



Chapter 4

Transportation

Introduction

The Transportation Element addresses the movement of people and goods within and around Suisun City. Implementation of this Element will allow residents, workers, and visitors in Suisun City to reach their destinations comfortably and conveniently by car, bike, transit, or on foot. The City's policy approach to goods movement, water transportation, and parking and loading are also addressed herein.

The Transportation Element supports goals and policies in other elements of the General Plan related to land use, public health and safety, community character and design, and economic development. By providing a wide range of viable transportation choices, the Transportation Element will reduce household transportation costs, support a growing economy, and improve local air quality and public health, while ensuring that essential goods and services are provided to Suisun City residents.

Transportation efficiency is directly tied to land use mix, density of development, urban design, regional transportation planning, and other factors. The transportation system is greatly affected by street pattern, block size, streetscape improvements, and a variety of other community design features. The City's ability to meet transportation-related goals depends on development patterns that support a variety of ways to travel. Goals and policies for pedestrian, bicycle, and transit-friendliness require a supportive mix, density, and arrangement of land uses. The City's growth strategy requires the policies of the Land Use and Transportation elements to work in tandem.



One example of the relationship between transportation and land use planning is the placement and design of employment opportunities. Placement of office employment near transit provides a variety of substantial economic, social, and environmental benefits to the City

Exhibit 4-1

Employment near Transit

Related General Plan Guiding Principles

The City Council directed staff to incorporate a set of Guiding Principles into the 2035 General Plan. Transportation is a key component of these principles. The City can strengthen connections to the Downtown Waterfront Area by linking other areas of the City to the train depot with roadways, bike paths, and transit lines. In order to enhance neighborhood vitality and the local quality of life, the City will need to ensure walkable neighborhoods with services and gathering places nearby. The availability of frequent, convenient passenger rail to Oakland, San Jose, and Sacramento via the Capitol Corridor relates closely to the City's guiding principle related to encouraging higher-density, mixed-use development in areas adjacent the train depot. Guiding Principles related to the Transportation Element are summarized below.

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.

- Provide convenient linkages from the train depot and other regional connectors to bring patrons to the Downtown.
- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Foster transit-oriented development around the train depot.

Infrastructure

Suisun City will provide quality community services and sound infrastructure.

- Deliver public facilities and services in a timely and cost-effective manner.
- 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.

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.
- 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, as well as public spaces.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train depot (Exhibit 4-2).



The availability of regional rail transit is a great opportunity for both resident commuters and a way that Suisun City distinguishes itself from other locations from the perspective of future employers.

Exhibit 4-2

Train Depot

Diagrams and Standards

Suisun City's transportation system includes roadways, bike paths, bike lanes, pedestrian routes, and public transit facilities that allow residents a variety of choices in reaching their destination.

Exhibit 4-4 presents the City's Vehicular Circulation Diagram, which identifies classifications for existing and new roadways needed to serve the City at buildout of the 2035 General Plan. Exhibit 4-5 is the Pedestrian and Bicycle Circulation Diagram and highlights bicycle/pedestrian pathways, bike lanes, and bike routes needed to serve the City at General Plan buildout.

Roadway Classifications

Suisun City has four different types of roadways, including:

- Expressway;
- Arterials;
- Collector Streets; and
- Local Streets.

The following sections identify Suisun City's roadway classifications, describe the function of each roadway type, and identify classifications for individual roadways within the City.

Expressway

Expressways are high-capacity, high-speed facilities that serve regional travel needs. Expressways generally restrict crossover access to a minimum of ½-mile intervals, exclusively at signalized at-grade crossings or grade-separated crossings. Direct access to commercial uses is severely restricted. No direct access is allowed to residential uses. If pedestrian and/or bicycle access is allowed, pathways or sidewalks are provided to separate foot and bicycle traffic from motorized traffic. Lanes may be provided in certain limited instances if separated pathways are not feasible.

State Route (SR) 12, the major east-west travel corridor, is the only Expressway designated in Suisun City (Exhibit 4-3). SR 12 is a four-lane expressway from its junction with Interstate 80 (I-80) to the west to Walters. East of Walters Road, it narrows to a two-lane roadway and is classified as a rural major arterial by Solano County.

Access to Suisun City from SR 12 is provided at the Civic Center Boulevard interchange, and at signalized intersections with Marina Boulevard, Sunset Avenue/Grizzly Island Road, Emperor Drive/Lawler Ranch Parkway, and Walters Road/Lawler Ranch Parkway.

Although not required to meet the City's LOS policies, six lanes are planned on portions of SR 12 east of Pennsylvania Avenue. Caltrans' SR 12 Comprehensive Evaluation and Corridor Management Plan (November 2012) recommends six lanes on SR 12 between Marina Boulevard and Walters Road.

**Exhibit 4-3****State Route 12 near Downtown Suisun City**

Arterials

Arterials carry cross-town traffic and provide for the collection and distribution of traffic to residential, commercial, and industrial areas. Direct access is restricted. Sidewalks are to be provided to allow safe travel by pedestrians unless there is a parallel Class I bicycle/pedestrian pathway. Bike lanes will be identified on certain arterials (indicated with an asterisk) where road widths permit and where route connectivity is necessary.

North-south arterial streets include:

- Walters Road (4 lanes)*
- Sunset Avenue (4 lanes)*
- Marina Boulevard (north of SR 12) (4 lanes)*
- Main Street (2 lanes)
- Pennsylvania Avenue (2 lanes)*
- SR 12 on- and off-ramps connecting with Lotz Way and Main Street (2 lanes)

East-west arterial streets include:

- Cordelia Street (east of Pennsylvania) (4 lanes)
- Cordelia Road (west of Pennsylvania) (4 lanes)*
- Railroad Avenue between Marina Boulevard and Sunset Boulevard (4 lanes)*
- Railroad Avenue between Sunset Boulevard and East Tabor Street (2 lanes)*
- East Tabor Avenue (2 lanes)
- Peterson Road (2 lanes) (requires parallel off-street bicycle and pedestrian trail east of Walters Road to Lambrecht Sports Park)
- Lotz Way (2 lanes)*

Collector Streets

Collector streets provide for traffic movement within and between neighborhoods, as well as connections to major activity centers. All collector streets in Suisun City have two lanes. Sidewalks are provided along collector streets for pedestrians, and bike lanes are to be provided along direct or higher-volume Collector Streets (identified with asterisks) for safe travel by cyclists.

East-west collector streets include:

- Sacramento Street
- Merganser Drive
- Wigeon Way
- Pintail Drive^{*1}
- Canvasback Drive
- Montebello Drive
- Buena Vista Avenue*
- Bella Vista Drive
- McLellan Drive
- Gunter Drive

North-south collector streets include:

- Civic Center Boulevard*
- Marina Boulevard south of SR 12*
- Village Drive*
- Blossom Road
- Worley Road
- Humphrey Drive
- Cackling Drive
- Fulmar Drive
- Capistrano Drive
- Tolenas Avenue
- Woodlark Drive
- Bluejay Drive
- Yosemite Way
- Lawler Ranch Parkway*
- Emperor Drive*
- Charleston Street
- West Street

Local Streets

Local streets provide for access to abutting property and traffic movements within residential areas. Because of the low traffic volumes and speeds, bicycles generally travel safely in the traffic lanes without the need for separately designated bike lanes. Sidewalks are provided for pedestrians.

Any roads or streets in Suisun City not classified as expressway, arterial, or collector streets are considered local streets.

¹ Where streets are too narrow to provide both on-street parking and bike lanes on both sides of the street, the City may elect to have parking or bike lanes on only one side of the street.



Vehicular Transportation Diagram



Roadway Design and Standards

New developments must provide rights-of-way and public transportation improvements consistent with City standards. Table 4-1 identifies standards for each roadway classification.

When evaluating intersection improvements, a primary consideration of the City will be maintaining safe and comfortable access for pedestrians and cyclists at intersections. As appropriate, in consideration of community and neighborhood character, as well as economic and environmental goals and objectives, the City will consider relaxing vehicular transportation improvement standards to accommodate infill development or ensure comfortable and convenient pedestrian and bicycle access.

Additional public street right-of-way may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes, where additional capacity at intersections is needed to accommodate traffic volumes.

**Table 4-1
Roadway Standards**

Functional Class	Driveway Access	ROW Width	Bike Lane ¹	Desired Speed (mph) ²	On-Street Parking	Lane Width	# of Travel Lanes
Expressway	None	100'+	No	55-65	No	12'	4
Arterial	None or Very limited	60-100'	Yes ⁴	25-45	Limited	12'	2-4
Collector	Yes	60'	Yes ⁴	≤30	Yes	10'-12'	2
Local ³	Yes	50'	No	≤25	Yes	10'-12'	2
Alley	Yes	24'	No	≤15	No	20' Total	2

Notes: mph = miles per hour.

¹ Streets that are located adjacent and parallel to Class I bicycle/pedestrian paths do not require bike lanes.

² This is the intended speed at which most drivers will travel given the built environmental speed controls created by the street width and design. This is not meant to represent design speed for sight distance, cornering, or other geometric properties of the roadway.

³ Local streets can be narrower, at the City's direction, if alley access is provided for public services, utilities, and parking/garage access.

⁴ Bike Lanes are specified for particular collectors and arterial roadways based on the need for connectivity, the availability of parallel Class I paths, and the width of the roadway.

Bikeway Classifications

Bicycle facilities are categorized into three classes:

- **Bicycle/Pedestrian Paths** provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians. Vehicle and pedestrian cross-flows are minimized. Bike Paths that meet specified lane width and other requirements are "Class I" facilities. Two-way Class I Paths are generally a minimum of approximately eight feet wide with an additional two-foot graded area on both sides of the path to provide clearance from obstructions and a jogging path.
- **Bike Lanes** provide a restricted right-of-way, and are designated for the use of bicycles with a striped lane on a street or highway. Standards for Class II Bike Lanes generally call for a minimum bike lane width of five feet. Different standards may apply to roadways with and without marked parking stalls and with and without standard curbs and gutters.
- **Bike Routes** provide for a right-of-way designated bike signs or pavement markers for shared use with pedestrians or motor vehicles. These routes are established along through routes likely to be used by bicyclists where a path or lane is not feasible. "Class III" is often used to indicate marked Bike Routes.



Existing Pedestrian and Bicycle Facilities

The Central County Bikeway is a multi-use, Class I pathway along the north side of SR 12 between Walters Road and the train depot. The City also has a bicycle/pedestrian travelway and plaza around the northern side of Suisun Slough Channel and a bicycle-pedestrian path along McCoy Creek that connects the Central County Bikeway with Pintail Drive. There is a bicycle/pedestrian pathway located at the eastern extremity of the City between Hickam Circle and Duluth Lane and a pathway south of SR 12 connecting Marina Boulevard with Grizzly Island Road.



Class II bike lanes are present along Sunset Avenue; Railroad Avenue between Sunset Avenue and Marina Boulevard; on Walters Road between SR 12 and the northern City limits; on Marina Boulevard between SR 12 and Driftwood Drive; on Charleston Street between Belle Vista Drive and East Tabor Avenue; on McCoy Creek Drive between Grizzly Island Road and Anderson Drive; and on Driftwood Drive between Marina Boulevard and Josiah Drive.

Planned Pedestrian and Bicycle Facilities

Suisun City was awarded over \$1.4 million in grants from over 10 sources to construct the Central County Bikeway along SR 12 from the train depot to Walters Road. During buildout of the 2035 General Plan, the City will seek additional funding to improve local routes and connections with regional bicycle and pedestrian travelways. Several additional bike routes are planned to improve connections within Suisun City, and to the rest of the region. These include:

- A Class I path along McCoy Creek between SR 12 and East Tabor Avenue;
- A Class I bicycle/pedestrian path along the east side of Marina Boulevard from Driftwood Drive to SR 12, the south side of SR 12 from Marina Boulevard to Grizzly Island Road, and along the west side of Grizzly Island Road from Anderson Drive to McCoy Creek Way;
- A Class I bikeway on the north side of Petersen Road from Walters Road to the Lambrecht Sports Complex²; and
- Class II bike lanes on Grizzly Island Road south of SR 12; and
- Class II bike lanes on Cordelia Road between Suisun City and Cordelia.

