces ongoing costs to the City.

Policy LU-4.1 The City will support the provision of facilities, services, or infrastructure only in areas that are planned for development. The City will not induce growth by supporting the provision of services or infrastructure in areas that are not planned for development under the General Plan.

Policy LU-4.2 The City will only allow annexation of land that is on or adjacent to lands with available urban services.

Policy LU-4.3 Annexation requests shall provide an analysis of infrastructure and public facilities demand, as well as the financing necessary to support planned development.

Policy LU-4.4 Annexation requests shall provide studies requested by Solano Local Agency Formation Commission.

Policy LU-4.5 The City will create a fee structure and public investment strategy that provides incentives for compact development within the Downtown Waterfront Specific Plan Area, Opportunity Areas, and land within existing City limits.

Policy LU-4.6 The City will maintain development and infrastructure standards that promote infill development and allow lot consolidation for redevelopment, where necessary.

Policy LU-4.7 The City will support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment.

Policy LU-4.8 The City will use performance-based standards to address important aspects of land use compatibility (air, noise, vibration, heavy truck traffic, light, and glare) without impeding mixed-use infill development.

Policy LU-4.9 The City will work collaboratively with landowners in the eastern portion of the Planning Area within "Special Planning Area" (see Exhibit 3-10) on comprehensive suitability analysis and planning to guide long-term development and conservation. Suitability analysis and planning for the Special Planning Area shall address, consistent with the balance of the 2035 General Plan, important opportunities and constraints in this area related to biological, recreational, land use and transportation, community character and design, public services and infrastructure, and fiscal and economic issues.

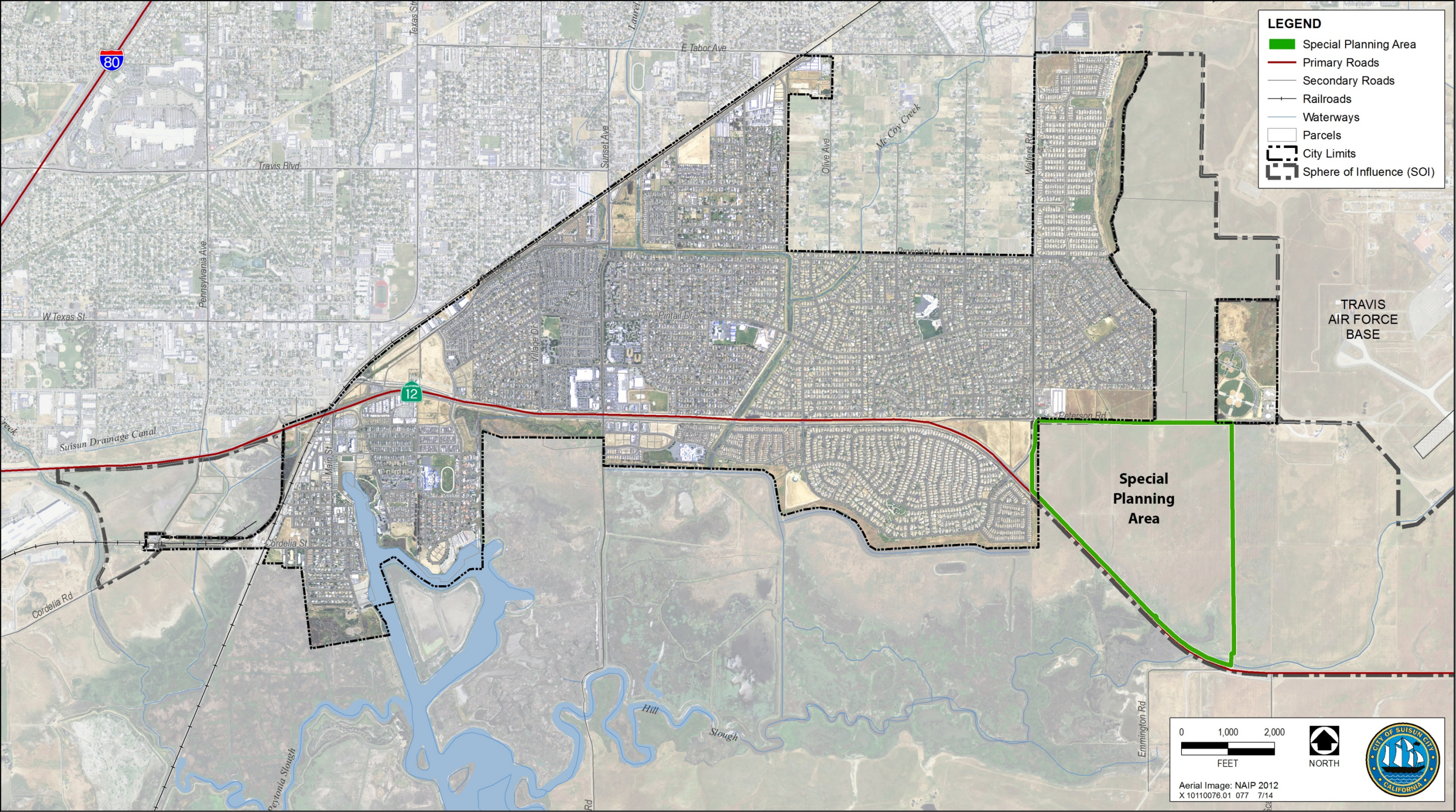


Exhibit 3-10

Special Planning Area

Program LU-4.1

Reinvestment Incentive Planning

The City will survey infill developers, affordable housing developers, interested property owners, and other relevant parties to identify constraints to reinvestment and infill development and the most helpful incentives to remove constraints to infill development. The City will make revisions to its policies and standards, as appropriate, to incorporate these incentives. The City will collaborate with other agencies serving the Planning Area to revise policies and standards, as appropriate, to encourage reinvestment that supports both City and other services agencies' goals and policies.