The Ledge Creek Bike Path in Fairfield is planned to be extended to SR 12 between Beck Avenue and Pennsylvania Avenue.³ Through coordination with the City of Fairfield and the Solano Transportation Authority, this Class I facility could be connected across SR 12 to Suisun City. The Laurel Creek trail is planned to be extended in Fairfield south to Travis Boulevard. A Class II facility along Sunset Avenue will offer a connection to Suisun City.⁴

The Metropolitan Planning Commission's 2009 Regional Bicycle Plan identifies improvements along Jepson Parkway (which is Walters Road in Suisun City). This Plan also anticipates improvements and along SR 12 from Suisun City to Rio Vista.⁵

Solano Transportation Authority's 2012 Bicycle Plan Projects List includes shoulder improvements along SR 12 from Walters Road in Suisun City to Rio Vista and the Sacramento County line to establish a 20-mile Class II or Class III bicycle route.

The 2012 Solano Countywide Bicycle Plan identifies a Class I route along McCoy Creek from SR 12 north through Tolenas, a portion of which in Suisun City has been constructed.

The Countywide Bicycle Plan also identifies Class II bicycle lanes for Main Street in Downtown Suisun City.⁶ However, the City has provided parallel access along the

² The Class I facility north of Peterson Road between Walters Road and the Lambrecht Sports Complex is considered a project of "regional significance" in the 2012 STA Solano Countywide Bicycle Transportation Plan.

³ Solano Transportation Authority. 2011 (December 14th). Solano Countywide Bicycle Transportation Plan: The Future of Cycling | Active Travel | 2012.

⁴ Solano Transportation Authority. Bicycle Plan Projects List. Adopted by STA Board on March 15, 2010. Available: <http://www.sta.ca.gov/sta/pdfs/Plans/FINAL%20Bike%20Projects%2003-15-10.pdf>

⁵ Metropolitan Planning Commission. Regional Bicycle Plan for the San Francisco Bay Area. 2009 Update. Available: http://www.mtc.ca.gov/planning/bicyclespedestrians/MTC_Regional_Bicycle_Plan_Update_FINAL.pdf

⁶ Solano Transportation Authority. Solano Countywide Bicycle Plan. October 2004.

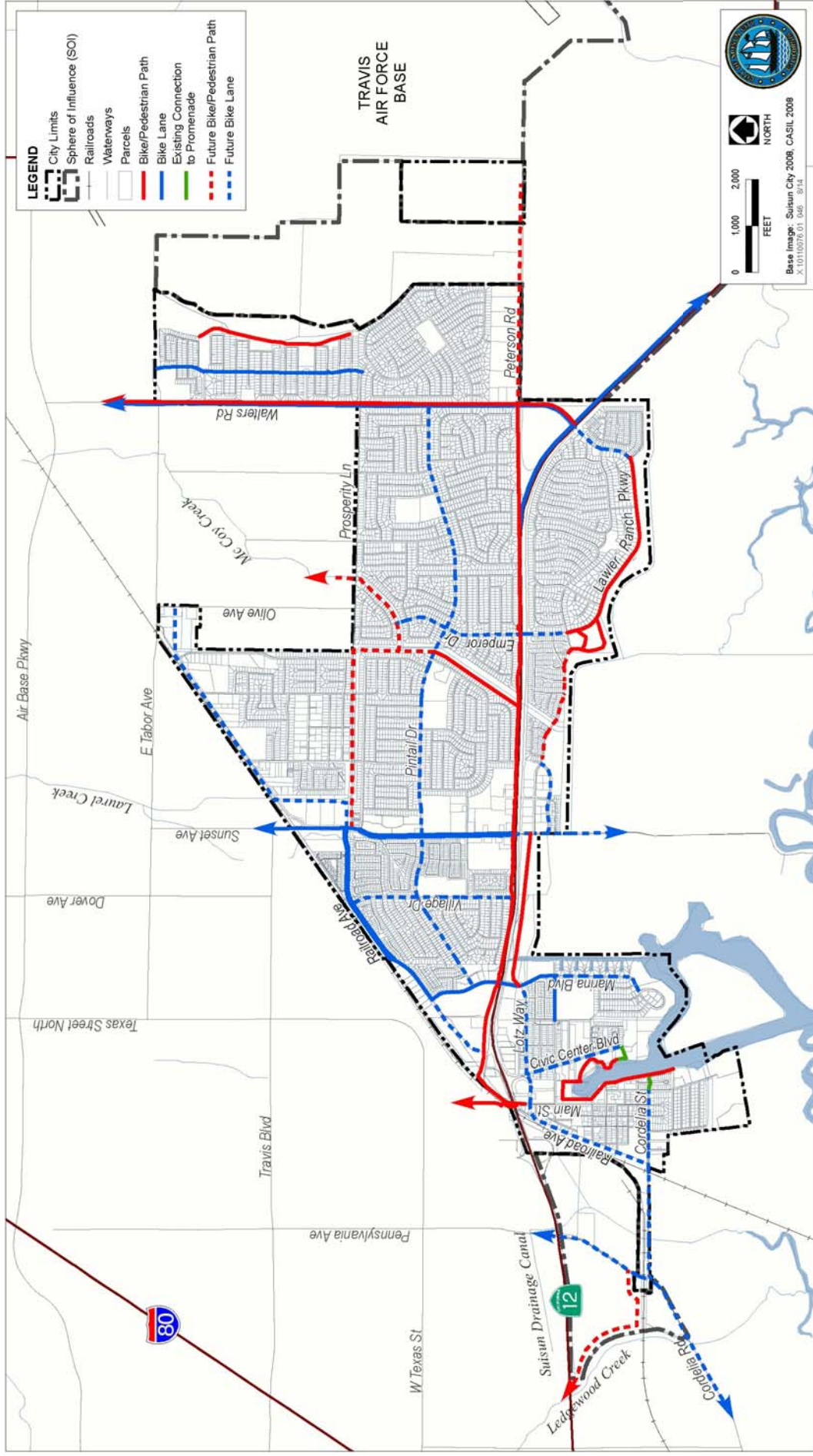
Downtown promenade and there is not adequate right-of-way along Main Street to accommodate on-street parking and travel lanes. Therefore, the City has not reflected this route on the Bicycle/Pedestrian Circulation Diagram.

Residents and visitors to Suisun City will benefit from these future regional improvements, as well as others that will be identified during implementation of the 2035 General Plan.

The Pedestrian and Bicycle Circulation Diagram (Exhibit 4-5) includes existing and proposed Class I and Class II bikeways in Suisun City.

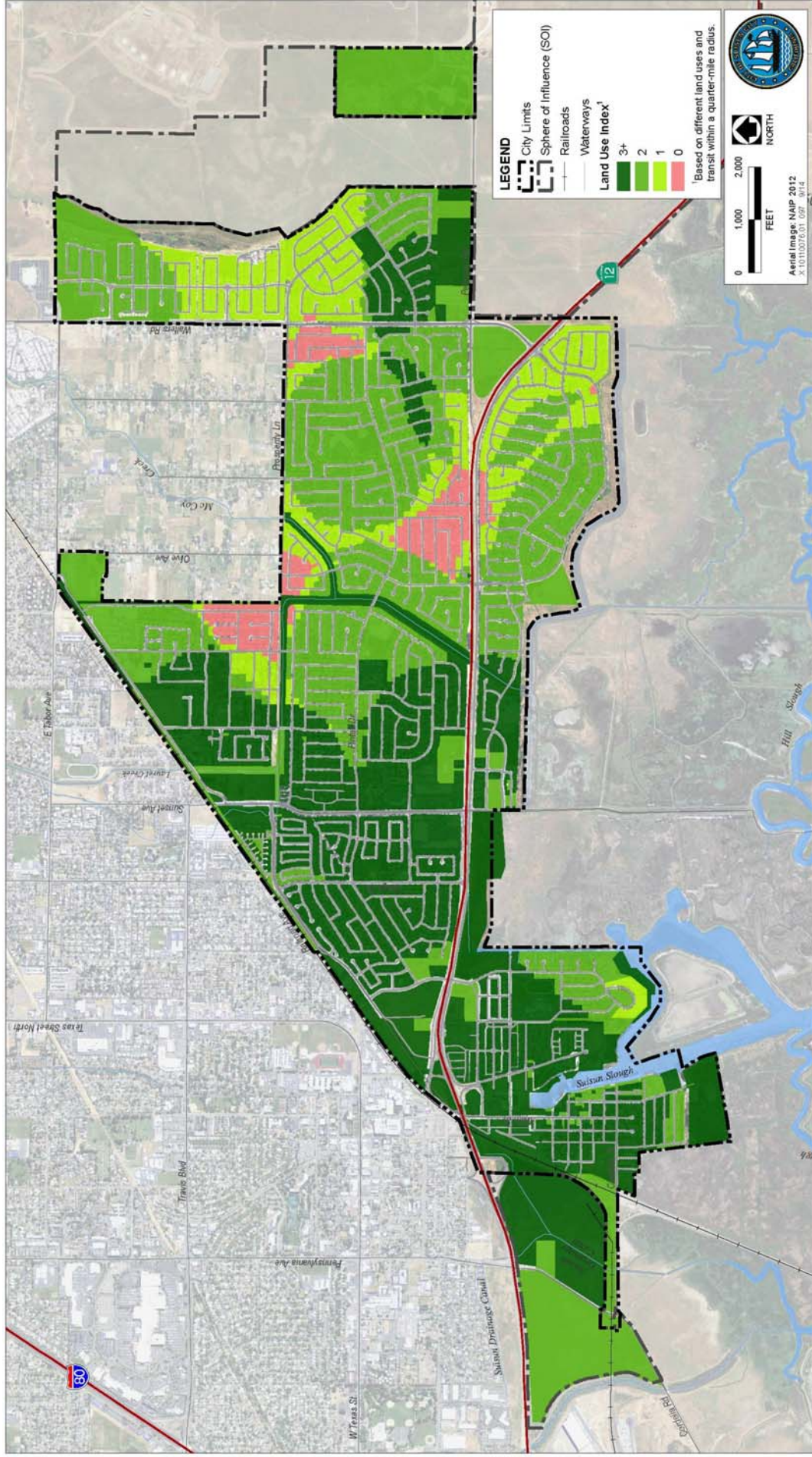
The City will plan future pedestrian and bicycle facilities, as required, to increase the number of residents and employees within one-quarter mile of parks, schools, trails, commercial and civic services, and other destinations. Please refer to related policies this Transportation Element, along with the Land Use, Community Character and Design, Economic Development elements of the 2035 General Plan.

In order to make pedestrian and bicycle facilities useful for reaching destinations, it is critically important to link land use and transportation planning. Even with high-quality bicycle facilities, for example, if destinations are too far away, many people will choose not to take their bike. The City has integrated land use and transportation in this General Plan. Exhibit 4-6 illustrates one aspect of the City's approach. This exhibit color codes areas according to the number of land uses (and transit options) that are available within $\frac{1}{4}$ mile. Parcels are coded civic; commercial; employment; mixed-use commercial, office, and residential; mixed-use commercial and office; mixed-use commercial and residential; mixed-use office and residential; recreation; and residential. Existing transit stops (bus and rail) are identified, also. If a parcel has one or fewer land uses or transit stops within $\frac{1}{4}$ mile (not including agriculture or open space or the parcel's own land use), it is colored pink. If a parcel has five or more land uses or transit stops within $\frac{1}{4}$ mile, it is colored the darkest shade of green. This exhibit illustrates future land uses assumed under the 2035 General Plan.



Source: City of Suisun City 2012
Exhibit 4-5

Bicycle/Pedestrian Transportation Diagram



Source: Suisun City 2011

Exhibit 4-6

Land Use Diversity within One-Quarter Mile



Goals, Objectives, Policies, and Programs

Level of Service

Level of Service (LOS) is a measure of traffic congestion based on a roadway's traffic volume in relation to its capacity. In addition to the number of travel lanes, roadway capacity is affected by the number and type of controlled intersections. LOS is determined by comparing a facility's traffic volumes to its capacity. These levels of service are designated "A" through "F," from best to worst. The LOS grades are generally defined as follows:

- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and freedom to maneuver.
- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- **LOS F** is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Monitoring LOS at key transportation facilities helps to identify priority projects that should be included in the City's Capital Improvements Plan. The City will use traffic analysis according to LOS policies to determine fair-share impact fee contributions from development projects to fund transportation improvements.

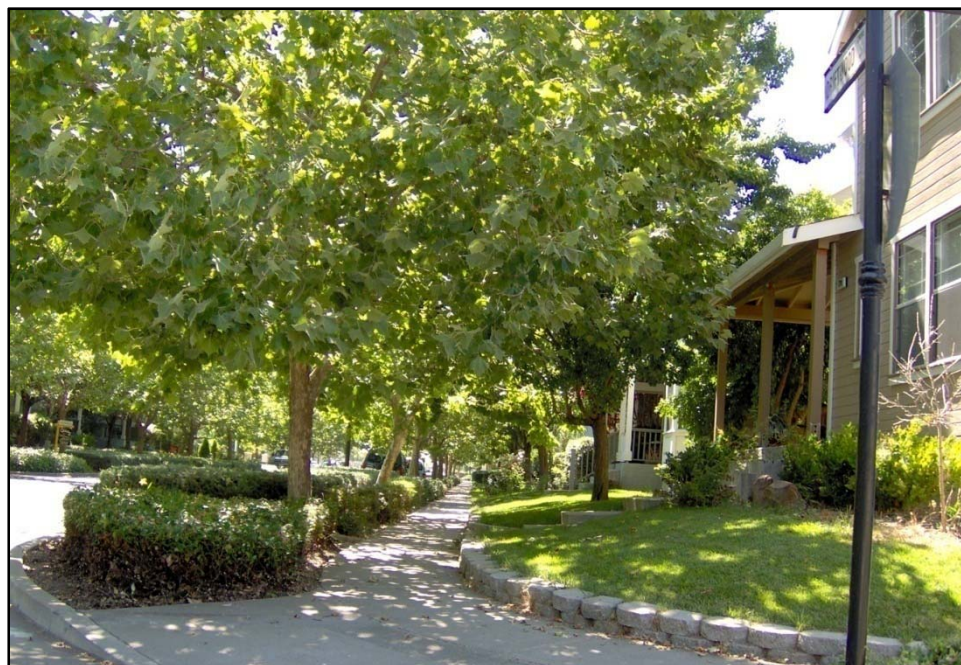
A singular focus on moving the largest number of cars with the least delay during peak travel periods has caused substantial inefficiencies in transportation planning. Mitigating traffic congestion impacts with larger roadways brings noise and air pollution, divides communities, and creates longer crossing distances for pedestrians and bicyclists. Too much focus on accommodating peak-hour vehicular traffic creates additional automobile dependence. Many communities have found that it is not cost effective to construct or maintain a vehicular transportation system that is built to meet demand occurring during just one or two hours out of the day.

It is feasible to design a circulation system that is cost effective, serves the needs for our drivers, and provides viable options for those that cannot or choose not to drive. The

2035 General Plan provides a balanced and efficient approach to land use and transportation planning that meets these multiple objectives.

Some jurisdictions use LOS for assessing significant impacts under the California Environmental Quality Act (CEQA). Recent changes to the CEQA Guidelines recognize that each lead agency has the discretion to choose its own metric of analysis of impacts to its transportation system. Vehicular level of service measured using traditional methods may or may not be an applicable measure of the actual effectiveness of the transportation system.

The City will forecast traffic volumes and use LOS to determine fair-share impact fees, road rights-of-way, and facility planning. But, Suisun City will not focus CEQA impact analysis on traffic congestion. LOS analysis may be required to support indirect CEQA impact analysis of traffic generation (air pollution, noise, stormwater runoff, etc.).⁷ This change in emphasis of traffic congestion as a CEQA impact “is appropriate because an increase in traffic, by itself, is not necessarily an indicator of a potentially significant environmental impact,” and mitigating traffic congestion impacts by increasing roadway capacity can have substantial environmental effects.⁸ The City will continue to address congestion, as necessary, but will not rely solely on traffic LOS analysis as a direct impact within the context of CEQA documentation.⁹



Streets are some of the most prominent and visible physical components of a City. Thoughtful design and planning can ensure that streets allow efficient vehicular movement, accommodate pedestrian and bicycle access, and promote high-quality aesthetics.

Exhibit 4-7

City Streets and Streetscapes

⁷ For projects where the California Department of Transportation (Caltrans) is a lead or responsible agency, LOS may need to be evaluated in the context of CEQA documentation.

⁸ California Natural Resources Agency. 2009 (December). Final Statement of Reasons for Regulatory Action. Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97.

⁹ There may be a transition period for the City where traffic impact analysis occurs within the CEQA context prior to transitioning to another regulatory framework.



Goal T-1	Provide an efficient, safe transportation system that is free of barriers to travel by all segments of Suisun City's population.
Objective T-1	Develop, maintain, and enforce transportation performance standards and public improvement standards that implement the 2035 General Plan.
<i>Policy T-1.1</i>	<i>The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.</i>
<i>Policy T-1.2</i>	<i>New transit-supportive developments within the Downtown Waterfront Specific Plan Area and Priority Development Area are exempt from the City's transportation Level of Service policy.</i>
<i>Policy T-1.3</i>	<i>The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.</i>
<i>Policy T-1.4</i>	<i>The City will not require analysis of direct impacts to vehicular level of service for the purpose of California Environmental Quality Act compliance. The City acknowledges that Caltrans and other transportation agencies may require such analysis.</i>
<i>Policy T-1.5</i>	<i>The City recognizes the transportation network as an integrated component of Suisun City's urban fabric and not only as a system for moving people and goods.</i>
<i>Policy T-1.6</i>	<i>The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.</i>
<i>Policy T-1.7</i>	<i>The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct off-site vehicular, bicycle, and pedestrian improvements.</i>
<i>Policy T-1.8</i>	<i>The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.</i>
<i>Policy T-1.9</i>	<i>The City will require new roads, intersections, and access points to be designed in accordance with City standards and avoid introducing any hazardous conditions.</i>

Program T-1.1 Transportation Review and Impact Fees

The City will review new developments for travel demand impacts. Where a new development would cause or substantially contribute a violation of the City's LOS policies, new developments will be required to increase multi-modal connectivity, provide enhanced bicycle, pedestrian, or transit access; participate in carpool or demand management programs; or provide other measures needed to meet LOS policies.

If feasible measures to reduce travel demand would not achieve the desired LOS, the City may require fair-share contributions toward

transportation improvements. Contributions may be used to fund roadway or intersection capacity improvements or other multi-modal transportation facility improvements. Projects that construct improvements that serve areawide travel demand will be reimbursed, as appropriate.

Arterial streets and traffic signals should be funded in large part through an Off-Site Street Improvement Program (OSSIP) fee. New development will be required to provide fair-share contributions, although some developments may have reduced fees that reflect funding by Caltrans, STA, the City, or other agencies.

The City may require adjacent property owners to construct and dedicate portions of areawide facilities, with appropriate reimbursement. New developments abutting General Plan streets will generally be required to construct and dedicate improved roads, with appropriate fair-share reimbursements.

To determine impact fees, the City will consider the amount of traffic projected to be generated by new developments in relation to existing traffic volumes and road capacities. Small projects, infill developments, affordable housing projects, and other special project types may have reduced or waived fees where they are demonstrated to have reduced travel demand, as determined in a case-by-case examination by the City.

The City will collaborate as a part of a coordinated regional program on travel demand analysis, fees, and improvements planning for regionally important facilities planned and managed by Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission.

The City will not expand roadways or intersections where this would substantially and negatively affect pedestrian and bicycle safety or access.

Program T-1.2

Transportation Funding and Implementation

The City will maintain and implement transportation plans, including the Capital Improvement Program. The City will collaborate with Caltrans, STA, MTC, Solano County, Fairfield, and other relevant agencies to plan transportation improvements with the goal of maintaining or increasing the level of regional funding for transportation improvements in the Planning Area.

Connectivity

Connectivity is a fundamental principal for efficient and safe transportation network. The degree of connectivity in a road system largely determines the usefulness of its transportation network for multi-modal mobility. The traditional grid street pattern represents a highly connected neighborhood. Modifications to the grid could also provide a highly connected network. Highly connected transportation networks have:

- A dense system of parallel routes, both east-west and north-south, with many roads providing through connections;
- Frequent intersections; and,



- Frequent points of access.

Highly-connected transportation networks reduce travel times for emergency responders and increase the efficiency of operations for other types of public services. Connected networks are convenient for pedestrians, bicyclists, and drivers alike. With a highly connected roadway network, traffic is dispersed and each individual road is less likely to have high traffic volumes, noise, and congestion. With lower traffic volumes, roads can be smaller, less expensive to construct and maintain, and more pleasant public spaces.

SR 12 and the Union Pacific Railroad (UP) rail line create circulation barriers, including barriers to connectivity between the downtowns of Suisun City and Fairfield. Connecting the area just north of SR 12 to the Downtown Waterfront Area and the train depot and connections between the two cities' downtowns are priorities for the 2035 General Plan.

The Vehicular Transportation Diagram illustrates the location of proposed roadway system improvements, including the extension of Railroad Avenue from Marina Boulevard to Main Street to provide an additional direct connection to the Downtown area. The City's wayfinding program can be expanded to provide better visual links to streets that lead Downtown.



Exhibit 4-8 Downtown Suisun City (foreground) and Fairfield (background)