The City will explore viable options to incent and encourage reinvestment through options, such as:

- analyzing infrastructure deficiencies in the existing City and exploring opportunities to address these deficiencies;
- identifying infrastructure investment priorities needed to encourage reinvestment;
- coordinating infill infrastructure priorities with redevelopment planning and capital improvements planning;
- providing incentives for infill development, in communication with other service providers, including such incentives as lower or delayed payment of impact fees, public investments in infrastructure improvements, and other incentives that are determined to be effective in promoting reinvestment;
- revising development standards and improvement standards, as necessary, to provide the flexibility needed to execute infill development that is consistent with the 2035 General Plan.

Program LU-4.2

Nexus Study and Development Impact Fee Update

The City will collaborate with Suisun-Solano Water Authority (SSWA), Solano Irrigation District (SID) and Fairfield-Suisun Sewer District (FSSD) to maintain updated nexus fee studies and impact fees. Development impact fees will be updated following adoption of the 2035 General Plan. Development impact fees will be reduced in existing developed areas, as feasible, to help encourage infill development in a way that consistent with 2035 General Plan objectives.

The City will collaborate with other service agencies to ensure that fee structures align with the cost of providing public services. The City will establish fees on an equivalent dwelling unit (EDU) basis, on a per-capita basis, or on a per-acre basis, depending on the type of fee. The City will discourage use of a per-dwelling unit fee, since different types of dwelling units have different service demands and different associated costs.

Compact development should have lower fees, where shown to have lower up-front or ongoing costs. Compact development has been shown to decrease demand for water, wastewater, park, traffic, and other types of infrastructure and public facilities (on a per-EDU and

per-square footage basis). In general, fees are anticipated to be lower for higher-density and higher-intensity projects (on a per-EDU basis) (Exhibit 3-11).

Fair-share commercial traffic impact fees will take into account the location, scale, and orientation of the subject development project. Traffic generation rates have been shown to be higher for projects that have a more automobile-oriented location, orientation, density, and design. Smaller-scale retail, office, and service establishments located Downtown or integrated into neighborhoods and designed to promote pedestrian, transit, and bicycle access should have lower traffic impact fees (per square foot).

Program LU-4.3

Pre-Zoning

The City will pre-zone land within the Sphere of Influence but outside of the City limits consistent with the 2035 General Plan prior to annexation.

Program LU-4.4

Municipal Services Review and Comprehensive Annexation Plan

The City will collaborate with Solano LAFCO to update the City's Municipal Services Review and annexation planning, consistent with the 2035 General Plan.

Program LU-4.5

Special Planning Area – Comprehensive Suitability Analysis and Planning

The City will collaborate with landowners and responsible and trustee agencies on comprehensive planning for the Special Planning Area in the eastern portion of the City's Planning Area.

This planning process will occur through the following steps:

- Analyze and survey on-site constraints;
- Provide a conceptual map and a narrative description of basic project objectives, consistent with the 2035 General Plan;
- Prepare a basic land use and circulation plan framework that implements the 2035 General Plan;
- Conduct detailed site analysis, master planning, and infrastructure and service finance plans;
- Identify and provide planning response to each major constraint affecting this portion of the Planning Area;
- Publish required studies to support LAFCO actions;
- Identify and mitigate Special Planning Area impacts consistent with the 2035 General Plan through up-front planning and, as necessary, follow-on mitigation and monitoring; and
- Prepare and certify/adopt plans and environmental documents in support of Special Planning Area development.

Long-term planning could be in the form of one or more Specific Plans, one or more master plans, or another mechanism approved by the

City. Suitability analysis and planning for this area shall address key opportunities and constraints, including but not limited to:

- Truck traffic, including Travis Air Force Base traffic;
- Access management along Peterson Road and State Route 12;
- Parking management and public transit planning, particularly for Lambrecht Sports Park and other recreational facilities proposed in Special Planning Area 1;
- Planning to identify, survey, avoid, and mitigate biological resources impacts consistent with the City's Open Space and Conservation Element;
- Coordinated drainage/wetlands/bike and pedestrian planning that takes advantages of opportunities to preserve drainages, while also adjacent multi-use trails;
- Travis Air Force Base land use compatibility planning and opportunities for mutually beneficial biological resources mitigation planning in areas near Travis Air Force Base;
- Fiscal and economic impact analysis with a coordinated development phasing plan; and
- Coordinated public services and infrastructure planning involving the City and other relevant services agencies, consistent with City and LAFCO policies.

During preparation of the 2035 General Plan, the City has coordinated with LAFCO and other responsible agencies. For certain impact areas, much of the required LAFCO analysis may have been addressed in the analysis and planning that has supported the 2035 General Plan Update. In other areas, more detailed on-site analysis may be needed.



Exhibit 3-11 Example Project with Pedestrian Location and Orientation