Goal T-2	Provide a well-connected transportation system that offers residents and visitors a choice of routes to reach their destinations.
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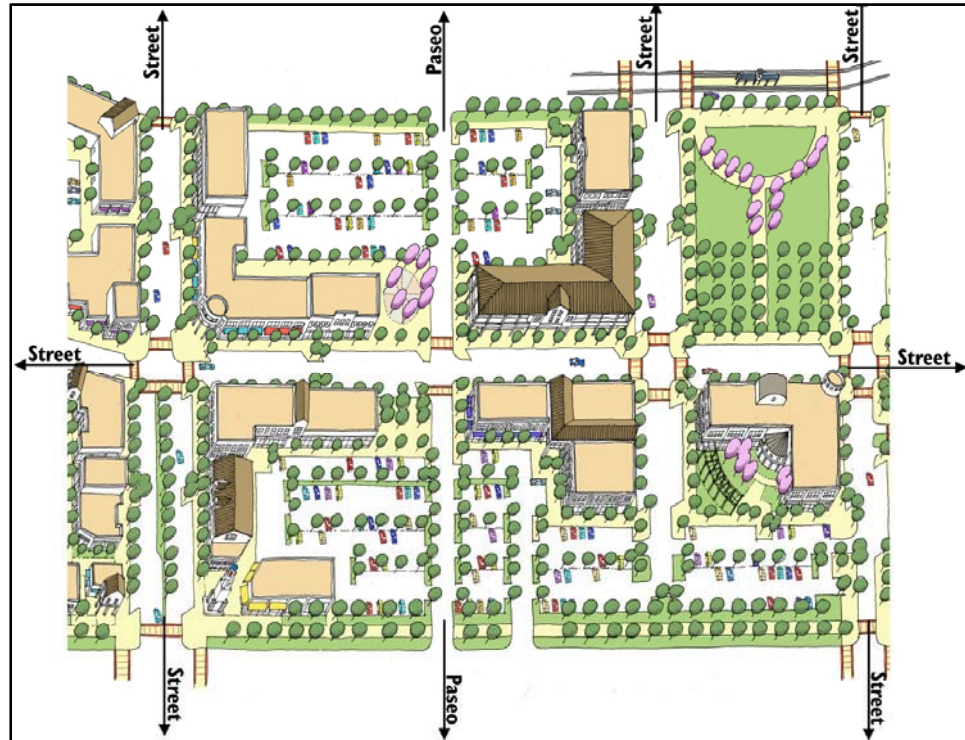
Objective T-2	Increase connections between the Downtown Waterfront Area and the rest of the City, and fill in gaps in pedestrian and bicycle infrastructure.
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<i>Policy T-2.1</i>	<i>The City will require and maintain an interconnected street network with short blocks to support pedestrian, bicycle, transit, automobile, and emergency access.</i>
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- Policy T-2.2 New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.*
- Policy T-2.3 New developments shall be highly connected internally and connected with adjacent developed areas.*
- Policy T-2.4 The City will support improvements that connect existing gaps in the transportation system, and that provide visual cues directing users onto through streets.*
- Policy T-2.5 The City prefers direct connections that allow cars, bikes, and pedestrian through traffic over “doglegs” or “T” intersections.*
- Policy T-2.6 In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.*
- Policy T-2.7 The City will support improvements to regional connectivity, including connections to Fairfield, SR 12, Jepson Parkway, and I-80 that reduce trip lengths and provide redundant routes for emergency responders.*
- Policy T-2.8 The City will use unified streetscapes and signage to create visual links for pedestrians, cyclists, and motorists and communicate routes that connect to the Downtown Waterfront Area.*
- Policy T-2.9 New commercial developments on parcels of greater than 20 acres in land area should divide larger blocks with small private through streets (Exhibit 4-9).*

Program T-2.1 Enhancing Connectivity with Fairfield and Recreation Areas

The City will collaborate with the City of Fairfield, Caltrans, the Public Utilities Commission, and Union Pacific Railroad in efforts to improve multi-modal access across SR 12 and the railroad in the Suisun City area. The City will seek federal, state, regional, and local public funding sources in order to make improvements to connectivity across SR 12 and the railroad and other connections with Fairfield and adjacent open space and recreation areas.



"Paseos" are used in larger commercial projects to create better access for emergency and private vehicles, pedestrians, and bicyclists.

Exhibit 4-9

Connectivity for Larger Commercial Projects

Travel Demand Management

Travel Demand Management is a term that refers to various policies and programs designed to increase the efficiency of transportation facilities and the attractiveness of underused modes of travel and goods movement. Commonly used strategies include:

- Transit improvements;
- Walking and cycling improvements;
- Flextime and telecommuting;
- Car/ride sharing and other commute trip reduction programs;
- Congestion pricing;
- Distance-based fees;
- Parking management, cash out, and pricing;
- Vehicle insurance that reflects travel habits;
- Coordinated land use and transportation planning;
- Traffic calming;
- School and campus transport management; and
- Freight transport management.

Travel demand management is most effective if implemented as a part of an integrated program rather than on an ad-hoc basis. Suisun City's travel demand is attributable to regional commute patterns, travel to school and recreational facilities, travel to retail and commercial services, and other destinations. In order maximize effectiveness, the City's Travel Demand Management approach should be implemented in collaboration with STA, Caltrans, and other agencies in the region.

Vehicles miles traveled (VMT) is an overall measure of travel demand. VMT associated with development in the City was estimated to be approximately 378,178, as of the writing of the 2035 General Plan – approximately 13 miles per capita per day.¹⁰

Goal T-3	Manage travel demand in order to reduce up-front and ongoing cost of transportation infrastructure, enhance local mobility, improve air quality, and improve the local quality of life.
Objective T-3	Vehicle miles traveled (VMT) by Suisun City residents and to Suisun City destinations should increase at a lower rate than that of population and employment growth.
<i>Policy T-3.1</i>	<i>The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.</i>
<i>Policy T-3.2</i>	<i>The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.</i>
<i>Policy T-3.3</i>	<i>The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.</i>
<i>Policy T-3.4</i>	<i>The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.</i>
<i>Policy T-3.5</i>	<i>The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.</i>
<i>Policy T-3.6</i>	<i>New developments that would accommodate 100 full- or part-time employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.</i>
<i>Policy T-3.7</i>	<i>The City will support regional goals to reduce per-capita GHG emissions reductions from automobiles and light-duty trucks in a way that also promotes 2035 General Plan objectives.</i>
Program T-3.1	Trip Reduction Program

As resources are available, Suisun City will adopt a trip reduction ordinance, consistent with the 2035 General Plan and coordinated with the City's impact fees/Off-site Street Improvement Program.

¹⁰ The estimated population as of January 1st, 2011 is 28,212. VMT output from the AM and PM peak hour models was scaled to estimate daily VMT. Half of internal to external and external to internal trip VMT was subtracted to arrive at this estimate.



Goods Movement and Water Transportation

A well-designed circulation system that meets all travel needs is important to the local economy. Existing and future local businesses benefit from efficient materials and product delivery. Goods movement in Suisun City can occur by rail and by road. Suisun Slough provides an important water link allowing recreational and tourist uses.

Freight passes through Suisun City via rail on the UPRR tracks and via truck on SR 12. The UPRR trains through Suisun City are part of a major freight line that runs from the Port of Oakland to Chicago. In addition, the California Northern Railroad operates a short-line freight route that connects to the main UPRR tracks at a junction in Suisun City.

The Suisun Slough Channel provides water access between Suisun City, the Sacramento River, Suisun Bay, San Pablo Bay, and San Francisco Bay (Exhibit 4-10). The Army Corps of Engineers is responsible for maintaining the Slough and its navigability, while the City dredges the harbor and channels within City limits. Suisun City Police Department polices the waterway.

The Suisun City Marina and Solano Yacht Club provide an interface between the Downtown Waterfront Area and the Channel, with 150 boat slips. City-owned boat launch ramps exist along Kellogg Street. The Channel sees measurable boat traffic, particularly during weekends and the summer months, when water-bound recreational activity peaks.



Suisun City's waterfront location offers not only unique scenery, but also water transportation access.

Exhibit 4-10

Downtown Waterfront

Goal T-4	Provide for movement of raw materials and shipment of goods throughout the City and surrounding region.
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Objective T-4	Increase goods movement and economic activity based on Suisun City's road, rail, and water connections, while also minimizing the negative effects of this transportation on the City's residents and businesses.
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<i>Policy T-4.1</i>	<i>The City will support goods movement and collaborate with regional agencies and private parties to maintain and enhance goods movement corridors serving the City.</i>
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<i>Policy T-4.2</i>	<i>The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.</i>
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<i>Policy T-4.3</i>	<i>The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.</i>
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Program T-4.1	Truck Routes
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The City will maintain a list of roadways designated as truck routes.
Truck traffic will be restricted in accordance with the designations.

Goal T-5	Maintain and enhance Suisun Slough as a regional recreational and commercial water transportation amenity.
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Objective T-5	Increase recreational and commercial access to Suisun Slough.
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<i>Policy T-5.1</i>	<i>The City will support maintenance of Suisun Slough as a viable regional transportation route serving Suisun City residents and businesses.</i>
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<i>Policy T-5.2</i>	<i>The City will support tourism-related transportation using the Suisun Slough.</i>
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<i>Policy T-5.3</i>	<i>The City encourages additional berths on the waterfront, along with boat buildings and repair services and wildlife viewing areas.</i>
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<i>Policy T-5.4</i>	<i>The City will support environmentally and economically sustainable dredging and disposing of spoils, as needed, to maintain a viable local water transportation route.</i>
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Program T-5.1	Maintain and Expand Access through Suisun Slough
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The City will seek funding to dredge Suisun Slough, stabilize the shoreline, increase and enhance public access, and expand recreational facilities near Suisun Slough. The City will collaborate with other agencies to maintain and enhance the Suisun Slough for recreational and commercial use, while also conserving important environmental resources.



Travel Mode Choice

The Transportation Element provides a balanced approach for a circulation system that will serve the entire community well in the long term. Goals, objectives, policies, and programs provided in this Element balance the need for motor vehicle movement and parking with the need for improvements to bicycle, pedestrian, and public transit systems that make these modes more viable and practical in Suisun City.

Roads with wide travel lanes create longer pedestrian crossing distances. Intersections with a large turning radius enable higher vehicle speeds around corners, which also creates safety issues for pedestrians. In areas near compact housing, schools and shops, where higher levels of pedestrian and bicycle activity is expected, it is especially important to consider narrower travel lanes, reducing the number of lanes, and reducing turning radii. Areas of high pedestrian and bicycle activity include Downtown, particularly near the train depot; shopping centers Citywide; areas adjacent to trails, parks, and other types of open space; and areas near civic buildings, including schools, the Suisun City library, and other public facilities.

"Complete streets" are those that are designed to accommodate multiple travel modes. Complete streets have travel lanes for vehicles, but also facilitate travel for bicyclists and provide areas for transit stops, as necessary. Streetscapes along complete streets would also provide sidewalks or walking paths for pedestrians, street trees, and other amenities needed to ensure safety, convenience, and comfort for pedestrians, cyclists, and transit users. The City adopted complete streets policies by resolution in 2012, which have been substantially fleshed out and customized to fit Suisun City's context in the 2035 General Plan.



Suisun City's waterfront promenade has decorative paving, shade trees, and other amenities that make it attractive as a travel route, as well as pleasant area to spend recreational time as a pedestrian.

Exhibit 4-11

Promenade

A coordinated land use and transportation planning strategy is needed to support improvements needed to make public transit a more viable travel option. Today, transit services in Suisun City include regional passenger rail service, as well as bus service provided by Fairfield and Suisun Transit and the Rio Vista Delta Breeze.

The Capitol Corridor route, which travels along UP-owned right-of-way, stops at the Suisun Depot. The Suisun Depot is located on Main Street between Spring Street and SR 12. The westbound route directly connects Suisun City with Martinez, Richmond, Berkeley, Emeryville, San Francisco, Oakland, Hayward, Fremont, Santa Clara, and San Jose. The eastbound route directly connects Suisun City with Davis, Sacramento, Roseville, Rocklin, and Auburn.

Fairfield and Suisun Transit (FAST) operates four local and one intercity route through Suisun City. The local routes are lines 2, 5, 6, and 80. The intercity route is line 90, which connects Suisun City to the Bay Area Rapid Transit (BART) commuter rail system. FAST local lines do not operate on Sundays and line 90 operates only on weekdays. FAST also operates demand-response paratransit service in the Suisun City and Fairfield areas.

Suisun City is served by one Rio Vista Delta Breeze route, line 50, which travels between Fairfield, Suisun City, Rio Vista, and Isleton. Three Fairfield-bound and five Isleton/Rio Vista-bound line 50 buses stop at the Suisun Depot each weekday morning. On weekends, one afternoon bus in each direction stops at the Suisun Depot.

Goal T-6	Maintain a multimodal transportation system for the safe and efficient movement of automobiles and trucks, pedestrians, bicyclists, and public transit users.
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Objective T-6	Increase the share of work and non-work trips by Suisun City residents and to Suisun City destinations for walking (by1%), bicycling (by0.3%), and public transit (by2.6%) compared to that documented by the 2000 U.S. Census and ABAG.
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<i>Policy T-6.1</i>	<i>The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.</i>
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<i>Policy T-6.2</i>	<i>The City will require design, construction, operation, and maintenance of “complete streets” that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.</i>
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<i>Policy T-6.3</i>	<i>The City will proactively coordinate with regional transportation and transit agencies to enhance the local transportation network in a way that encourages bicycling, walking, and transit use.</i>
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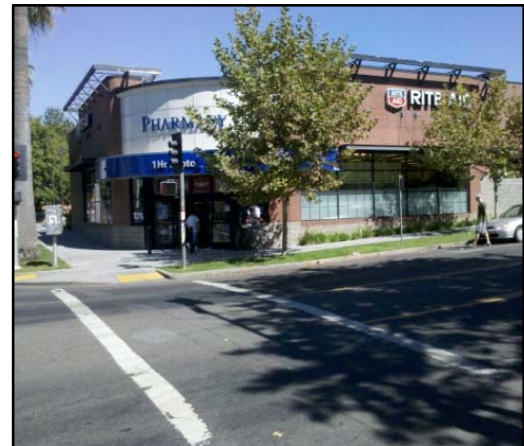
<i>Policy T-6.4</i>	<i>The City will collaborate with public transit agencies to provide a safe, efficient, comprehensive and integrated transit system. The City will prioritize improvements to the local bus system that connect with passenger train service.</i>
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- Policy T-6.5 The City will prioritize construction of bike lanes, bike paths, and pedestrian amenities, such as wider sidewalks, street lighting, and crosswalks near commercial services, retail, parks, schools, other civic uses, trails, and transit stops.*
- Policy T-6.6 Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.*
- Policy T-6.7 The City will prioritize pedestrian connections that allow children to walk safely to school, including safe, convenient locations to cross collectors, arterials, expressways, and rail lines. Key locations and connections are those where informal and unsafe routes or crossings are presently used.*
- Policy T-6.8 The City will seek funding to construct vandal-resistant walls or making other improvements to decrease use of unsafe railroad crossings in such locations as Worley Road, Blossom Avenue, Marina Boulevard.*
- Policy T-6.9 The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.*
- Policy T-6.10 The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.*
- Policy T-6.11 The City will support transit-oriented development by reducing parking requirements and requiring improvements designed to encourage transit use in Transit Support Areas. Transit Support Areas include areas within ¼ mile walking distance of bus stops and the train depot.*
- Policy T-6.12 New building frontages shall be oriented to pedestrians. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking areas.*



Above Left: Large amount of parking placed between the property frontage and commercial development. Inconsistent with General Plan policy.



Above Right: A similar amount of parking is placed to the side of this commercial development, which also makes use of on-street parking. Consistent with General Plan policy.

Exhibit 4-12

Parking Placement

- Policy T-6.13 New developments shall provide pathways that link to sidewalks, trails, streets, and adjacent transit stops.*
- Policy T-6.14 Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more full- or part-time employees.*
- Policy T-6.15 The City will proactively coordinate with utility companies and other relevant service providers to establish bicycle and pedestrian travelways along power transmission lines and other utility corridors, irrigation canals and creeks, and other existing easements and rights-of-way.*

Program T-6.1 Enhance Pedestrian Facilities

The City will maintain and expand pedestrian and bicycle facilities, particularly to connect with bus stops and the train depot; the Downtown Waterfront Area, retail centers at Sunset Avenue and SR 12; the library, schools, parks, community centers, and other destinations. In particular, the City will identify opportunities to enhance crossings of Main Street that increase visibility, such as pavement treatments, bulb-outs, or more prominent striping.

Program T-6.2 Expand Bicycle Infrastructure

The City will facilitate construction and maintenance of a safe, comprehensive, and integrated bicycle system. The City will collaborate with other organizations to acquire and develop trail facilities consistent with the 2035 General Plan.

Program T-6.3 Transit Planning

The City will consult with FAST and seek to provide the most effective possible transit in Suisun City, with a focus on the integration between the FAST bus line and Capitol Corridor trains. The City will collaborate on planning to expand bus transit service and to provide direct connections linking the largest possible portion of the City to and from Capitol Corridor trains. The City will consult with the City of Fairfield and FAST on the most effective way to fund transit improvements and encourage transit-supportive development.

Program T-6.4 Grant Funding for Bicycle and Pedestrian Improvements

The City will seek funding for pedestrian and bikeway improvements identified in the General Plan, with a focus on infill areas. Regional, state, and federal funds are available for master planning, design, and construction of bicycle and pedestrian facilities. The City will research opportunities and submit applications for funding. Potential sources of funding for local and regional improvements include the Transportation for Livable Communities Program, Transportation Enhancements program, the Regional Bikeway Network program, the Safe Routes to Transit program, Transportation Development Act funds, the Transportation Fund for Clean Air program, the Hazard Elimination Safety program, the Bicycle Transportation Account, the Safe Routes to School program, and other programs that become available during implementation of the 2035 General Plan. The City will collaborate with California Department of Transportation, Solano



Transportation Authority, Metropolitan Planning Commission, the City of Fairfield, Solano County, and other agencies to seek grant funding for improvements with cross-jurisdictional benefits.

Parking and Loading

During buildout of the 2035 General Plan, it will be important to provide for adequate areas for vehicle storage and loading access. The amount, design, and location of parking and loading is important for local mobility and the quality of the City's built environment.

Whether people choose to drive, walk, bicycle, or take transit depends on the community design, as well as the quality of transportation facilities. Where land uses are segregated, densities are low, and the distance between homes and daily destinations is great, people tend to drive more and walk, bike, and use public transit less often.

Parking is one element of the built environment that can add to distances between homes and destinations. If too much parking is proposed, or if the parking is not properly designed, there can be adverse effects to pedestrian, bicycle, and transit comfort and convenience. Excessive parking also increases stormwater runoff and the potential for transport of pollutants into waterways. For some developments, excess parking takes up space that could otherwise be used to provide retail and commercial services, offer housing opportunities, generate revenue, and accomplish other General Plan objectives.

Use of on-street parking, shared parking, and providing better connections to pedestrian, bike, and transit modes can reduce the amount of parking that is needed. For the off-street parking that is needed, there are many commonly used techniques for parking design that are sensitive to pedestrian friendliness and reduce environmental impacts. For example, instead of placing large amounts of surface parking in front of stores, buildings can be constructed near the street and sidewalk, with parking located behind or alongside buildings.



Exhibit 4-13 Landscaped Parking Lot with Clear Pedestrian Walkways

Goal T-7	Maintain an adequate supply of parking and avoid oversupply of parking that would unnecessarily increase urban water runoff, require expensive construction and maintenance, and discourage alternatives to vehicular travel.
Objective T-7	Reduce the proportion of parking spaces that are unused during the daytime, evenings, or weekends.
<i>Policy T-7.1</i>	<i>Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.</i>
<i>Policy T-7.2</i>	<i>The City will prioritize on-street parking, shared parking, and, where appropriate, public parking garages to meet parking needs for destination land uses and reduce the need for surface parking.</i>
<i>Policy T-7.3</i>	<i>New developments should optimize and make use of on-street parking spaces prior to proposing additional surface parking.</i>
<i>Policy T-7.4</i>	<i>The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.</i>
<i>Policy T-7.5</i>	<i>New developments should unbundle the cost of parking from leases and condominium purchases.</i>
<i>Policy T-7.6</i>	<i>The City will reduce parking requirements for mixed-use developments, for developments providing shared parking, for developments within ¼ mile of a bus stop or the train depot, and for developments that incorporate travel demand measures.</i>
<i>Policy T-7.7</i>	<i>Unless unusual circumstances warrant, the City discourages construction of new surface parking spaces in amounts greater than required by City standards.</i>
<i>Policy T-7.8</i>	<i>New developments shall break up and distribute any proposed surface parking and shall provide adequate landscaping to achieve at least 50 percent shading of parking areas at maturity.</i>
<i>Policy T-7.9</i>	<i>The City may waive or relax off-site parking requirements for infill and affordable housing projects that use shared parking, on-street parking, and techniques to reduce vehicular travel demand.</i>
<i>Policy T-7.10</i>	<i>The City will establish parking maximums for new developments within the Downtown Waterfront Specific Plan Area and all areas within ½ mile walking distance from the train depot.</i>
<i>Policy T-7.11</i>	<i>New developments that require loading areas shall provide these facilities in a way that does not conflict with pedestrian, bicycle, transit, or automobile circulation.</i>
<i>Policy T-7.12</i>	<i>Truck loading should use adjacent public streets, wherever possible, instead of on-site vehicle loading areas.</i>



Surface parking behind mixed-use project.



On-street, diagonal parking in front of buildings.



Surface parking provided in the site interior.



Off-street surface parking behind commercial project.

Exhibit 4-14 Parking Arrangements Consistent with the General Plan

Program T-7.1

Parking Requirements

The City will revise off-street parking requirements consistent with the 2035 General Plan. One objective will be to reduce the need for construction of surface parking. The City will consider:

- implementing maximum off-street parking standards (in addition to minimum requirements, which are already provided);
- increasing flexibility in parking requirements to encourage and increase shared use of parking between properties with different parking demand peaking periods;
- use of on-street parking spaces (instead of off-street) to meet parking requirements
- additional parking reductions or eliminating off-street parking requirements for projects located Downtown.

Shared parking will be permitted to meet off-street parking requirements subject to the following conditions:

- demonstrate that hours of peak use vary between the users of the shared parking, and that there would be no substantial conflict in demand. The number of stalls that may be credited for shared use

may be no more than are reasonably anticipated to be available during the hours of peak demand.

- shared parking spaces may not be more than 660 feet from any structure served.
- a written agreement among the parties sharing parking shall be required to assure the continued availability of the spaces.

Table 4-2
Shared Parking Usage Percentages

	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Office/Business Service	100	20	10	5
Retail/Restaurant/Personal Services	50	70	100	70
Hotel	75	100	75	100
Marina	20	10	100	20
Entertainment/Recreation	40	80	80	100

Note: Figures are the percentage of the parking spaces required by Zoning Code formulas that are needed during each activity period. Shared parking arrangements must demonstrate that they have enough spaces to accommodate the percentages required during the period with the maximum required number of spaces.

Program T-7.2

Event Parking

Parking at special events may include:

- use of park-and-ride or other public lots in the immediate vicinity of the event location;
- use of shuttle transport to more remote parking locations
- consultation with commercial landowners to allow temporary, one-time use of private parking areas;
- signage to direct visitors to parking areas and from parking areas to the event site;
- actions to avoid impacting surrounding residences with overflow parking.

The intent of this program is to develop a coherent and predictable plan or plans for addressing the parking needs of special events. These plans would then be more easily implemented by the organizers of events of various sizes.



Chapter 5

Economic Development

Introduction

This Element establishes the City's goals, objectives, policies, and programs for economic development and opportunity, business expansion and recruitment, and job growth.

One of the primary goals for the 2035 General Plan is to guide development and resource conservation in a way that expands the City's economic base. The General Plan is designed to provide greater fiscal stability for the City and offer residents a greater range of employment opportunities. While general plans are not precise tools for targeting and attracting businesses, the policy framework herein is critical in establishing the overall context for economic development and economic opportunity in the City during the coming decades.

The issues addressed in this Element are tightly connected with community design, land use, transportation, natural resources, and community facilities issues addressed throughout the 2035 General Plan. The Land Use Element accommodates balanced growth and conservation, with adequate land for expansion of commercial and job-generating activities. Businesses and tourist activities are drawn to attractive communities with quality public amenities. Therefore, implementing the Community Character and Design Element and Community Facilities and Services Element is important to the City's economic prospects. The ability to attract recreational and tourist activities will depend, in part, on the successful implementation of the Open

Space and Conservation Element. Infrastructure investments described in the Transportation and Community Facilities and Services elements are necessary to support economically beneficial uses.

The City's economic goals and fiscal sustainability will depend on development patterns that allow for efficient and cost-effective infrastructure and public service provision. The City will manage public and private costs associated with infrastructure and services provision so that these cost savings can be passed along to future developers, businesses, and residents. Thoughtful community design and land use and transportation planning can reduce household and business transportation costs, improve energy efficiency, and minimize up-front and ongoing infrastructure costs. This Economic Development Element addresses each of the above mentioned topics in careful coordination with related policies and programs from the other elements.

The City and former Redevelopment Agency, along with private investors, have transformed the Downtown Waterfront Area. This history of successful redevelopment will be helpful in competing for funding to further enhance the economic base.



Exhibit 5-1

Downtown Redevelopment Activity

The City intends to expand on previous revitalization efforts, increasing the vitality of the Downtown Waterfront Area with new offices, shops, and housing convenient to Suisun City Train Depot. This Element also identifies actions for the City to take to promote job-generating businesses throughout the City, and actions to streamline commercial development that achieves General Plan objectives.

Population growth, including an increased daytime working population, will create opportunities for new retail and commercial services to serve expanding local needs. Although services provide part-time and some full-time jobs, the City's long-term economic prosperity will not come through reliance on service sector job growth alone.



The City will continue its proactive work to attract job growth by encouraging expansion of local businesses, nonprofits, and agencies. In order to build local wealth the City's efforts will need to focus on attracting local industries that export products and services (basic industries). The City can develop connections with emerging industry clusters that could be attracted to the City's unique features, such as access to regional rail transit and the unique waterfront and marina amenities in the historic downtown. The City will also need to implement the General Plan in a way that encourages the expansion of existing local businesses.

While the majority of residents may continue to work in other parts of the region during buildout of the 2035 General Plan, Suisun City will derive many benefits from improving the match between local jobs and its resident labor force, including a more vibrant local economy, more sustainable fiscal conditions, and improved quality of life with reduced commuting time, reduced traffic congestion, better air quality, and many other benefits.



Exhibit 5-2

Redeveloped Downtown Waterfront Area

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 use 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.

- Provide convenient linkages from the train depot and other regional connectors to bring patrons to 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/intermodal depot.

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 the creation of 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.

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.



The City has strategic development opportunities near the train depot and the potential to encourage destination tourist uses focused on the Suisun Marsh and Downtown Suisun City.

Exhibit 5-3

Suisun City Priority Development Area

Goals, Objectives, Policies and Programs

Following are the City's goals, objectives, policies, and programs addressing economic development. This information is sorted into to five major topics: local business development and attraction, jobs-housing balance, economic and fiscal sustainability, redevelopment and revitalization, and destination tourism.

Local Business Development and Attraction

Retail, accommodation, and administrative jobs represent the largest share of employment in the Suisun City today. Industries expected to expand in Solano County include wholesale distribution, manufacturing, financial services, management and administrative services, information, and professional services. Wholesale trade and professional services are already represented in Suisun City and represent expansion opportunities. In addition to retention and expansion of existing businesses, attraction of new businesses is also important in achieving the City's economic goals. The health, educational, recreational services, and financial and professional services fields are forecast to grow in Suisun City over the next 20 years.

Seven industry clusters are apparent in Solano County, including: specialized manufacturing; construction; life sciences (pharmaceuticals, medical devices, biotechnology); health and social services; trade and logistics; advanced food and beverage manufacturing; and professional and environmental services. Some sub-components of these industry clusters may be appropriate targets for Suisun City's business attraction efforts, especially where new businesses have the potential for synergistic relationships with existing businesses.

There are underutilized and vacant properties distributed around Suisun City. Some underutilized properties along the railroad may represent opportunities to encourage assembly, processing, or related uses. Vacant or underutilized properties in more visible locations may be better suited to retail, commercial service, and office uses. However, additional retail development will depend on expansion of local housing opportunities (and the disposable income that accompanies new housing developments).

The City will need to monitor development capacity in areas suitable for employment-generating uses and ensure that the eventual development of these locations will generate the greatest long-term economic benefit for the community. Important considerations include the need for retail and services that would support additional tourist activity, as well as increasing the convenience and accessibility of retail and services to the local population. Infrastructure upgrades, environmental remediation, land acquisition or assembly, and other actions may be needed to facilitate the most beneficial use of the City's remaining vacant and underutilized property.

All local governments in California have some type of development review and entitlement process, which varies greatly in complexity. The City may be able to encourage local employment development by simplifying and creating greater certainty in the development process for projects that are consistent with the 2035 General Plan. In order to provide more of a "turn-key" context for development, the City can prepare plans for development opportunity areas to address environmental



analysis, infrastructure improvement and financing plans, remediation plans for any hazardous conditions, and other required components. The City can explore creative partnerships to help finance capital improvements necessary to support employment-generating developments. The City can explore ways to make existing, vacant office, industrial, or retail space “move-in” ready for new businesses.

Goal ED-1 Foster expansion of existing businesses and establishment of new businesses in Suisun City.

Objective ED-1	Meet or exceed the countywide average of taxable sales per-capita, meet or exceed the average for incorporated Solano County cities in assessed taxable property value per acre, and increase the number of business licenses maintained by the City by at least 30 percent above 2010 levels by 2035.
<i>Policy ED-1.1</i>	<i>The City will engage with the business community when updating its economic development strategy so that growth plans of local business can be incorporated.</i>
<i>Policy ED-1.2</i>	<i>The City will accommodate the needs of local business expansion to the greatest extent feasible, including helping to identify appropriate expansion sites and planning for needed infrastructure and facilities.</i>
<i>Policy ED-1.3</i>	<i>The City will maintain contact with existing businesses, and seek to draw interrelated businesses as part of functional clusters that can provide synergistic benefits to new and existing operations.</i>
<i>Policy ED-1.4</i>	<i>In consultation with the Solano Economic Development Corporation and other organizations, the City will provide timely information to businesses to help access services and resources that may aid in expansion plans or maintaining stable operations.</i>
<i>Policy ED-1.5</i>	<i>The City will focus its economic development activities on businesses and employers that are suited to local advantages, such as regional rail transit, highway access, proximity to open space and recreational amenities, historic architectural and other heritage assets, and Travis Air Force Base.</i>
<i>Policy ED-1.6</i>	<i>The City will maintain suitable sites to support a variety of business types, including research and development, assembly, office development, and visitor-serving businesses.</i>
<i>Policy ED-1.7</i>	<i>The City will support a buy-local program focused on locally owned Suisun City businesses.</i>
<i>Policy ED-1.8</i>	<i>The City will encourage local establishment of a satellite college or university campus, university extension offices, and worksite-based education programs.</i>
<i>Policy ED-1.9</i>	<i>The City will identify creative approaches to funding and preparing “shovel ready” reuse sites or “move-in ready” facilities to draw businesses that provide well-paying jobs, are suited to Suisun City’s unique assets, or contribute to clusters that improve the City’s competitiveness.</i>

Program ED-1.1 Economic Strategic Plan

The City will develop and implement an economic strategic plan consistent with the 2035 General Plan. The 2035 General Plan provides the overarching policy guidance for the economic strategic plan, which will provide day-to-day guidance for the proactive work of City staff to assist with job and economic development efforts. The economic strategic plan may include, but is not limited to the following components.

As part of its economic strategic plan, the City could inventory its locational assets, such as the marina, access along SR 12, nearby natural and recreational resources, Travis Air Force Base, historic architecture and other heritage resources, and a diverse workforce, and identify potential target industries. These targets may relate to expansion of existing clusters, such as new and alternative energy technologies, health care, and other potential local growth industries. This strategy should consider the potential of expanded restaurant, entertainment, and theatrical arts in the Downtown Waterfront Area to draw more visitors and businesses. The City will also consider how to build on the proximity of Travis Air Force Base, including exploring businesses or industries that support activities at the base or transportation to and from the base.

The City could develop and publish a one-stop guide (using a web-based format or other appropriate technology) for businesses needing to secure project approvals and permits for new development and existing business expansion projects, as well as permits to operate and business licensing. This guide could provide useful information and assistance on all relevant types of permits and approvals needed from the City, as well as approvals that may be needed from other agencies.

The City could continue to seek funding to prepare “shovel ready” sites and “move-in ready” facilities to aid efforts to attract businesses in support of economic development goals and objectives.

Program ED-1.2 Interagency Collaboration

The City will maintain cooperative working relationships with regional economic development partners, including the Solano Economic Development Corporation and other appropriate regional entities, to help leverage the City’s limited marketing resources.

Jobs-Housing Balance

Historically, urban growth has been viewed as dependent on development of basic (exporting) industries, which are followed by housing development for the local workforce, and then retail and service sector expansion. However, in recent years, growth in many suburban communities has been driven by housing development, with employment growth in basic industries occurring elsewhere in the region, still followed by retail and service expansion.

Urban development is influenced by population dynamics. Employees attracted to certain community amenities move to certain places and generate employment



opportunities, which can be a factor in driving urban and economic growth.¹ Suisun City has the opportunity to attract employees and higher-quality jobs by enhancing cultural and recreational opportunities, the range of retail and services offered locally, and enhancing various types of community amenities. See the Land Use, Community Character and Design, and Transportation elements, in particular, for policies related to maintaining and improving the local quality of life.

For 2015, Suisun City is anticipated approximately one job for every 4 employed Suisun City residents.² The ratio of employed residents to jobs in Suisun City and the mismatch between local jobs and the skills and interests of local residents means that residents travel to employment centers outside of the City. Suisun City workers are employed in higher percentages in skilled trades (construction, extraction, maintenance and production, transportation, and material moving), compared to Solano County or the Bay Area. As the City grows and changes, the local population and workforce will also change. Future residents will bring with them certain education, skills, and employment skills. The City will also add employment during this General Plan time horizon. The Association of Bay Area Governments estimates that Suisun City will have 3,810 jobs by 2020 and 4,310 jobs by 2035.³ The actual level of employment development within the City will depend on regional and global economic conditions, real estate trends, technological changes, individual landowner and developer decisions, and many other factors.

Although providing local jobs that match the skills of the local labor force does not guarantee that all residents will work in the City, there are many benefits to moving toward a better balance between the composition of local jobs and the local labor force. Balancing job growth with population growth (and associated housing development) can lead to a more balanced and vibrant local economy, more sustainable fiscal conditions, reduced commuting time, reduced traffic congestion, improved air pollution, and many other benefits. Improving the balance between local jobs and the local workforce will require proactive monitoring and actions within the context of the City's economic development strategy and other implementation programs. The City will also need to consider the number, intensity, and character of jobs created by local land use and infrastructure projects. The City will need to encourage developments that have high employment intensities and create jobs suited to the local workforce.⁴

Goal ED-3: Improve Suisun City's jobs-workforce balance by attracting high-quality, local employment opportunities.

Objective ED-3 Provide at least 0.4 total local jobs for every member of the labor force by 2035.

¹ Rethinking Human Capital, Creativity, and Urban Growth; Author: Storper and Scott (Journal of Economic Geography); Date of Publication: 2009

² Association of Bay Area Governments.

³ Association of Bay Area Governments.

⁴ Different development patterns have different employment generation. In general, denser forms of construction (apartment homes, townhouses) are more labor intensive (labor costs represented 46% of contractor's costs on a typical apartment building vs. 37% for a single family home). Repairing existing roads creates more jobs than new highway construction (every \$1 billion spent on federally-aided highway resurfacing projects yielded approximately 10,420 person years of construction labor vs. 9,320 person-years for new highway construction). "The Jobs are Back in Town: Urban Smart Growth and Construction Employment." Philip Mattera with Greg LeRoy. November 2003.

- Policy ED-3.1 The City will encourage development that improves the balance between local jobs and housing, including new commercial and industrial development, home-based businesses, business incubators, and other uses that produce high-quality local jobs.*
- Policy ED-3.2 The City will consider the needs and the skills of Suisun City’s workforce in economic development and redevelopment activities. Targeted businesses and industries should be those which are well-matched to the skills of the City’s workforce.*
- Policy ED-3.3 The City will place greater emphasis on attracting skilled production businesses that match the skills of Suisun City’s workforce.*
- Policy ED-3.4 The City’s economic development strategy will target industries that provide viable career ladders for local workers, from entry level through management positions.*
- Policy ED-3.5 The City will leverage existing workforce training and job referral services provided by other agencies to help match job opportunities with local workers.*

Program ED-3.1 Job Resources

The City will maintain and disseminate at City Hall current contact information for the major job training and referral agencies, including the State Employment Development Department, regional workforce development organizations, local colleges, and private agencies.

Program ED-3.2 Workforce Development

The City will explore funding sources and partnerships with workforce agencies to conduct a survey of the commuter workforce in Suisun City. This survey could help determine what skills and experience levels can be marketed to prospective employers. The City could use secondary sources of data, also, to promote local job skills and recruit employers.

As part of the economic development strategy, the City could publish information about skills and occupational requirements of target industries. The City could examine opportunities to collaborate with other agencies and nonprofits to provide education and training, including on-the-job training, to provide the local workforce with skills appropriate for target industries. This program would involve necessary education and training to provide the local workforce with skills appropriate for target industries.

Economic and Fiscal Sustainability

City revenues come from a variety of sources, including sales tax, property tax, subventions from the state government, and other taxes and fees.

Property tax revenue increases as property values increase, and property values tend to increase as the desirability of the community increases. Property values tend to increase in areas with low commute times, good pedestrian amenities, safety, quality schools, and proximity to retail and service businesses, among other factors. Proximity to “walk and ride” fixed rail transit stations appears to be a significant amenity that appeals to high-income and well-educated home buyers, thereby positively impacting



home values near such stations.⁵ In general, high-quality neighborhoods that facilitate multiple means of travel, are close to civic amenities and services, have good schools and parks, are well maintained, offer a variety of housing options, encourage social interaction, and engender neighborhood pride tend to be more desirable and therefore hold their value better than other neighborhoods. The City can increase local revenues by planning for these amenities, development patterns, and design qualities.

Certain development patterns can generate positive spinoff effects that would improve fiscal balances. For example, additional transit-oriented development (TOD) in the downtown area is anticipated to have significant, positive fiscal impacts. A 2009 TOD feasibility study anticipates cumulative net revenue to Suisun City of \$154,389 to \$9.7 million by 2032, depending on the pattern and type of TOD. Downtown TOD will not only bring new residents to Suisun City, but also increase market support for new retail establishments, such as eating places, food stores, and specialty retail.

Sales tax is also an important source of local revenue. Retail location decisions depend on a number of factors, including local household composition, disposable income, access to labor and markets, as well as existing competition. As the City grows, there will be an opportunity for additional retail establishments to serve the expanding population. Approximately \$100 million of Suisun City's retail demand was met outside the community in 2009.⁶ The City can help to address this "leakage" by drawing a greater variety of retail businesses that are located and designed to be convenient to, and serve the needs of residents and businesses. Leakage studies have suggested that local needs include eating and drinking establishments and specialty retail, apparel, food stores, home furnishings and appliances, and building materials. The ability of the City to attract additional retail activity will depend on attracting a concentration of additional households and associated incomes. The City also has the potential to attract "niche" retail and service locations that are able to distinguish themselves from competing operations by offering unique products or services in a unique setting.

The City can help to free up discretionary income that can support expanded local retail activity. The City's land use and transportation planning strategies can reduce travel costs for households and increase disposable incomes. The high combined costs of housing and transportation leave many households with insufficient income for other needs. In Solano County, housing costs are below the regional average, but higher transportation costs result in combined costs of 63 percent of household income, which is higher than the Bay Area average.⁷

The other side of the fiscal equation relates to City expenses. Just as the City's planning strategies can increase local revenues, they can also help to hold down the costs of City operations. In general, municipal costs can be reduced with compact, planned development. Numerous research efforts show positive links between compact development and: lower levels of public financing, infrastructure development, and operating costs; improved economic performance; and improved fiscal performance for municipalities.⁸

⁵ Gentrification Trends in New Transit-Oriented Communities: Evidence from 14 Cities That Expanded and Built Rail Transit Systems; Author: Matthew E. Kahn, Institute of the Environment, UCLA; Date of Publication: 2007

⁶ Transit-Oriented Development Feasibility Study, prepared by Applied Development Economics for the City of Suisun City and dated April 16, 2009.

⁷ Bay Area Burden; Author: ULI (Terwilliger Center for Workforce Housing); Date of Publication: 2009; available: http://www.cnt.org/repository/Bay-Area-Burden_FINAL_lowres.pdf

⁸ "Fiscal Impacts of Alternative Land Development Patterns in Michigan: The Costs of Current Development Versus Compact Growth," 1997; "South Carolina Infrastructure Study: Projection of Statewide Infrastructure Costs 1995-2015," 1997; "The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey

Medium- to higher-density, mixed-use development can provide savings related to construction costs for roadways and utility lines ranging from \$5,000 to \$75,000 per dwelling unit, compared with the same quality of infrastructure provided to dispersed, automobile-dependent development. Maintenance and service costs (maintaining more roads and utility lines, increased pumping costs, higher delivery costs for public services, etc.) can also be reduced with more compact development (saving \$500 to nearly \$10,000 annually per unit).^{9, 10}

Up-front and ongoing costs associated with transportation facilities can be reduced by managing travel demand. Smaller-scale retail, office, and service establishments downtown and integrated into neighborhoods that are designed to promote pedestrian, transit, and bicycle access would, in general, have relatively lower traffic generation and corresponding costs of transportation infrastructure (per square foot). Traffic generation rates tend to be higher for projects that have a more automobile-oriented location, orientation, and design. Reducing travel demand would also reduce costs associated with construction and maintenance of roadway facilities. Please refer to the Community Facilities and Services Element, which addresses infrastructure, public services, and facilities in more detail.

Goal ED-4 Enhance the City's long-term fiscal sustainability.

Objective ED-4 Expand the local revenue base, while managing up-front and ongoing costs associated with new and existing development.

Policy ED-4.1 The City's economic development program should prioritize businesses that accommodate more efficient infrastructure and services, including transit-supportive development, and that help to create a strong property and sales tax base for the community.

Policy ED-4.2 The City will proactively encourage the establishment and expansion of retail and services that have been shown in leakage studies to be supportable by existing internal demand.

Policy ED-4.3 The City will maintain a development impact fee program that requires new development to pay a fair share of the cost of City services and facilities required to serve such development.

Policy ED-4.4 The City will proactively communicate with relevant local service agencies to encourage consistency between the fees and funding programs of these entities and the policies and objectives of the 2035 General Plan.

Policy ED-4.5 As a part of the approval process, the City will consider the fiscal impacts of proposed projects, and may allow deferral of development impact fees until later in the entitlement process for projects that meet the City's economic development objectives.

State Plan," 2000; Why Smart Growth: A Primer; Author: International City/County Management Association with Geoff Anderson; Date of Publication: 1998

⁹ Understanding Smart Growth Savings; Author: Todd Litman, Victoria Transport Policy Institute; Date of Publication: September 2009

¹⁰ The precise level of savings for compact development in Suisun City may differ from the cited empirical studies.



Policy ED-4.6 The City will encourage compact residential development that more efficiently uses infrastructure and public services and is located within ½ mile walking distance of Suisun Depot.

Program ED-4.1 Tax Revenue

As part of the economic strategic plan, the City will identify and target for recruitment or expansion businesses that would have a strong potential to generate additional sales taxes and/or property taxes.

Program ED-4.2 Nexus Study and Fee Update

The City will collaborate with other local services agencies, as appropriate, as they maintain and update fees in order to encourage consistency with the 2035 General Plan. The City will periodically review its fee and assessment programs to ensure they are reflective of the cost of infrastructure and facilities. Fees shall be reviewed to reflect regional population and employment forecasts for Suisun City. The City will collaborate with LAFCO to identify shorter- and longer-term growth areas within the Planning Area and connect impact fee structures to these different growth areas. This analysis would be a part of Municipal Services Reviews and annexation strategies.

The City will consider establishing fees on a per-equivalent dwelling unit (EDU) basis, a per-capita basis, or per-acre basis, depending on the type of fee. The City will discourage use of a single per-dwelling unit fee, since different types of dwelling units have different service demands and different associated costs.

The City will consider reducing development impact fees, as appropriate, in areas where the City, Redevelopment Agency, or other agencies fund infrastructure improvements intended to serve development within existing developed areas. The City will ensure that compact development has lower fees where it is shown to have lower costs. For some types of infrastructure and facilities, fees would be expected to be lower for higher-density projects (on a per-EDU basis) and projects with fewer bedrooms. Fair-share commercial traffic impact fees will take into account the location, scale, and orientation of the subject project.¹¹

¹¹ Traffic generation rates are higher for projects that have a more automobile-oriented location, orientation, and design. Retail, office, and service establishments Downtown and integrated into neighborhoods that are designed to promote pedestrian, transit, and bicycle access would have relatively lower traffic generation and corresponding impact fees (per square foot). For more information, please see: Nelson/Nygaard Consulting Associates. 2005 (August). Crediting Low-Traffic Developments, Adjusting Site-Level Vehicle Trip Generation Using URBEMIS. Ewing, Reid & Cervero, Robert. 2001. Travel and the Built Environment: A Synthesis. Transportation Research Record 1780, Transportation Research Board.

Redevelopment and Revitalization

Redevelopment of underutilized properties can provide additional revenue to the City, remove blight, provide more housing and employment opportunities, and offer new retail and services within the community.

The Association of Bay Area Governments and the Metropolitan Transportation Commission drafted a regional strategy called “FOCUS: A Development and Conservation Strategy for Bay Area Communities.” This resulted in the designation of Priority Development Areas (PDAs, infill development areas near transit within existing communities), one of which is adjacent to the train depot in Suisun City. There are financial incentives and technical assistance for the development of designated PDAs. Other regional, state, and federal programs will make funding available for infrastructure improvements, design and planning, environmental mitigation and remediation, and similar work. Use of this funding can help leverage private investment in Suisun City.

There are many strategies for encouraging redevelopment. Public/private partnerships could prepare due diligence studies on any on-site constraints and strategies to remove constraints for development opportunity sites. Infrastructure and streetscape improvements could be helpful in spurring additional private reinvestment activity. Matching grants may be made available to property owners for façade improvements or other on-site improvements. As public investments are made in infrastructure, the City could work with service providers to reduce or waive fees in priority redevelopment areas. Transit investments coupled with compact land-use strategies can help attract significant levels of private investment, leveraging scarce public resources toward even higher returns.¹² The City’s redevelopment success and history of producing compact, mixed-use, infill development can be leveraged to better compete for grant funding.

The City and former Redevelopment Agency have had a series of successes in promoting revitalization. This Element lays out the City’s overarching policy framework for revitalization, along with programs to guide the preparation and implementation of revitalization plans. The vision presented in this Element would continue to apply as the implementation details change.

Please see the Land Use Element for a more detailed discussion about land use change in the City, including within areas targeted for revitalization.

¹² It has been estimated that every \$1 in public transit investment can leverage up to \$31 in private investment. The leveraging potential experienced in Suisun City may differ somewhat from that evidenced in recent empirical studies. Please see: Cost-Effective GHG Reductions through Smart Growth & Improved Transportation Choices Author: Center for Clean Air Policy Date of Publication: 2009.



Exhibit 5-4

Downtown Suisun City

Goal ED-5 Promote revitalization and redevelopment of the Downtown Waterfront Area and other areas with infill development potential.

- Objective ED-5** Accommodate at least 1,000 new jobs and 1,500 new dwelling units on existing developed properties between present and 2035.
- Policy ED-5.1* *The City will promote multiple functions, such as retail, entertainment, civic, cultural, and residential in the Downtown Waterfront Area.*
- Policy ED-5.2* *The City will encourage higher-density housing and office employment in the Downtown Waterfront Area, which will be required in order to expand the customer base and allow increased retail and commercial service uses.*
- Policy ED-5.3* *The City will consider the inventory of existing commercial, office, and industrial space in need of reuse in prioritizing economic development and redevelopment activities.*
- Policy ED-5.4* *The City will encourage development on vacant and underutilized properties within ½ mile of the Suisun Depot of at least 35 employees per acre, 50 residents per acre, or 44 persons + employees per acre.*
- Policy ED-5.5* *The City will streamline permitting and assist with creating “shovel ready” and “move-in” ready sites and facilities in infill locations, to the greatest extent feasible.*
- Policy ED-5.6* *The City will leverage past redevelopment success, regional transit access, and policies that favor compact, mixed-use development to increase competitiveness for regional, state, and federal grant funding for technical assistance and infrastructure improvements.*
- Policy ED-5.7* *The City will seek grant funding to provide low interest loans, small grants, and/or architectural and design assistance to property owners or business owners to make improvements to existing developed properties throughout the City.*

Policy ED-5.8 The City will proactively implement regional, state, and/or federal programs that streamline and provide other incentives to review and remediate brownfields sites, such as the Department of Toxic Substances Control’s Voluntary Cleanup Program and other similar programs.

Program ED-5.1 Priority Sites

During buildout of the 2035 General Plan, the City will identify priority sites for infill development, including underutilized clusters of parcels that may be prepared for redevelopment through parcel assembly. The goal is to prepare the priority sites to be “shovel” or “move-in” ready.

Program ED-5.2 Zoning Ordinance Update

The City will comprehensively revise the Zoning Ordinance to incorporate direction in the 2035 General Plan. The City will consider incentive zoning for existing developed areas of the City.

Program ED-5.3 Downtown Waterfront Area Housing

The City will provide regulatory and financial incentives for higher-density residences constructed as single-use projects or in mixed-use developments, particularly within the Downtown Waterfront Area.

The City will consider regulatory and financial incentives, including but not limited to financial assistance (based on availability of federal, state, local, and private housing funds), expedited development review, streamlined development application processing, and flexibility on development requirements, such as reduced parking standards for higher-density residential development.

Program ED-5.4 Grant Funding

The City will evaluate grant funding available for façade improvements, design and planning technical assistance, environmental remediation, infrastructure repair and expansion, energy efficiency improvements, and other actions that enhance the attractiveness of infill buildings and properties for development and redevelopment. The City might also seek funding for dredging of Suisun Slough and expansion of the Marina.



Exhibit 5-5

Mixed-Use Redevelopment



Destination Tourism

Suisun City has unique features and amenities that have the potential to support destination tourism. The City is connected by commuter rail with the population centers of northern California, and has an attractive and vibrant downtown, a unique waterfront and marina, and abundant local natural and recreational resources. The City's Downtown Waterfront Area features a variety of specialty shops and restaurants, community events, and a hotel and conference/exhibition space.

Policies and programs described throughout this Element will improve destination tourism resources and amenities. Policies for business attraction and retention place an emphasis on drawing more intense, mixed-use development, including specialty retail activities, near the Suisun Depot and the Downtown Waterfront Area, for example.

Other policies call for increasing activity in the Downtown Waterfront Area both during the workday and into the evenings and weekends. Policies that create better linkages to SR 12 also help improve prospects for increased destination tourism.



Exhibit 5-6 State Route 12, Downtown Waterfront Area, and Suisun Marsh

Goal ED-6 Increase destination tourism, recreation, and cultural activity in Suisun City, particularly in the Downtown Waterfront Area.

Objective ED-6 Increase the number and diversity of destination land uses within Suisun City and the amount of visitor activity during the day, nighttime, and weekends.

Policy ED-6.1 The City will support agricultural tourism, ecological tourism, recreational uses, and other natural-resource based economic development projects in areas with land-based natural resources, natural beauty, and cultural attractions.

- Policy ED-6.2 The City encourages the local establishment and expansion of activities, such as camping, hiking, cycling, trails, kayaking and other water sports, bird watching and other natural observation, and related activities.*
- Policy ED-6.3 In consultation with other organizations and agencies, the City will encourage events, sporting activities, and entertainment venues that draw visitors.*
- Policy ED-6.4 The City will market and promote the Downtown Waterfront Area as a dining, shopping, entertainment, cultural, and recreational destination.*
- Policy ED-6.5 The City will seek to expand the range of recreation opportunities and specialty businesses associated with boating and the marina.*

Program ED-6.1 Marketing to Support Destination Uses

The City will continue to market Suisun City as a destination. Marketing activities may include websites, magazines, social meetings, speaking engagements, local television, and other media.

Program ED-6.2 Waterfront Recreation

The City will explore ways to expand the recreational opportunities at the waterfront. Possible activities or new businesses might include pleasure and commercial tours or fishing, kayaking, and paddle boats.

Program ED-6.3 Special Events

The City will continue to support and market special events in the Downtown Waterfront Area. The City will proactively examine opportunities to provide events related to cycling, birding, and various water recreation activities. The City will promote Suisun City as a destination for cycling. The City will develop a bike map (including an online, PDF map) illustrating trails in the City and connections to the region. The City will seek to draw a cycling race or similar activity to start or end in the Downtown Waterfront Area.



Exhibit 5-7

Construction of McCoy Creek Trail



Economic Development Areas

Suisun City and the City's former Redevelopment Agency had significant success developing the Downtown Waterfront Area, a mixed-use area combining housing, office space, restaurants and services. Other projects within the Downtown Waterfront Area will provide the City with broad community and economic development benefits. Commercial development near Walters Road and State Route 12 will significantly increase the retail inventory in Suisun City.

The 2035 General Plan provides for additional areas for development that, if planned appropriately, will provide the City and its residents with long-term fiscal and economic benefits. Certain priority areas have been identified as "Economic Development Areas" (Exhibit 5-8). In these areas, the City will focus proactive efforts to attract job growth, including attracting basic industries. Proactive efforts by City staff are intended to ensure that the eventual development of these areas will generate the greatest long-term economic benefit for the community. Below is the overarching economic development policy framework for Economic Development Areas.

Goal ED-7 Guide Investment within Suisun City's Economic Development Areas.

Objective ED-7 Ensure that land use change within Economic Development Areas promotes 2035 General Plan goals.

Policy ED-7.1 The City will provide coordinated planning and entitlements to support plans and projects within Suisun City's Economic Development Areas that promote the objectives of the 2035 General Plan.

Policy ED-7.2 The City will pursue a variety of strategic economic development programs to support investment in Economic Development Areas, including, but not limited to public/private partnerships, grant funding, due diligence studies, infrastructure investment, marketing, and entitlements streamlining.

Policy ED-7.3 Within Economic Development Areas, and as funding is available, the City will encourage development by proactively analyzing existing conditions and assisting with detailed economic development strategies keyed to site-specific opportunities and constraints.

Policy ED-7.4 As feasible, the City will incorporate analysis of development within Economic Development Areas in the General Plan to help streamline later project approvals.

Policy ED-7.5 Development within Economic Development Areas shall be shown to be revenue neutral or positive to the City.

Program ED-7.1 Analysis and Planning of Economic Development Areas

The City will collaborate with landowners, developers, builders, and responsible and trustee agencies on planning for Economic Development Areas. The City will help clarify and streamline the entitlement process for landowners, developers, and builders. City staff will assist applicants in navigating requirements for land use,

transportation, natural resources, and public services and infrastructure planning.

The City will consider various strategic economic development programs to support investment in Economic Development Areas, including, but not limited to public/private partnerships, grant funding, due diligence studies, infrastructure investment, marketing, and entitlements streamlining. As funding is available, the City will help proactively analyze existing conditions and assisting with detailed economic development strategies keyed to site-specific opportunities and constraints.

Planning for Economic Development Areas will be intended to integrate the City's objectives for land use and transportation planning, public services and infrastructure planning, and natural resources management with strategic economic development programs and capital improvements planning efforts.

Plans and projects within Economic Development Areas shall include, for the City's review, a fiscal and economic impact analysis and a market feasibility analysis.

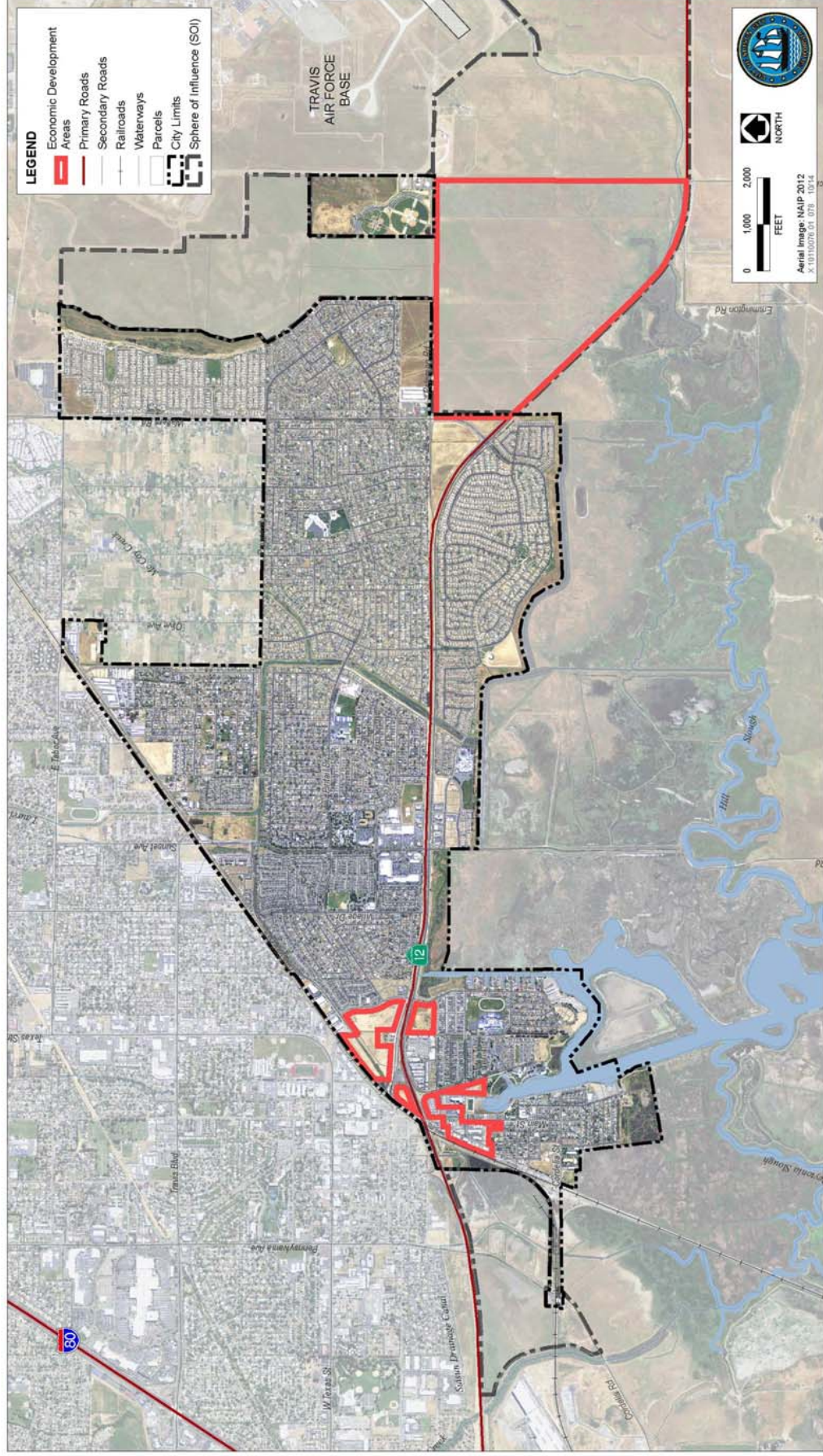


Exhibit 5-8

Economic Development Areas



Chapter 6

Housing (Adopted Separately)

C I T Y O F S U I S U N C I T Y G E N E R A L P L A N